



Trains Health and Safety Council Update

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Cab Security

The issue of cab security was recently discussed at a Director's meeting on the 8th March.

While the general threat level may not have changed, one of the government's most senior advisors recently stated that the terror threat is at its highest level since the 1970's.



LU constantly tell us how much they value their employees, however when it comes to taking steps to ensuring the safety of drivers, such as improvements to the security of the 'J door', it would appear that we are not as valued as it seems.

We will soon be meeting with LU's head of rolling stock to discuss possible options, although they have stressed that money is a key factor in any potential solution.

HOT Process

Following the terrorist incident last year at North Greenwich there was a local investigation commissioned and also a Security Sub – Group set up to look at the effectiveness of the HOT procedure.

The LIR which was attended by Jubilee Line H&S Reps resulted in

a number of recommendations.

These included:-

- Once an item is confirmed as suspicious then the area is evacuated.
- When an item is confirmed as suspicious train movements will be restricted in the area.

Talks are still ongoing about the effectiveness of the HOT procedure and we have particular concerns about how LU are telling us that the HOT process entails opening up a bag and examining its contents to confirm the item as suspicious. We have made it clear that both trains and station staff have never been trained to do this.

If you are not confident or happy in undertaking the HOT procedure you should ask someone else to investigate and prior to this move yourself and your passengers away from the area.

Dust on LU

This issue has received extensive media coverage recently. We will be discussing this with the Director of Safety on 7th April.

We will be asking that LU put in place mitigation to reduce the amount of dust drivers are exposed to during their duties.

We will also be asking how LU intends to deal with the issue of dust particularly now that there is currently no cleaning train and LU have abandoned plans for a new tunnel cleaning train in favour of 'fluffers' – a huge step backwards that does not benefit staff or passengers.

Removal of Detrainment Staff

This week we were given first sight of a Change Assurance Plan where LU intends to remove the requirement to check trains at reversing points.

This is totally unacceptable to us as it will lead to more over carries into sidings and leave drivers in a potentially dangerous situation with no assistance readily available. LU believes that this is a low risk to drivers – we know drivers will have a different opinion. We will be visiting branches and sending out further updates on this issue. LU's 'modernisation' plans must not be at the expense of driver safety

Tunnel Telephone Wires

Despite arguing for their retention at all stages of the machinery LU has decided that there is no longer a justification to have a secondary means of discharging traction current in an emergency.

ASLEF's position on laying SCD's on live track has not changed since this issue was addressed by a 2013 EC resolution 483/461 which states:-

"...the General Secretary be instructed to advise the ER Director LUL that our members will not be using the short circuiting device on live track"

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