

RTBU EXPRESS

The Official Newsletter of the Rail Divisions of the RTBU Victorian Branch
VOL 4 | Issue 10 | 27 June 2017



Luba Grigorovitch

State Secretary

SECURE EMPLOYMENT - NIGHT NETWORK

The RTBU has been contacted by a high volume of Night Network Station Staff who are concerned about their ongoing employment opportunities.

As most of you would know, earlier this year the Andrews government announced the extension of Night Network. Although there are some issues around rostering & fatigue in some areas, which are still to be worked through, this is all in all a good news story for our industry. Additional services means additional staff.

In the Station grade we were successful in securing just on 100 additional Station roles as part of the introduction of Night Network.

Unfortunately these members were on contracts as the company claimed that they were unsure if Night Network would continue past the initial 12 month trial. Since confirmation of Night Network I have written to the company urging them to put all Night Network staff on permanent ongoing work, covered by the Metro Trains Operations Enterprise Agreement immediately.

Station staff that have been employed by Metro Trains for Night Network have recently been given an "employment" contract to sign agreeing to extend their contract to 1 December 2017.

These contracts have been sent out for our Night Network members to sign on the spurious grounds "to better understand what changes will be required to transition to permanency", which appears directly at odds over the Andrews government announcement of ending the trial operation period(s) and announcing permanent operation of this important initiative.

The current staffing levels and rosters that are in place have continued to deliver the Night Network initiative without disruption.

Any associated resourcing, administrative procedures, rostering negotiations etc, can occur without impeding the appointment or offers of permanency for the contracted Night Network Staff and we remain committed to ensuring this permanency occurs.

Members should know that the RTBU has now written to the company and have requested that;

1. Metro Trains write to all affected employees guaranteeing the staff permanency with immediate effect.
2. Metro Trains management consult with the RTBU on rosters, staffing levels, staff concerns, resources etc around the Night Network initiative as a matter of urgency.

At the time of printing this article we are yet to receive a response from Metro, however we will keep the pressure on the company and I will keep members up-to-date as progress is made.

Luba Grigorovitch
- State Secretary

IN HONOUR OF MARTY MCGRATH

Memorial Morning - Tea

10:30am Thursday 6 July 2017
RTBU Office
Level 2, 365 Queen St Melbourne

To RSVP please call 8630 9100

Join us to remember the contributions Marty made to our Union and the legacy he leaves.

Gold coin donation

All RTBU Members Welcome

TAX TIME

It is fast approaching the end of financial year which means once again it is tax time!

For any members wishing to claim your RTBU Fees on tax, please email rtbu@rtbuvic.com.au to request your tax summary. Please include in the email whether you would prefer it to be emailed, or posted to you and the correct email or mailing address.





Bryan Evans

Organiser

ARTC ACTION HEATS UP - ARTC NOTIFIED OF IMMINENT STOPPAGES

After two years of ARTC not budging on EA negotiations, members voted 100% in favour of taking Industrial Action against the company. RTBU and ETU members have now implemented work bans that see members refuse overtime, callouts, working in the rain, or living away from home and ARTC still refuse to move on their insulting claims. They still hold onto their dreams of an agreement which offers wage increases less than CPI (effectively a wage cut) and sells out bonus days. They insist they are being instructed by the Liberals that they must adhere to the Federal Government's "Workplace bargaining Policy" of limiting increases to 2% per year, yet the Federal Government themselves are

relying on wage growth of 3.75 % to get the budget back to surplus by 2021.

ARTC are still demanding that members accept a disgraceful Q&A style of agreement, which articulates every clause as a question, completely undermining clauses that have been developed over the last 50 years, leaving every term open to interpretation.

The RTBU have now responded by ramping up action and notifying of stoppages over the next fortnight and news just in is that After two years of ARTC not budging on EA negotiations, members voted 100% in favour of taking Industrial Action against the company. RTBU and ETU members have now implemented work bans that see members refuse overtime, callouts, working in the rain, or living away from home and ARTC still refuse to move on their insulting claims.

They still hold onto their dreams of an agreement which offers wage increases less than CPI (effectively a wage cut) and sells out bonus days. They insist they are being instructed by the Liberals that they must adhere to the Federal Government's "Workplace bargaining Policy" of limiting increases to 2% per year, NSW RTBU members have just voted down a similar agreement and are quickly running out of patience.

