

Newsletter Date
28th May 2012,
Issue 7

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

6th June 2012

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



On Monday the 21st May the RTBU met with Pacific National Management

We discussed a number of Company Claims first as follows:

- **Available Days** – If you are in any time zone after 1600hrs and don't get called in, PN have proposed that 2hrs get credited towards your cycle. We are also seeking that you cannot be placed on a rest job unless you agree to work the return leg and that it be paid as an overtime shift.
- **Medical Assessments** – PN's claim is that your medical is to be done in your own time. After we pointed out that this would involve 2 days of inconvenience as 1 day would be required for each of the blood test and the medical, PN advised that they would re-think their proposal.
- **Flying Crew** - We have asked for more clarity around the Company's Flying Crew working and advised that it is not to be used to take anyone's excess hours and should only cover NSW. We are waiting for PN's to respond.
- **Hours of Work** – PN's claim that you have to work an extra 38hrs after completing your duty cycle hours before you claim your time. We have told them that in no way should any more hours be performed once you have done your cycle hours unless you want to.

Discussion then moved to Part B items as follows:

- **Classification Structure** – The need for Level 2's to receive more quality training before progressing to level 3-4. This to occur by being with a Mentor Driver for a continuous period of 3 months, and also the need for better quality training for Mentor Drivers.
- **Roster Changes - Cancelled Shift** – we are still seeking that if the shift is cancelled that the full shift hours be credited towards the cycle not 7.6. We are also seeking that 3hrs notice is insufficient time for a shift to be cancelled. The second leg of a cancelled shift should also be credited if no work is available.

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

Authorised by Bob Hayden – RTBU Locomotive Divisional Secretary

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- **Maximum Shift Length Driver/Driver** – Our claim is for the 2nd Driver to be qualified for at least 50% of the route for a 12hr shift. PN have proposed that the 2nd Driver must be at least a Level 4 or above for the 12hr Shift. We have not agreed to this and are seeking comment for Delegates and Members on their proposal.
- **Intervals Between Shifts**
Home Base - PN have proposed that where shifts of 10 hours or more are rostered or worked then the interval between shifts at the home base would be a minimum of 12 hours. For shifts less than 10 hours the interval would be a minimum of 11 hours.
Rest Locations – We have forwarded your Depot Organiser a copy of the a rest locations list which identifies the locations that will now require a minimum of 8 hours rest and those that remain at a minimum of 7 hours. Please see your Depot Organiser should you want to look at and or make comment back to Divisional Organiser Kevin Pryor.
- **Mandatory Rest Period** – We are still seeking that the MRD be credited the rostered shift towards the duty cycle not 7.6hrs as it currently stands.

We also had discussion around:

1. The Duty Cycle with PN stating that if they were to agree to a reduced Duty Cycle then this would be done only if the overtime rate of 2.0 was reduced. PN have not indicated what length the duty cycle would be reduced to nor the excess hour rate. We have not accepted that the reduction in overtime payment should occur and before we consider this we would be discussing this with Depot Organisers and Members.
2. Our wage claim which as advised in a previous Newsletter is 7+7+7 + (1.25 for the lost PIP payment) over the 3 years term of the new agreement. No agreement has been reached on any final wage outcome.

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