

Beat: Politics

## MINISTER OF TRANSPORT FAILED TO CALM THE RAIL STRIKE WITHOUT DELAY BY SNCF

### WHICH LASTED DUE OF REFORM OF PENSION

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**USPA NEWS** - French Secretary of State for Transport Jean-Baptiste Djebbari condemned "the surprise strike" of the SNCF agents Friday morning, "indemissible in form". While rail traffic is heavily disrupted this Tuesday morning in France, the government raises the tone, although the Secretary failed calming and easy the sake movement that lasted since October 21st, Secretary of State for Transport Jean-Baptiste Djebbari denounces "a surprise strike outside the legal framework". "A strike there is a warning, it is preparing. It does not insult a security event to assert a political position," he said on BFMTV.

Philippe Martinez, General Secretary of the CGT, and Jean-Baptiste Djebbari, Secretary of State for Transport, crossed the line on "BFM Politics" this Sunday. The two men spoke of the origin of the strike of 21 October last railway workers who followed the collision of 16 October between a TER and an exceptional convoy at a level crossing.

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For his part, Jean-Baptiste Djebbari denounced the very nature of this strike that did not start a wildcat strike. "You organized on Thursday night a right of collective withdrawal throughout France to have the maximum impact on Friday morning. And the employees, between a third and half of the drivers, who exercised this right of withdrawal were not drivers or TERs, nor the region. »A misuse of the Labor Code for the Secretary of State for Transport. The Secretary of State for Transport Jean-Baptiste Djebbari reproaches the CGT "to use a security event to assert its political positions". According to him, the movement of this Friday morning is not the right of withdrawal but of the "surprise strike, outside the legal framework." Nevertheless, the wild strike continues to maintain today with 1 TGV on three which circulates ... penalizing as always the passengers, clientele. SNCF strike: Will the Chatillon technicentre move be followed? The technicentre of Chatillon (Hauts-de-Seine) is on strike since Monday, October 21, and other maintenance centers could follow.

### A WOUNDED CONDUCTOR ON A TER IS ALREADY ONLY MANAGING THE INCIDENT IS ONE OF THE REASONS FOR THIS STRIKE TER -----

After an accident of TER which made 11 wounded in the Ardennes, railwaymen asserted their right of withdrawal, causing many disturbances. The unions denounce the disappearance of the controllers in the regional trains which would cause, according to them, an additional risk in case of accident or incivility in the trains.-----

The driver who was injured in collision, and could not be helped nor assisted by a controller, who actually is not assigned for this kind of railways, (Regional TER Trains) Many drivers, and controllers of the SNCF got angry and have exercised their right of withdrawal Friday morning, unexpectedly, thus impacting the traffic on many lines TER, Transilien and RER. They show their anger after an accident occurred Wednesday in Champagne-Ardenne.-----

Since then, the movement of strike by the agents of technicentre Chatillon (Hauts-de-Seine), which paralyzes the TGV Atlantic traffic still Tuesday, October 29, has it a chance to be followed and take a larger extent? Negotiations are planned to see if other technicentres join the strike, especially in the Paris region. In St(Seine-Saint-Denis), the center that, like the others, is open seven days a week to ensure the maintenance of trains, employees denounce deteriorating working conditions.

### REQUESTS FOR CONSULTATIONS HAVE BEEN FILED BY TRAIN DRIVERS-----

The requests for consultations filed, since the October 21st, « I started at 15, I did 25 years of 'three-eight', work on weekends, holidays, I'm in two divorces, for peasants," says Franck Filleul, head of team and member of the CGT. "I touch 2,000 euros, it's been 32 years that I'm here," he says. Others, anonymously, explain that there are resignations every week. There are three centers that have submitted a request for consultation with management. In case of failure, there could be notice of strike.

A WILD STRIKE VERSUS A LEGITIMATE WITHDRAWAL OVER INSECURITY CLAIMED BY THE TRAIN DRIVERS Some (Politicians) say this is a « Wild strike », and « Legitimate withdrawal » for the Train drivers. Since Friday, the TER network, intercity,

several lines in the Paris region and even part of the TGV network have been disrupted as SNCF drivers and controllers have asserted their right of withdrawal following an accident at TER in Champagne-Ardenne in which 11 people were injured. The train driver was alone on board. This right of withdrawal led to a stoppage of work without notice by many railway workers, described by the SNCF as an "irregular strike". The right of withdrawal is an individual right enshrined in Article L4131-1 of the Labor Code. It allows the worker to "withdraw from a situation" in which he has "reasonable grounds to believe that it presents a serious and imminent danger to his life or health". Before exercising this right, the employee must make use of his obligation of warning by warning his supervisor about the danger. The Council of State considers that this obligation of alert must intervene "without delay or as soon as possible", orally or in writing. Finally, the employee remains subject to the subordination of his superior during the exercise of his right of withdrawal. To be valid, the danger must be "serious" and "imminent". A circular of the General Directorate of Labor of 25 March 1993 defines a "serious" danger as "a danger likely to produce an accident or illness leading to death or which appears likely to lead to a permanent or prolonged temporary disability", indicates Franceinfo.

**Article online:**

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