The one thing that ARTC is quick to forget is that these conditions were fought for and won by our members and **WILL NOT BE LOST BY OUR MEMBERS.**

We were here before this new breed of ARTC management arrived, and we will be here when they are long gone. All RTBU members across the state are called on to support ARTC members in this dispute.



Cathy Birch

Organiser

INTRODUCING CATHY

I have been working in the Rail Industry for almost five years. I initially started my career as a Train Driver however after some time I felt it was time for a change and began my career as a Signaller with Metro, which I have done for the past 2 years.

Earlier this month, I began my role as an Organiser for the Administrative, Supervisory, Technical, and Professional Division. Having worked on the shop floor, I know the perils of the toll shift, fatigue, constant shift location and start time changes and the many other issues that we in the railways deal with every day.

I understand the pressures that this type of work puts on family life, and how the work life balance myth can be no more than that – a myth. I have seen and experienced first-hand when the company stands someone down, or puts you under investigation, so I know that this will give me even more drive in the fight to protect RTBU members.

I have seen how a good Delegate, Organiser and Secretary can make the difference between a member keeping or losing their job, and I will fight to ensure that each and every member which I represent gets the best outcome possible.

My passion about protecting workers rights, continuously improving conditions and ensuring workers safety gives me the drive to succeed in this role and provide the best service as possible to members. However, you are the eyes and ears out there so if you have any concerns with anything in your area or hear something that the Union should know please feel free to contact or email me on **0403 863 869** or **cathy.birch@rtbuvic.com.au**

“ This is **YOUR** union.
Take ownership of it and get involved. ”

I look forward to working with many of you over the coming months and years.

Delegates Meeting Dates – July 2017

- 4 July - **Metro NSS / CCTV** – 1100 – 1200hrs
- 5 July - **V/Line Control** – 1130 – 1230hrs
- 5 July - **Metro Northern** – 1100 – 1200hrs
- 11 July - **Metro Central (Flinders Street)** – 1100 – 1200hrs
- 11 July - **V/Line Northern** – 1100 – 1200hrs
- 12 July - **MMAOs B & D Delegates** – 1100 – 1200hrs
- 12 July - **Metro Caulfield** – 1100 – 1200hrs
- 13 July - **V/Line Geelong Shunters** – 1200 – 1300hrs
- 14 July - **V/Line South West** – 1100 – 1200hrs
- 18 July - **V/Line Southern Cross** – 1100 – 1200hrs
- 19 July - **Metro Burnley** – 1100 – 1200hrs
- 20 July - **Drivers Allocation** – 1330 – 1500hrs
- 24 July - **V/Line Eastern** – 1100 – 1200hrs
- 26 July - **Metro Clifton Hill** – 1100 – 1200hrs
- 27 July - **Metrol, Timetables, Rosters & Signallers** – 1000 – 1200hrs



Joe Maisano

Organiser

KOORYONG SIGNAL BOX UPGRADE

As of the first week in July, the refurbishment of Kooyong signal box will begin in which there will be an occupation held for the works to occur.

Below are the works which funding has been approved to be completed at Kooyong signal box in July:

- New under window storage bench with 3 separate padded seats and file storage runners, hinged with gas struts.
- Hot water and filter units removed and re-fitted inside a new cabinet along East wall.
- Supply and install new cupboard unit and bench top along West wall.
- Supply and install a new wall mounted hand basin in the toilet area, to be connected to the existing sewer. Also include a new soap dispenser and paper towel dispenser.
- Paint all previously painted internal surfaces. Does not include external weatherboards or roof iron.
- Asphalt path from box to car park approx 20 square metres.
- Asphalt to car park area approx 50 square metres.
- Line marking to path and hatching to car park area.
- Supply and install block out and fabric mesh blinds to 10 windows.
- One flyscreen to window adjacent to entrance door.
- Remove from site any associated building rubble.

As of August, there will be a complete weekend shutdown occupation of the Kooyong Signal Box in order to remove and put in a new roof. As well as this, the signal box will be receiving entirely new furniture and amenities throughout.

Due to all of these works occurring, the RTBU had concerns of asbestos exposure once the works begun, and therefore requested an asbestos register from Metro Trains to ensure nobody will be exposed.

This has been provided and it has been shown that there is no risk of asbestos exposure.

This is a great win for the RTBU and members working at Kooyong Signal box. Congratulations to the work group at Kooyong for your persistence and patience to have this resolved.

