

Appetite for Change at MetroTransit

Public transit costs in HRM are primarily funded in two ways: fare boxes and tax rates. Cost containment measures are vital to our ability to provide the kind of high-calibre, sustainable, and reliable service the public expects – now and into the future.

We have well-trained, well-paid transit operators who contribute to the overall success of the system, but we cannot continue to allow our employees to pick their shifts like you pick your lunch in a cafeteria; one item at a time until the tray is full, leaving behind the least popular shifts to be filled - largely on overtime.

Is this cost-effective?

No, especially when operators can make thousands of dollars every year in overtime.

It now takes 24 days for our operators to pick three months of work, and still there are 80-100 shifts per week that Metro Transit scrambles to fill. This is an out dated style of picking shifts, which only a couple of systems in Canada still employ.

Is this efficient?

No, especially when we have operators who can turn down work and still get paid.

We want to see our transit operators behind the wheel, not walking the picket line. But, first we need a new deal with our workers, a deal that recognizes the need to contain our costs to help build a better transit system for the 96,000 daily trips taken by HRM citizens. This can be done through changing the way we schedule shifts or by limiting our wage offer to union members.

We have moved significantly in our contract offers, and we're urging Amalgamated Transit Union (ATU) Local 508 to do the same and take our offers to their membership.

Let's get a deal.



HALIFAX
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For more up to date information on the work stoppage:

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