

BUS EXPRESS

News and views from life in the bus lane



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RTBU NSW Tram and Bus Division



Win for Western Sydney Bus Depot



Recently our members at Western Sydney Depot were advised that Region 3 contracts which they are a part of had been awarded to Transit Systems. This news was met with some anticipation as our members at this location were always aware that one day, which ended up being 10 years later they would be working with a new employer and not State Transit. The reason members were happy with this arrangement was because the members all live in the area and wanted to remain so.

To the Union's dismay several months after the successful tender was announced it started to become apparent that there was an issue with our members being offered a full time position with Transit Systems.

The Union discovered that the Government when writing up the new contacts for Region 3, had deliberately written members out of any formal offer of employment by the incoming contractor (Transit Systems).

When the RTBU had it confirmed that there was no formal offer of employment, the Union advised its members at Bonnyrigg Depot. The members made their thoughts very clear to the Union (WE WANT A JOB OFFER! WE HAVE BEEN USED) Officials and members alike were outraged.

The Union wrote off to the Director General of Transport, Transport for NSW (TFNSW) and to State Transit requesting urgent talks to try and resolve this issue.

After several meetings with all the stake holders which included a threat of industrial action being made at one time throughout the process, the Union was able to achieve job offers to all 55 members at Bonnyrigg Depot, if they so wished to stay in that location. Not only did the Union manage to get the job offers but we ended up with the same offer that Transit Systems had to offer the private operators in region 3, that is full time employment with Long Service Leave, Holidays, Sick Leave and the members employment starting date (Seniority) with their current employee all being transferred across to Transit Systems.

The Union would like to congratulate the members and the delegate Neville Trinder for the stand they were willing to take. I truly believe that without this stand there still would be no formal job offers, Divisional Secretary Chris Preston said. We have some 30 members who will take up the offer of full time employment with Transit Systems, to these members, the Union thanks them for all their support over the years and we wish them well in their future endeavours. These members will no longer be RTBU members

come the 13th October, 2013 as they will be employed in the private sector which is covered by the TWU. To those members transferring back to State Transit, we welcome you and we look forward to continuing to protect your rights and conditions.



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Huge Superannuation Win for all Public Sector Workers

Public sector workers including RTBU members have had a huge win in regards to superannuation increases.

The Industrial Relations Commission has recently blocked the O'Farrell Government from including the mandatory Commonwealth Superannuation increase under their 2.5 per cent wage cap.

Labor and crossbench MPs had blocked the Government's motion in the upper house.

The move prompted the Treasurer to threaten to slash budgets by \$800 million, or the equivalent of 8000 public sector jobs. The Government is reportedly considering an appeal or legal action.

When the Union heard the news, we issued a media release labelling the Treasurer's threat as disgusting.

We said it was shameful to make such threats given the Government had been caught out and forced to abide by its own promise to public sector workers. We believe it is particularly difficult for Mr Baird to make an austerity case when his Government spends \$17 million on marketing fluff, like rebranding and new logos.

The Union will continue to call for greater investment in NSW's public transport for a better network and to improve the services that the NSW travelling public demands.



Divisional Secretary Chris Preston and Divisional President Gary Way



Vice President Brett Peters
Know your Rights

Sydney City Access Strategy- what it means for our transport

The State Government recently announced its latest plan on how commuters will enter, exit and move in and around Sydney's CBD, taking into account that cars only move 35 per cent of people.

Some key benefits of the plan are:

Turns at critical intersections are minimised within the city centre, improving intersection performance for all users.

Trials of double deck buses are currently underway to assess potential benefits across the transport network.

Concentrating more buses on fewer streets, reducing impacts on other road users and making the bus system easier to understand.

Key interchange precincts where transport services will meet, making service transition seamless while providing increased comfort, for all customers through improvements such as de-cluttering walkways, providing new shelters, better signage and the provision of real time information.

Priority bus corridors developed with enhanced bus lanes and dedicated stopping bays.

When asked about the strategy Division President Gary Way said: "initially it sounds great but members will need to wait and see because we've heard it all before."

36. Meal Breaks

36.1

Employees shall not be rostered to work for more than five hours without an unpaid meal break or crib.

36.2

A minimum of 40 minutes and a maximum of 50 minutes shall be allowed for an unpaid meal break

36.7

A crib shall be taken in the employer's time and the minimum time to be rostered for a crib shall be 20 minutes

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