

Responses:

1. The Audit Office recommended the inclusion of allowances paid for work outside normal hours when reviewing work practices and reforms in future. This was accepted by RMS, but its completion was delayed until 30 June 2014.

(a) Have the substantial organisational structural reforms within RMS been fully implemented?

(b) Is RMS on track to deliver this industrial award consolidation process by 30 June 2014?

Response:

(a) There is one remaining branch currently undergoing its restructure. Once this is finalised the RMS organisational structural reforms will be complete.

(b) Yes, the consolidation process is on track for 30 June 2014.

2. Can RMS and Sydney Trains provide a progress report on their efforts to reduce sick leave and identify how much overtime is being driven by sick leave and job vacancies? How is this analysis to be reported?

Response:

RMS:

In 2012-13, RMS had a 6 per cent decrease in overtime costs due to continued focus on overtime management.

RMS has a genuine need to incur overtime in the delivery of its roadwork program and network management services, particularly in relation to incident and emergency management. In the past, RMS analysis has showed there was no evidence to suggest that sick leave caused overtime.

Improved monitoring and management processes introduced by RMS in 2011 have realised an overall \$5 million per annum (or 10 per cent) real reduction in absolute overtime dollars over the past two years.