



tubeworker

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As hundreds of thousands take part in international climate strike, we say:

WORKERS' ACTION CAN STOP CLIMATE CHANGE

On 20 September, hundreds of thousands of people worldwide participated in a global “climate strike”.

Responding to a call from school students, who had been striking from school on Fridays, the movement broadened, with workers and trade unions showing support.

Although restrictive anti-union laws, which prevent unions from striking legally over political issues, meant direct participation was difficult, many workers and unions found ways to be involved.

London Underground workers wrote messages supporting the climate strike on station whiteboards, and activists from Tube unions participated in mobilisations in Brixton and central London. Workers at TfL’s “Steps into

Work” scheme, for autistic and learning disabled adults, also held a protest outside their workplace.

More climate strikes are planned in the future. We have to step up our support.

What’s it got to do with us?

Climate change threatens the future of life on earth. It’s that simple, it’s that serious. Already, in many places around the world, people are feeling the effects of climate change in the form of increased extreme weather events that have forced them from their homes. We’ve seen an increase in extreme weather here in Britain. But these effects won’t be felt equally: it’s poor and working-class people that will bear the brunt of a problem created by our bosses.

Why is workers’ action the key?

Just 100 corporations are responsible for 71% of global carbon emissions. Climate change is a problem caused by capitalism, and its relentless drive for profit.

Our bosses have the wealth, but we have the power of production. Workers make society move - literally, in our case. It’s our labour that makes the trains run, operates and cleans the stations, lays and fixes the track, operates the signals... That gives us a unique potential power to change the way society is organised.

How can we support the next climate strike?

As a minimum, we can do what station staff at Brixton and elsewhere did and use station whiteboards to display messages supporting the strike. We can attend mobilisations near our stations. If we’re involved in disputes that are on the point of naming action, we can coincide that action with climate strike days. We can also look to launch disputes around environmental issues in our own workplaces.

What about our own workplace and industry?

Although we work in a “green collar” industry, which will need to be expanded as part of a transition to a zero-carbon economy, there is plenty we can do to fight for a greener Tube.

We should demand our employer transitions to 100% renewable provision for the energy needed to run the Tube. We can also demand action on air quality, which affects our health at work.

Will Labour implement its 32-hour week policy on TfL?

The recent Labour Party conference in Brighton ratified policy in favour of a four-day, 32-hour week. Shadow Chancellor John McDonnell promised that the average working week would be cut to 32 hours within a decade under a Labour government.

In London, we already have a (local) Labour government: Labour controls the mayoralty, and the Greater London Assembly, which administers TfL and its subsidiaries.

All four Tube unions demanded a four-day, 32-hour week as part of our pay claims. Our bosses are currently intransigent, committing only to a 30-minute reduction in the working week, at zero cost. Now Labour’s policy has

shifted, we should demand it is implemented on TfL.

To press that demand, our unions must ballot for industrial action now. Two RMT branches, Bakerloo and Piccadilly and District West, have passed policies demanding an immediate ballot. Further delays only benefit the bosses.

When we strike, we should call on the Labour Party, which supports our demand, to unambiguously support the action we take to win it.



**SAFETY
FIRST**

ACTION AGAINST ASSAULTS

Staff across the job have been shocked to hear about the brutal assault on our workmates at West Ham station on 18 September.

Tubeworker sends our solidarity to those involved and is pleased to hear about the great support they are getting from colleagues. Not so much from management, though, we hear.

In response to this, we need concrete action: not crocodile tears, and not sticking-plaster attempts to use inadequate technological fixes to address the problem.

Concrete demands follow from the key issues in the assault:

- This station repeatedly has uncovered duties and people working alone on a gateline where they are vulnerable: so we need a clear commitment from LUL that all uncovered duties are covered, and that lone working ends - not just working alone on a station, but working alone on a vulnerable part of a station.

- This is also rooted in the de-staffing of stations over recent years. We need an immediate increase in staffing levels, through the recruitment of permanent LUL staff, not agencies or security guards.

- It was shocking how easily the assailant were able to kick down the door to get to the staff they assaulted. Flimsy doors must be replaced immediately (rather than the rolling programme that management have promised).

- We need a secure and accessible place of safety in every part of every station.

We understand why staff are asking for bodycams, but as CCTV didn't deter these assailants, so it seems unlikely that bodycams would. And we worry that management will use bodycams (or an increase in police numbers) as an excuse to refuse demands like no lone working or covering all duties.

FIGHT FOR SAFE WORKPLACES



It was shocking and heartbreaking for all of us to hear about the death of a colleague working on the travelator at Waterloo recently. Our thoughts are with his workmates, family and friends.

Details have been shown to emerge, but we hope that the causes will be thoroughly investigated in order to prevent a recurrence. It is essential that this does not just look at the immediate causes, but at the impact of how this work is organised, including the whole practice of contracting this work out to private companies.

DISTRICT EAST ACTION BEGINS

As *Tubeworker* went to press, industrial action short of strikes was due to begin on District East stations on 27 September.

Workers will refuse to attend incidents or detrain alone, and will work from a place of safety. The action came about after a spike in antisocial behaviour and staff assaults prompted the local union to launch a dispute. The demand is clear: more staff, end lone working.

A UNIFORM APPROACH

CSAs are having uniform orders rejected when they have been on the job less than two years. What's going on?

Some part-time workers have only one pair of trousers or two tops. Waiting for two years to get the uniform needed we have to wear for the job is a joke.

If this is happening across the network then workers should start speaking up.

AUTOMATIC WARNING

A regular reminder that there's no such thing as an "automatic warning" under the LU attendance or disciplinary policies.

If you find yourself being handed a warning the manager calls "automatic" at an LDI, appeal it, and lodge a grievance for abuse of procedure.

WHEN TO GO SLOW... AND WHEN NOT TO

After the excellent ballot result on the Jubilee, Northern, Victoria, and Central Lines, RMT has named action starting on 10 October in its dispute to end excessive track noise.

Drivers will impose temporary speed restrictions in affected areas, lessening the effect of the noise forced into the driver's cab and the train cars.

That's the kind of go-slow we like to see. We're less keen on the slowness of the union's decision making process. This action should have been announced as soon as the ballot result came back. The delay only benefits the bosses.

**GLEN HART FOR
RELIEF REGIONAL
ORGANISER: Vote
by 11 November!**



What is *Tubeworker*?

Tubeworker is a rank-and-file socialist bulletin, published at least monthly, written by Tube workers, for Tube workers. It is published by the socialist group Workers' Liberty, but is produced in editorial meetings open to all workers. Supporters from outside London Underground can help with public distribution.

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