



TEAMSTERS LOCAL 2750

Minimum Rest Periods Implementation

The implementation of Article 12.G.2 (Minimum Rest Periods) will introduce some new concepts into our contract for International Trip Pairings.

This section is split into 3 sub-parts, Duty Period 12 hours or less, Duty Period Scheduled up to 18 hours and Duty Period scheduled to exceed 18 hours.

The first deals with the Minimum Rest Period after a shorter day, when the next Duty Period is Deadhead only. In this case there is no differentiation for Scheduled versus Operational. If the Duty Period is 12 hours or less (scheduled or actual) then you may receive a Minimum Rest period of 10 hours if the Duty Period after that rest is Deadhead only. Note because of the way the language is written if the preceding Duty Period is scheduled at 12 hours or less but actually you are on duty for over 12 hours then Article 12.G.2.c would apply and you would receive a Minimum Rest period of 14 hours.

Under Article 12.G.2.c, for Duty Periods which are **scheduled** up to 18 hours not covered by the first example, the Minimum Scheduled rest period is 14 hours (which can be operationally reduced to 12 hours).

Under Article 12.G.2.d, for Duty Periods which are **scheduled** to exceed 18 hours, the Minimum Scheduled rest period is 16 hours (which can be operationally reduced to 14 hours).

The Union and the Company have agreed to the following to implement the latter 2 examples. When you check your schedule at report time there are two possibilities. Either the 14 or 16 hours (or longer) rest periods following your Duty Period are shown in AIMS or AIMS reflects less than the required 14 or 16 hours (scheduling is waiting to see when you are actually released).

When AIMS shows the correct (14 or 16 hours or longer) rest after your Duty Period when you check your schedule at report time the Company has the ability to Operationally reduce your rest down to 12 or 14 hours, as applicable, under the operational reduction concept. This is designed to help maintain an on-time operation should your Duty Period be increased due to an operational delay (maintenance, late loading or fueling, holding etc.).

If AIMS shows less than 14 or 16 hours (as required) when you check your schedule at report time then when you are released from Duty at the end of the duty period your schedule will be updated to reflect the required 14 or 16 hours. This should be put in place by scheduling but if, when you check your schedule, the adjustment hasn't been made, contact scheduling and have them update your Trip Pairing to provide the required 14 or 16 hours. Also remember that 14 or 16 hours does not commence until the update has been made by scheduling and you know your next scheduled Report Time.

If you have any questions regarding this new implementation of Article 12.G.2 please contact the scheduling committee at scheduling@iap2750.org.