

Rail Operations Enterprise Agreement 2019

Enterprise Bargaining Update

Team

Today myself, Gary Wegert, Ali Elbouch and the bargaining team met the RTBU Loco Division at the Fair Work Commission (**FWC**) to continue negotiations on your proposed new Rail Operations Enterprise Agreement.

We remain focused on reaching an agreement and providing certainty for our people. To demonstrate this we put forward revised positions which include significant movement on the high priority claims.

What were the movements?

Variety of Running and Flinders Street Station Decentralisation

In relation to the **Variety of Running** claim, Metro proposed the following:

- Reducing the number of return trips on one line from four (4) to three (3).
- Retaining the current clause which limits the number of runs through the loop.
- Reducing the number of return shuttles between Flinders and Laverton from four (4) to three (3).

In relation to the **Flinders Street Station Decentralisation** claim, Metro proposed the following:

- Decentralisation would occur on a voluntary basis in the first instance via an expression of interest process.
- Only if there were insufficient expressions of interest, there would be a clear process regarding any involuntary transfers (taking into account the employee's home location, length of tenure, roster group and seniority). From the date of notification, an involuntary transfer will occur no earlier than 28 days, unless otherwise agreed. An employee will not be subject to more than one involuntary transfer, as a result of decentralisation, for the life of the agreement.

Group Rotations and Monthly Rosters

In relation to the **Group Rotations** claim, Metro proposed to reduce the number of impacted groups from eleven (11) to the following five (5):

1. Pakenham/Pakenham East;
2. Sunbury/Watergardens/Calder Park;
3. Westall/Dandenong;
4. Frankston / Kananook and
5. Flinders Street / North Melbourne.

If accepted, as part of this proposal, Metro would withdraw the **Monthly Rosters** claim. The existing weekly rosters clause in the 2015 Rail Operations Enterprise Agreement would be retained.

What else was discussed?

At the meeting a range of other claims in Schedule One were discussed, with agreement reached on the following:

- **Operating Groups:** Metro withdrew this claim and has confirmed that, for the life of the proposed new agreement, existing operating groups would be retained. This gives our Drivers certainty around the continued operation of the North, Central and South groups.
- **OJTs:** To assist in the efficient delivery of Driver Training, OJTs may have their rosters amended (excluding minimum time off between shifts) by the Training Department. For the avoidance of doubt, OJTs' rostering and shift conditions can only be varied by agreement between Metro and the affected OJT.

What's next?

The RTBU Loco Division will now consider Metro's revised positions. We are scheduled to meet again with the RTBU Loco Division in the FWC next Friday, 6 March 2020.

It is important your questions are answered

Regular updates are posted on our dedicated website www.metrotrains.com.au/enterprise-agreement with FAQs also updated regularly. You can submit questions any time to enterpriseagreement@metrotrains.com.au or by responding to this email.

Thank you for your ongoing support and we will continue to keep you updated.

Regards,

Catherine Baxter, Chief Operating Officer
On behalf of Metro's Rail Operations Enterprise Bargaining Team