

BUS EXPRESS

News and views from life in the bus lane



Edition No. 76 • June 2016

RTBU NSW Tram and Bus Division



Government comes back to the table after union pressure

With the NSW Government refusing to talk to workers in Newcastle with information about the privatisation of the bus service drivers were forced to take industrial action.

Passengers were greeted by drivers in plain clothes and were not asked to pay for a ticket or tap their OPAL card.

Drivers are getting a raw deal from a government that cares more about making a profit than looking after people or providing services.

Drivers just want to be able to do what they do best – providing a quality service for passengers – but the government is making that impossible by withholding information about drivers futures.

The industrial action had the desired effect with the government calling the union early in the morning and agreeing to return to the table and speak with workers.

Thank you to all the drivers who took part by wearing their best sports outfit to work, and giving a fare free morning to commuters.

This sort of action makes passengers pay attention to our cause and opens discussions with the public about the poor treatment of workers by the government.



Light Rail EA win

Following a series of industrial action by light rail drivers, private operator Transdev has provided drivers with a new EA that addresses a number of concerns raised by the union and workers.

Drivers and the union were concerned that the safety of commuters was already being put at serious risk by crowded carriages and unrealistic turnaround times, only made worse by the company also trying to increase driver shift limits and decrease break times as part of the current enterprise agreement negotiations.



After a no-uniform day, a four hour stoppage, and a 24-hour stoppage, Transdev agreed to union demands, and took unsafe shift increases off the table and agreed to add additional services during peak times.

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Service changes on new Bennelong Bridge

Bennelong Bridge, which opened last month, between the newly established suburb of Wentworth Point and Rhodes will see service changes for the 525, 526 and 533 buses.

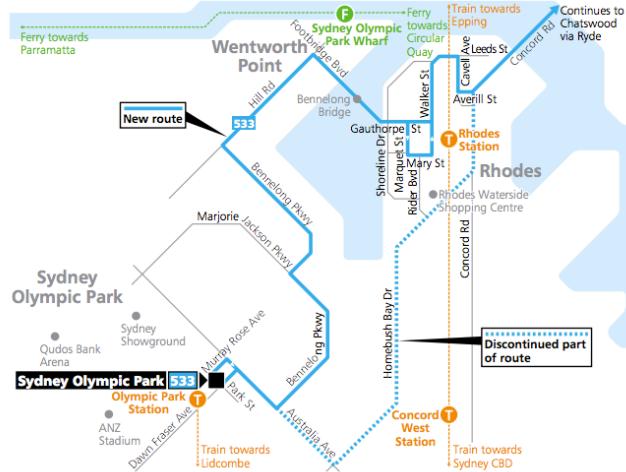
The bridge will accommodate 90

additional bus services on route 533 between Top Ryde City Shopping Centre and Sydney Olympic Park, and 94 more between Burwood and Sydney Olympic Park Wharf on route 526.

Transport for NSW has released information on the changes which involve the extension of Route 526 over the bridge to Rhodes and the diversion of Route 533 over the bridge to Sydney Olympic Park.

For Route 533, Peak hour services between Chatswood and Sydney Olympic Park will be altered to operate via Bennelong Bridge and Wentworth Point. Services will no longer operate along Homebush Bay Drive.

All Route 526 services will be extended over the new Bennelong Bridge to Rhodes Shopping Centre via Wentworth Point.



**Divisional Secretary Chris Preston
Divisional President David Woollams**



**Vice President Brett Peters
Know your Rights**

Section 12 Permanent Part-Time Bus Operator

12.1 A permanent Part-time Bus Operator is a Bus Operator who:

- works less than full-time hours of 38 per week; and
- has reasonably predicted hours of work; and
- receives on a pro rata basis, the equivalent pay and conditions of full-time employees of the same classification.

12.2 The Parties agree that Part-Time employees can be utilised to perform work in excess of their daily agreed hours if full time Bus Operators at the Depot are unavailable.

12.9 All time worked in excess of the hours as mutually arranged will be overtime and paid for at the rate prescribed in this Award.

Treasurer hands down NSW Budget

The highlights for our Division include:

- \$142 million for the Newcastle Light Rail system. Includes the truncation of the heavy rail line at Wickham
- \$71 million to continue with delivery of CBD and South East Light Rail that will run from Circular Quay along George Street to Moore Park, then on to Kingsford and Randwick
- \$20 million to operate the existing light rail services in central and inner western Sydney.
- \$1.4 billion for bus services throughout New South Wales, including rural and regional bus services, school services in country areas, and financing 218 buses to replace older vehicles
- \$234 million to plan and continue building infrastructure to support bus priority on key corridors, including \$210 million for B-Line.

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