

28 DAYS

The Framework Agreement clearly states that reserves' duties and rest days should be published 28 days in advance. Your functional union reps have been arguing that the 'confirmation' or 'amendment' sheets published on the Thursday of the previous week are negating this principle by increasingly altering shift times and location.



According to the Framework Agreement:

'Cover staff will be provided with 28 days Notice of Duties and Rest Days.

'Variations to duties to take account of special events, possessions, *unanticipated sickness or absence* etc., will be decided by the Group Station Manager in consultation with the staff and staff representatives concerned. Changes to duties will be as shown below:

2.2 For cover staff, duties may *only* be changed with 24 hours notice *in the circumstances described above and wherever possible by mutual agreement.*

How 'unanticipated' is a change if it is planned with at least three days' notice on a Thursday?

And are we getting proper 'consultation' when our duty is handed to us on a piece of paper as if we have no choice?

A Stations Functional Council meeting in 2004 agreed that mutual agreement must be attempted by local management before changes are made. Management have agreed to reaffirm this agreement of 2004 and to emphasise it to local management. If you have any problems with amended duties, let your rep know!

WORKING THE OLYMPICS

Two safety consultation meetings with reps have revealed some of LU's plan for the Olympics.



LU plans to have all trains stabled in depots by 0230, with the last trains departing East London around 0115. During the events, there will be a 'third peak' from 2200. Sunday mornings could see trains 30 to 45 minutes earlier.

LU estimate an extra 400 to 600 duties and information volunteers will be needed per day. Safety critical activities will be performed by LU licensed staff, but information and 'supporting congestion measures' will be done by volunteers and ICSAs.

LU expect larger section 12 stations can staff the extra opening hours with existing staff, while some small central London stations will need extra licensed staff to keep within minimum numbers. SRT and RCIs will be used.

Both unions have highlighted to management the effect of fatigue from these games, as well as the impact change of duty times will have on staff taxis and travel home.

Both unions have also completely rejected the use of "non licensed volunteers" and are still in talks with management over this issue.

Congestion Control and Evacuation Plans will be consulted on locally from October. Later in the year, industrial reps will consult with staff about rosters for the period of the games.

If you have any queries, contact The Stations and Revenue Control Safety Council

Ross Marshall, RMT, Staff Side Secretary, 07411 028 726
Dave Phillips 07753 979 637
Tony Gandolfi, 07528 526 378
Jim Harrington, 07872 467 546

Stations Safety Round-Up

Storage of bodies. Following a person under a train in June, a body was stored in the cleaners room at Edgware Road for 7 hours. The Safety Council are trying to get a procedure in place for such incidents.

Congestion Control Evacuation Plan Re-write. A consultation has started to change the way CCEPs are laid out. After several meetings, a final draft is due very soon.

Unstaffed Stations. For nearly 3 years the Safety Council has raised this matter with LUL. Following a meeting with the ORR, we have been asked to provide evidence of this to the ORR by December. A separate flyer on this has already gone out. Please email us any evidence of unstaffed stations to us by November 25th.

Non section 12 stations with fire panels. We have argued that non section 12 stations with fire panels, and therefore evacuation roles, need to have minimum numbers. A submission has been sent to London Underground and is being considered.

Wheelchair Ramps on platforms. A consultation is on going over the use of Wheelchair Boarding ramps at certain locations, similar to the use of these on National Rail stations. We have formally rejected the idea as unsafe. Training was supposed to start but has now been "postponed"

Section 12 stations being left unstaffed during engineering hours. Following on from a referral from the Heathrow group regarding the above, we attended a directors meeting and then subsequently gave a submission on why this shouldn't happen. We are awaiting a response.

De-skilling of station staff. LUL are now claiming that not all the people who attend work at a station need to be licensed to work on all assets. For example, they claim not all staff working at Hampstead with 4 deep level lifts need a lift license. This is in contravention of several safety regulations and also the dispute resolution agreement to the 2008 "causation" dispute which clearly stated that all staff should be fully trained, familiarised and licensed. We await management's response.

Minimum numbers changes. Consultation has started on how minimum numbers are worked out. This is in the very early stages and more info will be available soon.