

Newsletter Date
14th May 2012,
Issue 6

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

21st May
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 Wednesday 1st, Thursday 2nd And 11th May 2012 the Union met with management representatives.

During these 3 days we worked through Part B (Train Crew), with a little discussion surrounding a couple of Part A clauses.

Some of the items that have been agreed to in principle are:

- Time Zones Returning from RDO'S – 0600 to 1500 & 1500 to 2359. Also to remember that you could be N/R and start early AM the next day.
- Golden Weekend for Blank line - , a golden weekend will comprise of a minimum fifty eight hours commencing 2000 hours Friday to 0600 hours Monday.
- Annual Relief Lines – (Forecast) There will be a minimum of 9 days notice for advice regarding holiday relief unless otherwise agreed with the affected Employee.
- Roster Changes –
To Forecast working that do not impact on RDO's Employees will be contacted of the changes either:
 - a. at least 9 days prior to the working roster OR
 - b. Changes with less than 9 days notice can be only be made within lift up and lay back limits
- Creation of a *Depot Shift* into the Maximum Shift Lengths (for the avoidance of doubt, a Depot Shift can be defined as a shift that is rostered as a *local* and the employee must be work this shift as directed. Completion of assigned tasks does not apply to depot shifts. Shift to be for a maximum of 10 hours work.
- All Single RDO's will be from 0000 to 0600 the following day.

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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Outstanding Issues

- Interval between Shifts
At Home Base - 11 hours or 12 hours if the previous shift length worked was in excess of 11 hours.
At a Rest Location - Minimum 8 hours or 10 hours if the previous shift length worked was greater than 11 hours

Such intervals between shifts may be reduced to 7 hours through the roster development process in consultation with the Employees. Outside of the roster development process and on a case by case basis agreement with the individual is required.

In the event that the master roster has included a rest period the master roster rest period will apply unless out of course running has occurred.

Notwithstanding this there are a number of rest locations which will remain at 7 hours for operational purposes. This list is not finalised as we are still discussing the final locations.

A copy of these locations is with your Depot Organiser.

- Classification Structure; level 2 to 3 and also Mentor Driver
- Duty Cycle; Pacific National still want 12 week Duty Cycle. They have however said that if the duty cycle was reduced then all claims are off the table and that's only going back to a 2 month cycle.
- RDO'S – with the claim of the Extra RDO's for Blank Line Pacific National has made a counter claim to make some of the extra RDO's Available Days. PN are seeking to be able to use up to 10 of the extra 26 RDO's as Available Days. Pacific National has not taken into account where the Available Days will affect the working where there is a combination of both forecast and blank. This is not agreed as we are seeking that these Available Days be additional to the 26 extra RDO's as per our initial claim.
- Roster Changes - If no new or alternative work is available, i.e. the shift is cancelled, and at least 3 hours notice is not provided, the Employee will have 7.6 hours credited against their duty cycle; we are seeking that the entire rostered shift be credited and that if a second shift (return from rest job)

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be credited if cancelled as a result. The amount of 3 hours is way too short and should be at least when you were advised for your shift.

- The maximum shift length for Driver/Driver is 12 hours. – What we are seeking is the 2nd Driver should be at least qualified part of the route and we are still waiting for their reply.
- MRD – we are seeking that when a MRD occurs you should be credited with the rostered shift and not 7.6hrs
- Lift up / Lay Back – we are seeking that there should be no lift up and only 2 hours lay back.
- Rest detention – we are seeking that come the 11th hour that Detention Time is paid.
- We have given them our remuneration claim of 7% + 7% + 7% for each year of the agreement plus 1.25% over 3 years for the lost of the PIP.
- Excess Hours – Pacific National are seeking that you must work an extra 38hrs before you can claim your time. The 72 hr notice from you is insufficient for Pacific National to programme train running and they wish to increase this amount to at least 7 days.

Terminal Operators

Aaron Piper from Morandoo is now the Delegate for the Terminal Operators and his contact information is 0403197363, and we will be starting with negotiations very soon with Pacific National.

Part C

We are still waiting on the Classification Structure to be completed by Pacific National. Once this is complete, we will meet to discuss their proposal. We are also still seeking a 30 minute handover period with trials currently underway.

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