

## The reality about the RMT Strike plan

Scotland's railway is benefiting from major modernisation and investment delivered by a new alliance of Scot rail and Network Rail working together.

### **Within the next 18 months we will have:**

- New faster, longer greener trains – meaning more seats and shorter journey times
- Existing trains fully refurbished
- Huge investment in customer safety, SMART ticketing and customer service
- Billions of pounds spent on upgrading tracks and stations across Scotland – a better customer experience

Scotland's railway will be transformed and modernised. The way we serve our customers must keep pace.

By improving the way we work, we can deliver a more punctual, more reliable service for our customers. We can do this – and still guarantee the jobs, pay and terms and conditions for our people.

This is a needless strike that will disrupt the lives of tens of thousands of our customers.

It is based on a false argument that could stop modernisation and investment and cost the Scottish public service budget millions.

### **You deserve to know the facts:**

- This strike is about who opens and closes doors on our trains.
- The RMT say that there will only be drivers on our trains. This isn't true. We will schedule at least two members of staff on board the new trains when they arrive.
- No conductor will lose their job or any of their terms and conditions – guaranteed.
- 59 per cent of Scotland's passengers already travel on trains where the driver opens and closes the doors and a second colleague focuses on your safety and customer service.

### **We've been here before.**

In 2010 the same union made the same argument and called the same strike ahead of the investment that opened the new line from Airdrie to Bathgate that modernised and improved connectivity across the central belt.

That strike failed – and for good reason. The line has been an important part of the investment and modernisation of the railway we all want to see even more of – better trains, more services, more jobs. The line has been a roaring success and allows us to modernise Queen Street now and keep services running.

But, on Tuesday morning – and on the other strike days - some trains won't run and some will.

**Consider this:** There are two types of trains that travel between Glasgow and Edinburgh.

The older, diesel train that runs between our two biggest cities is affected by the strike and won't run as normal.

The new, faster, longer greener train is not affected and will run as normal. It operates on the Airdrie-Bathgate line, staffed by two ScotRail professionals working the way that the RMT are striking to oppose.

**The RMT's safety arguments are entirely bogus.**

Each and every day, people in Scotland make 150,000 journeys on trains using the very system the RMT are striking to oppose. That is 59% of our normal passenger load.

We want to work with the RMT and other trade unions as constructive partners in growing, modernising and investing in Scotland's Railway.

It is hugely regrettable for customers and colleagues that the RMT are rushing to strike action when we have already guaranteed the jobs and conditions of their members.

As the summer of sport, tourism and festivals begin the RMT risks hurting the Scottish economy, delaying investment and costing millions of pounds to Scottish public services.

It was a damaging and needless strike in 2010 about Airdrie-Bathgate modernisation and it is exactly the same now.