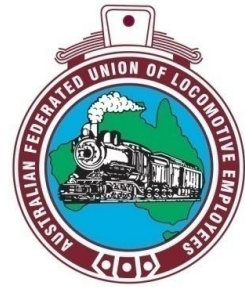


# AUSTRALIAN FEDERATED UNION OF LOCOMOTIVE EMPLOYEES



Circular: 79/23  
Ref: Tuckerbox  
1/12/2023

## Pring Layover Consultation

Dear Members,

This morning I was involved in a meeting with Coal North GM – Mick Simpson, where the proposed Pring to Coppabella Tucker Box workings were discussed.

The company has confirmed that they are moving to a partial “Tuckerbox” workings master roster. The proposal includes the Pring crew taking the service to Coppabella to be relieved where that service will be loaded and awaiting return after the completion of your mandatory rest period. i.e. the consist you take to Coppabella is the consist you will return to Pring (in theory).

The National Rail Safety Law mandates maximum shift lengths and minimum rest periods for Traincrew. Within QLD, the fatigue legislation requires a minimum 12 hours rest at your home location or a minimum 8 hours rest at a foreign location eg. Tuckerbox accommodation.

When negotiating your last Enterprise Agreement there was a discussion relating to removing the reference to or ability to roster Tuckerbox workings. Aurizon representatives at the time informed us that they had no intention to introduce Tuckerbox workings, however were not comfortable enough to completely remove the ability to do so if the need arose in the future.

As a result of this discussion however, your representatives “tightened” up some conditions when it comes to Tuckerbox workings including the rest period may be no longer than 14 hours (unless agreed) and that the laying payments commence immediately after the 8 hour mandatory rest period.

The below are some important clauses to keep in mind when working Tuckerboxes;

### ***Tucker box job***

*54.17. A tucker box job is a maximum of two separate shifts, separated by a single lay over of a maximum of 14 hours, unless by agreement.*

*54.18. The start time of each shift of a tuckerbox job will be shown in the relevant daily roster. Both shifts are subject to clauses 68.17.*

*68.17. The Company may change the start time of rostered shifts by up to one hour earlier (lift up) or 1.5 hours later (lay back) than the start time in the daily roster. Changes to the start time exceeding this will only be made by agreement.*

*68.20. For the time that the start time is changed, employees will receive an allowance of 100% of the Relevant Rate. This will be a stand-alone payment.*

**Traincrew representing Traincrew**

### **Laying off time – signing on 8 hours after sign-off**

65.27. An employee:

☐ who is required to sign off at a location other than the employee's home location; and

☐ who cannot travel to the employee's home and consequently is absent from their usual place of residence between shifts; and

☐ who does not sign on within 8 hours of signing off will be paid an allowance of the Base Rate of Pay plus penalty allowance.

65.28. The payment of this allowance will commence 8 hours after sign-off and will cease when the employee signs on.

65.29. The provisions of clause 68.20 apply up to 8 hours after sign-off. After 10 hours clause 65.27 will apply.

### **Cancelled tucker box**

68.37. Where a tucker box shift is cancelled after the forecast roster is posted, the Company may alter the roster to insert two rostered shifts to replace the tuckerbox shift.

68.38. Subject to clause 68.17 the first shift must commence at the original rostered start time, unless by agreement.

68.39. The second shift must be rostered to be completed no later than 38 hours from the commencement of the cancelled tucker box shift. This may be impacted by changes to the daily roster.

I also took from today's discussion that the depot roster committee will in the next week or two be convened to commence developing a new master roster with Tuckerbox workings included. It is imperative that members provide any feedback on the proposed master roster.

The business is hopeful of commencing the new master roster in mid to late January 2024.

Although the consultation timeframe has closed, members are strongly encouraged to raise any concerns that are ongoing or that have been ignored by the company relating to this issue via [traincrew@afule.org.au](mailto:traincrew@afule.org.au)

If you have any questions or you would like more details on the above, please contact your state office on 3844 9163, email [traincrew@afule.org.au](mailto:traincrew@afule.org.au) or contact your local AFULE representative.

In Solidarity,



Mick McKittrick,  
State Secretary