



**RTBU**

# NEWSFLASH

ISSUE NO.16

September 12, 2017

RTBU LOCOMOTIVE DIVISION • ENGAGING MEMBERS • ENSURING A FUTURE

## PN tables a summary of their *'total package'*

Members would be aware your union is tirelessly working to negotiate a decent enterprise agreement for you. As Pacific National advised recently, we met again yesterday to continue discussing the Enterprise Agreement. The original plan was that PN would provide your EA negotiation team with a copy of a draft EA outlining what the company wanted on Monday. On Friday afternoon they phoned and changed their mind and stated that they would provide us with an overview instead.

On Monday we met, heard their overview and provided them with an overview of our own claim insofar as it relates to Part B. During the discussion it became even more apparent that the company is trying to squeeze efficiencies from its employees to pay for management blunders. What PN have advertised as their list of claims is accurate, but that is only part of it. The HV allowance was not mentioned in their documents; they also want to abolish travel pass entitlements using a buy-back scheme, and are still refusing to budge on Part A conditions that the RTBU have focused on improving throughout these negotiations, such as redundancy and dispute resolution.

### ***This is what we are seeking for you:***

- Proper Consultation
- Limits on Casualization
- A 76 hour duty cycle for train crew
- 130 RDO's for all train crew
- No reduction in conditions
- An all up wage or to maintain APM
- An independent Umpire that can arbitrate disputes
- Accommodation Standards for Barracks
- A fair and reasonable wage increase
- Recognised training Certificates – Cert 4 for Train Drivers
- Payment for Specific Duties, like Distributive Power and Protection Officers
- Training paid for by the employer
- Preferential Rostering for PN Employees ahead of others
- Standard Overtime
- Maintain HV Coal Bonus
- Roster Protections to stop unfair Rostering



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- RDO and Weekend Protections
- Reasonable Shift Lengths
- No Lift Up
- Lay back 3 hours only, with no lay back within two hours of original sign on time
- Safety briefings and mentoring when returning from extended leave
- Safer Conditions for Driving Company cars
- Loco Cab Hygiene – Cleaning Program and human waste receptacle provision
- Clear Depot Specific working outlined for each Depot
- Double time Overtime Payment for terminal Operators working extended shifts

It would appear the only way we will be able to achieve these claims is for you to stand up and show how committed you are to achieve a decent EA. **We urge you all to stand together and send a clear message to PN by voting in the Protected Action Ballot and Voting YES to all action items.**

## POST YOUR VOTE TODAY

Authorised: Robert Hayden, Secretary NSW Branch Locomotive Division.  
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**Not a member? Don't delay - join your union and get involved now! [locoexpress.com.au](http://locoexpress.com.au)**

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