

Question on Notice

No. 507

Asked on Thursday, 3 May 2018

MR A POWELL ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)

QUESTION:

Will the Minister advise for each week since 1 October 2016, the amount of overtime paid to (a) CityTrain drivers and (b) CityTrain guards?

ANSWER:

I thank the Member for Glass House for the question.

Like many industries that rely on shift workers, overtime is a standard part of traincrews' working patterns at Queensland Rail. Strict processes are in place to ensure that rosters, and any offered overtime, comply with Queensland Rail's fatigue standards.

The *Queensland Rail Train Crewing Practices Commission of Inquiry* recommended that Queensland Rail 'deliver and maintain a structural surplus of train crew to enable operations to be conducted without the systemic reliance on overtime'.

Queensland Rail commenced external recruitment activities in August 2017 to hire and train additional traincrew. This is the biggest recruitment drive Queensland Rail has ever undertaken, with more than 10,000 applications for driver and guard positions having been received and requiring assessment. The external recruitment campaign is now in its final stages, with offers expected to go out in the near future.

Since 4 October 2016, Queensland Rail has selected 139 trainee drivers and 255 trainee guards, with 77 drivers and 196 guards now fully qualified and working on the South East Queensland network, as at 20 May 2018.

As at 20 May 2018, Queensland Rail has a net increase of 36 fully qualified drivers which includes drivers, tutors and train operation inspectors, who are focused on boosting training capacity. Since 4 October 2016, a total of 21 drivers have ceased working for Queensland Rail.

A number of drivers have transitioned to other roles within Queensland Rail, many of which are essential to operations.

Currently, there are 68 drivers and 21 guards in training and this year alone, more drivers will commence training than under the entire term of the previous LNP Government. In fact, under the previous LNP Government, zero drivers commenced training in 2014.

Below is a table detailing the overtime costs for train drivers and guards since the end of September 2017:

Pay Period	Month	Overtime Costs (\$) for Citytrain Drivers	Overtime Costs (\$) for Citytrain Guards
201706	September 2017	620,664.54	514,467.42
201707	October 2017	539,836.60	430,109.32
201708	October 2017	609,973.47	394,774.17
201709	October 2017	679,481.61	449,481.58
201710	November 2017	642,649.84	414,565.29
201711	November 2017	680,364.35	418,854.43
201712	December 2017	691,799.53	443,390.22
201713	December 2017	526,348.75	231,690.57
201714	January 2018	371,921.60	181,883.83
201715	January 2018	498,338.13	276,842.52
201716	February 2018	550,114.42	270,035.70
201717	February 2018	610,755.91	294,645.93
201718	March 2018	639,467.29	362,954.24
201719	March 2018	496,035.22	383,902.56
201720	April 2018	428,438.21	256,260.20
201721	April 2018	530,991.19	361,603.36
201722	April 2018	484,674.34	312,366.03

*** broken down into fortnight to reflect the pay period cycle**

It is heartening to see a trend over these six months of reducing levels of overtime for both drivers and guards which reflects the increases of new drivers and guards entering the train system as they finish their training and commence work.

Overtime costs from October 2016 until early September 2017, are detailed in Question on Notice 1454 tabled on 9 October 2017.

It is not unusual for operational workforces such as the traincrew to operate with a certain level of overtime. This enables required flexibility in the workforce to meet demand changes associated with special events that occur periodically.