

BUS EXPRESS

News and views from life in the bus lane



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RTBU NSW Tram and Bus Division



Five Year Contract For State Transit

Last year the NSW Government threatened to privatise STA unless drivers took a hit to hard fought award conditions. The union and the drivers stood firm and refused to be drawn into the Government's blatant attempt at cost cutting.

Clearly we called their bluff as the Government has now awarded a five year contract to STA. This is great news for all our public drivers and shows what can be achieved when we all stand together.

The union is now calling on the Transport Minister to come clean on the conditions and 'performance indicators' attached to the contract and how they are likely to affect drivers. The RTBU has not been privy to negotiations of any such conditions apart from rejecting attempts to vary the award earlier this year. It's not acceptable for drivers, and the travelling public, not to be informed on what measures have been imposed on STA for this contract – be they financial penalties or the need to do further cost cutting.

Sta Push On With Savage Reform Agenda

Even though the Union forced STA to abandon eight out of ten Rowley reforms, STA have now advised the union that they intend to introduce the remaining two reforms – as threatened in the reform letter.

1. Part-time broken shifts.
2. Widespread use of casual drivers.

STA maintain that the above two initiatives are not Award breaches, and can be implemented without the consent of the union.

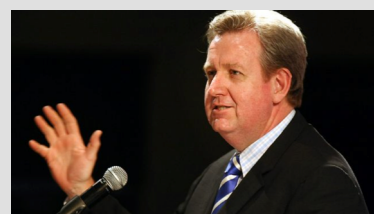
The RTBU will argue that both initiatives breach our Award. The Union will take STA to court (IRC) and will leave no stone unturned.

Members should make no mistake "these two "REFORMS" will without doubt attack our rosters and attack our overtime".

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O'Farrell forces super back onto public sector



In a shocking move the O'Farrell Govt has amended regulations to ensure public sector workers bear the cost of the 0.25% super increase within their 2.5% wage cap. This is particularly outrageous given Unions NSW had taken the Govt to the Industrial Relations Commission on the issue and the IRC had ruled in favour of workers, saying any mandatory super increases were to be made *in addition* to the 2.5%. Unions NSW said the effect of the new regulation was to "force public sector workers to pay for their own super increase". Unfortunately yet again we see this Govt show blatant disrespect for public sector workers.



Behind every great man

At the NSW Bus and Tram Division headquarters in Redfern work two dedicated women charged with the task of keeping the Division's boys on time and in line.

Katrina and Leonie have worked at the RTBU for 27 and 20 years respectively as Personal Assistants. These women are responsible for the day-to-day admin and cohesion at HQ and are the embodiment of the type of worker that the Union movement is built on; they place enormous value on the stability their job provides to, they've been in the same job for a long period of time and care deeply about their colleagues and their work. They demonstrate through their work that they're firmly committed to what we know is the true heart of the union movement; fairness in the workplace, and a good job for a good life.

Both Leonie and Katrina have past family ties with unions but are hesitant to attribute this as their motivation: "You don't need some big, deeply ingrained union past to know that organising and mobilising ourselves to protect the jobs and rights of hard working people with families is a good idea."

When asked if anything about their work made it easier to travel from the western suburbs before 7am, Katrina said: "It's a great feeling, knowing that when you speak to a member on the phone, you're the one who's going to make sure their issue is heard. Knowing that their working life just got a bit easier is great too, because our members have families and lives just like us."



Safety in the driver's seat.

All bus drivers understand how dangerous their job can be. You're in contact with the whole spectrum of travelling public, both day and night. While the large proportion of passengers are well-behaved, drivers are on the frontline when passengers turn abusive or violent.

Stories of assaults and attacks are commonplace, but your job is driver, not security guard. Your union has been tirelessly pushing for greater protection on buses in the form of 3/4 screens and more security. But as drivers, you're in the best position to tell management how you think safety can be improved.

So what should be done?

Let us know if you've experienced abuse while in the driver's seat and how you think they can avoid similar situations. Go to busexpress.com.au/the-hot-topic/ to have your say.

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**Divisional Secretary Chris Preston
and Divisional President Gary Way**



**Vice President Brett Peters
Know your Rights**

Section 41. Standing Time for Sydney

41.3 Non-Critical Peak Periods.

41.3.1 A minimum of 8 mins rest time is to be taken on all major city based trunk routes and strategic cross regional routes.

41.3.2 Non-critical peak periods are all times outside the intent of clause 41.4 and Saturdays and Sundays.

41.4 Critical Peak Period Times-Mon-Fri.

41.4.1 A min of 6 mins rest time is to be taken on all major city based trunk routes and strategic cross regional routes. These critical peak periods are for approx 1hr and are based on timetable commitments for each depot as identified by the local manager and RTBU delegate.

