

WHO CAN JOIN TBF

We welcome new members but, to comply with our Trust Deed, they must be persons who are or have been employed or engaged in a business concerned wholly or partly with the provision of public transport either within or to or from any part of Great Britain. To ensure there is no doubt that the person is eligible to join, we can only accept new members who are engaged in the industry at the time they apply to join. They are welcome, though, to remain members when they leave the industry.

Unfortunately, it is not easy to explain in a few words who we believe to be employed or engaged in the industry. This page explains how we decide, given its complex nature.

The fragmentation of the industry means that some operations which were once very clearly direct parts of providing public transport are now carried out at a distance. The privatization of British Railways and the major changes to the former London Transport are the most significant factors in these changes, but not the only ones.

In order to operate a public transport service a number of things have to be in place or bought in. The most important are:

- ✚ Rolling stock
- ✚ Infrastructure (including track for railways and stations, depots, terminals, etc).
- ✚ Engineering (to maintain the rolling stock and infrastructure)
- ✚ Administration (including procurement of other services)
- ✚ Marketing

All of these require staff, whether these are employed by the actual deliverer of the service to the public or by another organization. They may even be self-employed.

There is a chain, which is perhaps best described in terms of the way in which a train service is delivered to the public by a typical train operating company (TOC). The TOC itself employs the people who sell tickets, manage stations and drive trains, but even some of these functions may be contracted (eg, ticket selling may be carried out by contractors and contracted security staff may be used on stations and trains). The trains may be maintained by direct labour, but this function may be contracted out to engineering and cleaning companies.

The stations and track are owned by Network Rail, which provides no train services to the public, but without which there can be no train service. Network Rail in turn buys in a range of services, the most significant of which is

engineering. In turn the engineering companies (or possibly Network Rail itself) buy in ballast trains. Network Rail also operates some major stations.

In the typical company chosen, the marketing function is also largely contracted out, while train enquiries are handled by a sub-contractor to the industry confederation ATOC. In another company marketing may still be done in-house. In addition the company has to buy power and water, rent offices and obtain all the other services needed to run a business.

We have to decide which of the people operating or facilitating the public transport service are covered by our Deed. At one extreme, the person driving the train is obviously eligible for membership. At the other, the person who delivers the stationery is probably not because public transport is not *mainly* what his job is about.

There are also parts of the former British Railways which do not provide any direct or supporting service to the conveyance of passengers. An example is Freightliner, which is clearly part of the railway family (and society in general may agree that rail transport is more desirable than road) but is not about conveying people. While there may be strong arguments for admitting those working for Freightliner, much of its business is really quite distinct from that of conveying passengers. We are, though, able to accept those in Freightliner Heavy Haul because of its support of infrastructure maintenance. A major part of the business of EWS and GB Railfreight is also running engineering trains which ensure there is track in place for passenger trains and we can accept members throughout those companies.

There is also the question of taxi drivers. Mainly because taxis are conveying individuals as private citizens rather than as members of the public, those providing taxi services are generally not eligible to join. There may, however, be limited exceptions where taxi operations are fully integrated in some fixed way with public transport.

Taking account of all these factors, we are happy to accept as members those who work for:

- ✚ a direct provider of public transport; or
- ✚ an operation which is a substantial provider of services to a direct provider of public transport or in turn a substantial provider of services to that operation or further down the chain; or
- ✚ an organization (including an industry-wide body, a State or semi-State co-ordinator or regulator or trade union) whose purpose is not necessarily exclusively public transport but in which public transport plays a significant part.

By way of example only, we normally interpret the above to mean that staff working in the following operations are eligible to join TBF:

- ✚ Transport for London, London Underground, Network Rail, PTE, railway engineering companies, many railway equipment manufacturers, all bus and coach operators, train and tram operating companies, passenger docks and shipping, passenger airports and airlines, EWS, Freightliner Heavy Haul, GB Railfreight and trades unions representing public transport workers. In general we do not even try to differentiate between staff based on their duties: if the company itself is substantially about public transport, then that is sufficient.

Those working for the following operations may be eligible to join TBF:

- ✚ Security companies, providers of telephone enquiry services, dedicated power supply operations, cleaning and catering companies.

Those working for the following are probably not be eligible to join TBF:

- ✚ Companies which do not have a dedicated part of their operation facilitating the provision of public transport (including most of Freightliner and non-passenger aspects of docks, shipping and airlines).
- ✚ Those who live in Ireland, unless we can accept them on the grounds that they are involved in the provision of shipping services to Great Britain.

If in doubt, please do not hesitate to ask us.