

Newsletter Date
26th July 2012,
Issue 10

RTBU PN BULK UPDATE

You're EA Negotiation Team

Mark Supple
Jimmy Ukmar
Brendan Lemay
Gary Teasel
John Curley
Bob Hayden
Kevin Pryor

Scheduled Meetings

14th August 2012
At Parramatta

Are Your Details Up
To Date Members
are reminded that it
is vitally important
that your mailing
address, phone
numbers & email
address are up to
date – Contact your
Depot Organiser to
ensure everything is
correct



Negotiations resumed on the 23rd July, 2012 with Pacific National Management Representatives.

Discussions where held around:

- Duty Cycle & Remuneration
- Classification Structure
- Cancelled Shifts (call periods)
- Annual Leave
- Intervals between Shifts
- 10km's rule
- Available Days
- Terminal Operators
- Part C

In regards to the Duty Cycle and Remuneration, PN have proposed the following:

- * 6 week Duty Cycle with no Undertime
- * 1.7 for all excess hours and RDO's
- * 3.75% wage increase per year for Remuneration

Your negotiating team have rejected PN's offer is not acceptable and that our claim as endorsed by members remains at MIN 5% per year plus an extra 1.25% make up for the PIP payment a 4 week duty cycle and overtime to remain at 1.8

Classification Structure

We believe that through the negotiations we have fixed the classification structure. The main changes were for Level 2 to Level 3. When at Level 2, and you have completed the Engine & Air, you will then be with a Level 6 Driver for a period of time, while completing the "On Job Driving Under Supervision Workbook", then you will advance to Level 3 Terminal Driver once completed the "workbook". We are still working out for each Depot on where the Terminal Driver will be used & a list will be sent out to all Depots for feedback.

Do you want to receive updates sent directly to you? Email your personal email address (no work addresses) to pnbulkea@rtbu-nsw.asn.au

Members will be kept informed as negotiations occur via these Newsletters, and in the PN / EA link at www.locoexpress.com.au

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Cancelled Shifts.

Negotiations are continuing, with your negotiating team still seeking that any cancelled/s shift should be paid for the rostered shift. This also includes if there was a Rest Job. PN's last proposal of staying in bed until called (see newsletter no.9) and 3 hours notice we believe are both unacceptable.

Annual Leave.

While we have in principle agreement that Blank line shifts be off before 2000hrs prior to Annual Leave, we are still seeking that for Forecast Working that they be off before 2200hrs. Also there is in principle agreement that all Annual Leave will start from Saturday and finish on Friday, being 1 week's annual leave although we are still waiting on wording. This means that when you take annual leave that you will get the entire weekend off for each week of annual leave.

Intervals between Shifts.

We are still seeking that all rest periods at all home locations shall be a minimum of 12 hours and rest periods when away be 8 hours unless 7 hours is required for a specific contract.

10 Kilometer Rule.

Again we asked Pacific National why they want to remove this rule and why they want either a time frame or reasonableness to apply instead of the 10kms, Pacific National have stated that they have no plans at this stage to use this rule. Your negotiating Team sees no need to change the current 10km limit.

Available Days.

The RTBU have stated to Pacific National that when an Employee works an Available Shift they have the 2 options. 1st being the ability to take an extra RDO within a 4 week span or the ability to take the extra 0.8 straight away. Pacific National is still reviewing this claim.

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Terminal Operators.

The RTBU have stated that T/O's need at least 3 Classification Rates, Trainee, Terminal Operator and Advance Terminal Operator. Pacific National have acknowledge that there must be at least 2 classifications, but we have put our case forward in regards to an Advance Terminal Operator as some of the Terminal Operators are acting way above their normal duties. In some instances T/O's are acting as the Shift Managers at Depots by controlling the Depot when there is no Shift Manager on Duty. The T/O's will also move to Part C in regards to their working conditions, unless they wish to move to the Drivers ranks and then they will move back to Part B "Train Crew"

Part C

There are still a few outstanding issues in regards to their Classification Structure and we are working through it to make sure that everyone is put into their right Classification and pay rate. Pacific National have proposed that for those on Salary Maintenance they shall not receive any pay increase until they catch up with their proper classification which is NOT ACCEPTABLE.

The next meeting will be on the 14th and possibly 15th August 2012 at Pacific National's office in Parramatta, should further meetings be required these shall be confirmed at the meeting.

There is no agreement between the Parties that the next meeting on the 14th August 2012, will be the final meeting.

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