

TSSA accepts offers to end national rail dispute

February 27, 2023



TSSA members across train operating companies have voted to accept a national framework pay offer of at least 9 per cent over two years, bringing an end to the dispute with the union.

It means TSSA members in general and management grades will be eligible to receive a backdated pay rise of 5 per cent increase for 2022 and a 4 per cent rise for 2023, with those on the lowest pay grades being offered a minimum of £1,750, or an increase of over 13 percent in 2022/23 pay packets.

A release from the Rail Delivery Group (RDG) says as with the offers made to other rail unions, the proposals set out reforms that will support funding of the pay increases, put the industry on a sustainable footing and equip it to meet the changing needs of our customers. These include a new multi-skilled station role, with station staff trained and better equipped to take on a range of responsibilities aimed at better meeting the needs of customers.

Additionally, new part-time contracts and flexible working rosters and patterns will also encourage a more diverse workforce that can fit shifts around other commitments, while current voluntary working arrangements on Sundays will be formalised to meet rising demand for weekend travel services.

The breakthrough comes after the RMT executive rejected an equivalent offer last month. The RDG says the executive is now seeking an unconditional offer on pay, despite having acknowledged throughout negotiations that reforms were essential to plug the £2 billion gap in the railway's finances and fund a pay increase.

Steve Montgomery, Chair of the Rail Delivery Group, said: "This is a positive breakthrough which shows these disputes can be resolved when members are given an opportunity to have their say in a democratic vote. TSSA members have sent a clear message that they welcome this fair offer, which means that those on the lowest pay are now eligible for a rise of over 13%, with all grades receiving at least a 9% rise in their 2022/23 pay packets.

"We hope that the RMT leadership will take this opportunity to reconsider their rejection of our equivalent offer, call off their unnecessary and disruptive strikes and allow their members a referendum on their own deal."

There are currently around 3,000 TSSA members in Train Operating Companies, who work primarily as management or on the front line alongside RMT members in roles such as control room staff, selling tickets or as engineers.

Industrial action has cost the industry around £480 million in lost ticket revenue since June, on top of its current £2 billion fares shortfall post-covid. Taxpayers are injecting between £125 million and £175 million a month to fund the railway.

A TSSA spokesperson said: "This is a clear decision from our members which will end our long-running dispute – something which could have happened months ago had it not been for government intransigence.

"The incredible resolve we have seen from our members has resulted in a significantly improved pay deal over two years, commitments for no compulsory redundancies, improved opportunities for redeployment, as well as full consultation over proposed reforms to ticket offices and any changes to terms and conditions.

"Thanks to the great commitment of our members across the train companies they have collectively won a better future and can be rightly proud of their actions in this historic dispute.

"We will continue to hold the train companies and the government to account as we go forward because Britain needs a fully functioning rail network at the heart of our green industrial future, and as a means of rebuilding our economy in the wake of the Covid pandemic."

Photo credit: Rail Delivery Group