Operations | Infrastructure | Workshops | Salaried

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MR4 UPDATE

The State Government has gone incredibly quiet about negotiations around MR4 with both Metro Trains Melbourne & Yarra Trams. Officially the Union has been given no update for months, and although we continue to contact both the Minister & PTV we are told that 'negotiations are continuing'.

As members know, our campaign stretched far & wide. I was pleased that the International Transport Federation (ITF) saw it fitting to write to the Government also on behalf of our efforts. Below are the letters.

Letter sent by:

Stephen Cotton

Our ref: OGS/SMC/AC/ao

12 April 2017

Dear Premier Andrews and Minister Allan,

Potential franchise extension of Melbourne's metropolitan tram and rail system

The International Transport Workers' Federation (ITF), representing 5 million transport workers globally, sends you this letter to voice our concern over the potential franchise extension by the Victorian Government to the Hong Kong-based multinational MTR (Metro Trains Melbourne) and the French multinational KDR-Keolis (Yarra Trams) to run Melbourne's metropolitan tram and rail system.

At our recent ITF railway section conference (Brussels, 5-6 December 2016), ITF-affiliated railway unions supported a motion by the Rail Tram and Bus Union (Victorian Branch) highlighting the poor performance of these companies since 2009 in running the service, particularly in respect to the adverse impact on worker's terms and conditions and the impact on passengers.

We are concerned, following the findings of the Victorian Auditor General's report 'Managing the performance of Rail Franchises' (dated 7 December 2016), which exposed serious shortcomings of rail and tramway privatisation.

In particular, we are concerned about:

- Metro Trains Melbourne and Yarra Trams' failure to maintain infrastructure and rolling stock leading to a degrading of a public service in the name of profit;
- Ongoing duplication of management numbers, structures and roles often at the expense of front-line staff coverage and customer service and assistance, accompanied by an attack on industry career paths, where outside management (often recruited from cut-price airlines) are parachuted into positions over and above existing promotional streams and at the expense of local rail and tramway operational experience;
- Issues of "station skipping" and cancellation of trains and trams halfway through runs in order to maintain contractual targets;
- Poor treatment and respect for staff as highlighted in a recent RTBU survey of members;
- The privatisation of rail and tram services in Victoria costing \$10 billion in subsidies since 2009 with over \$350 million in profits going to the overseas operators, whilst maintenance standards are falling.

Both MTR and Keolis have sought to drive down working conditions during EBA negotiations and afterwards seek to apply their own interpretation of consultation, sick leave, safety, union representation rights and implementation of government initiatives. It has only been through the strength of the RTBU that these moves that adversely impact workers continue to be thwarted.

We call on your government to take this opportunity to return Melbourne's rail and tram system to public ownership or at the very least, to open up the franchise process, where Australian companies are given preference.

Yours sincerely,



Stephen Cotton
General Secretary

Letter of Response sent by:

Jacinta Allan

Ref: COR/17/153771

8 JUN 2017

Mr Stephen Cotton
General Secretary - International Transport Workers' Federation
ITF House
49-60 Borough Road
LONDON UK SE1 1DR

Dear Mr Cotton

Thank you for letter of 12 April 2017 about the franchising for metropolitan train and trams. I apologise for the delay in responding.

I note your concerns about the potential of franchise extension, and I passed your feedback to Public Transport Victoria (PTV) for consideration.

The current contracts with Metro Trains Melbourne (MTM) and Yarra Trams (KDR) expire in November 2017. PTV confirmed that both MTM and KDR have a contractual right to enter into exclusive negotiations for a new franchise term.

The Victorian Government is currently in negotiations with both MTM and KDR. If the Government and franchisees can agree on the terms of the new contracts, MTM and KDR will be awarded new contracts. If the parties are not able to reach agreement on the new contracts, the Government has a right to explore alternative arrangements for the operation of the metropolitan train and tram networks.

At the conclusion of the negotiation process, the Government will make a decision based on what it considers is the best opportunity to ensure quality service delivery and value for money in the provision of public transport in Victoria, coinciding with the Andrews Labor Government's extensive agenda for key public transport initiatives over the next decade.

More information is available on the PTV website at <www.ptv.vic.gov.au/about-ptv/victoria-s-pt-network/public-transport-partnership-agreements/>.

I trust this information is of use to you, and thank you again for writing to me in this matter.

Yours sincerely



Hon Jacinta Allan MP
Member for Bendigo East
Minister for Public Transport



Contact us

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