



Rail, Tram & Bus Union (NSW Branch)

12 September 2022

Mr Tim James
Chair
Committee on Transport and Infrastructure
NSW Legislative Assembly
Parliament of NSW
Macquarie Street
Sydney NSW 2000

By email transportinfrastructure@parliament.nsw.gov.au

Emissions free modes of public transport – Supplementary questions

Dear Chair,

We thank the Committee for the opportunity to respond to the supplementary question on notice and provide the following response.

1. Is the transition to new low-emission transport technologies likely to reduce employment, such as maintenance or operations work with diesel vehicles?

Given the existing fleet of EV buses is relatively modest of some 200 vehicles, and based on current data available in relation to servicing requirements, it is difficult to gauge the impact on staffing requirements, particularly for maintenance staff, at present.

The difficulty in providing a more accurate response arises due to the as yet unknown factors involving re-charge times compared against re-fuelling times. The task of re-fuelling a bus is an exclusive task that requires the physical presence of the employee during the refuelling operation. Whereas, in respect of re-charging an electric vehicle, the task of plugging the vehicle into a recharging station may allow for other duties to be performed during the charging period. How this will impact on resourcing requirements across operations may have some impact on staffing levels.

1a. What training or upskilling can be provided to workers engaged in the manufacture or maintenance of emission free modes of public transport, to enable them to work with new technologies?

Mechanics would be more readily retained as the EV engine servicing requirements would build on current technical knowledge those personnel already possess. It would be a matter of upskilling these staff who are already highly valued.

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Operations staff would have their jobs made redundant as the work of charging and parking buses would likely be pushed onto drivers. Yard staff, being less specifically qualified and their work being less technically demanding are more vulnerable to employers seeking efficiencies via reductions in wage overheads. Retraining would be limited to appropriate opportunities available in the business. This would be applicable to road transport of all types.

Should the Committee require further clarification in respect of the Union's responses, please do not hesitate to contact Mr Jason Hart at the Union [REDACTED] or by post Level 4, 321 Pitt Street Sydney NSW 2000.

Kind regards,

Jason Hart

Industrial Officer

Australian Rail, Tram & Bus Industry Union (NSW Branch)