



RTBU

RAIL, TRAM & BUS UNION AUSTRALIA

PN MEMBERS' EA INTERMODAL UPDATE NO.2

INTERMODAL TRAIN CREW

The RTBU met PN management on the 24th and 25th January commencing the negotiations for the new EBA. Management began by providing a presentation on the new C44ACi Locomotive that has been purchased from United Goninans Limited. The RTBU strongly voiced its concerns over the lack of consultation prior to the purchase.

These AC Traction Locos will have similar standards to that of the NR Class Locos, but some deficiencies such as a smaller fridge, will need to be rectified. The RTBU will ensure that our cab standards are met.

Consultation will now commence with the RTBU Cab Representatives prior to the Locomotives entering revenue service sometime in July.

These Loco's will initially work on the Brisbane to Melbourne corridor.

After the presentation management provided a Broadsheet of the current EBA which the parties then went through clause by clause in order to outline which clauses needed change.

Management outlined their concerns that any wage increase that is greater than what would be provided by productivity outcomes would have to be passed on to the customers. The RTBU noted their position.

The RTBU then outlined the Intermodal Train Crew log of claims for Part A and B.

So far Pacific National have not provided the union with any of their claims in writing.

A number of the items they have, however, indicated that they want are:

- More flexibility around rostering
- A 26 week duty cycle
- reduce the current 9 days notice for the weekly roster to 5 days.
- The requirement that Crews must be available for lift up and lay back during the 5 hour window

They acknowledged that the current wording does not require crews to be contactable for lift up / lay back and this is the reason why they are seeking to make it mandatory that crews must be available for lift up / or lay back.

The RTBU made it clear that the current DID NOT make it mandatory that Crews must be available for lift up or lay back, and that lift up or lay back was only if the driver could be contacted and had no other arrangements already planned which would preclude them from accepting the lift up / lay back advice.

Train Crew DO NOT have to sit by the phone waiting in the expectation that they may be lifted up and or laid back, and should unless sign on the the rostered sign on time should contact not be made and or have other plans should contact be made.

INTERMODAL TERMINAL OPERATORS AND MAINTAINERS

Your RTBU delegates for the negotiations of upcoming E.A are:

John Curley – RTBU Organiser, Spiro Pastras – Terminal Operator from MFT, Dave Gardiner – Terminal Operator from SFT, Ian Livingstone – Maintainer from WMC, Steve Luksic – Sydney Maintainers.

Meetings have been held between both parties on the 4th & 5th and 16th, 17&18th of January.

The meetings so have been looking at which clauses have and have not worked in the current agreement and the rtbu has given P.N part A of our log of claims. Over the next few weeks we will be able to also give P.N our log of claims in relation to part b for Terminal Operators and Maintainers.

The round of meetings are set for the 1st, 2nd & 3rd of February in Melbourne.

Delegates and members are advised that a more detailed newsletter will be distributed following our next 3 days negotiation session set for next week.