

What Does the Decision in the *Rossato* Case Mean for the Bus Industry?

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Casual employment – how it's meant to work

- Pay loading of 25% compensates for lack of entitlements to annual leave, paid personal leave, notice of termination, redundancy pay
 - > but casuals do get various forms of leave
 - > plus unfair dismissal protection (if they work for long enough on a regular and systematic basis)
 - > and superannuation (if they earn more than \$450 per month)

So who is a casual?

- Most awards and enterprise agreements seem to leave it to the employer to decide
 - > eg Passenger Vehicle Transportation Award 2020 clause 11.1:

A casual employee is an employee who is engaged as a casual employee and paid by the hour.
 - > clause 11.5 allows 'regular' casuals with 12 months' service to request conversion to permanent hire, which employers can refuse on reasonable grounds

But wait ...

- ❖ Under the 'general law', casual employment is treated as temporary, irregular or uncertain
- ❖ And the Fair Work Act 2009 has no definition
- ❖ So an employee might be paid as a casual, yet not be a casual for general law purposes
- ❖ As found to be the case in two major decisions, both involving labour hire workers in the coal mining industry

Workpac v Skene [2018] FCAFC 131

- Paul Skene engaged as a dump truck operator for two periods, totalling two years
- Arrangements involved driving/flying in and out, then working set rosters
- Each time given a 'notice of offer of casual employment', paid an all-in rate, though with no specific designation of casual loading
- Held to be entitled to annual leave on termination of his employment

Workpac v Skene [2018] FCAFC 131

- Full Court of the Federal Court interpreted section 86 of the Fair Work Act as using ‘casual’ in its general legal sense

- Endorsed the view that

the essence of casualness is the absence of a firm advance commitment as to the duration of the employee’s employment or the days (or hours) the employee will work

Workpac v Rossato [2020] FCAFC 84

- ❖ Engineered by Workpac to test out arguments not run in *Skene*
- ❖ Robert Rossato worked as a production employee for over three and a half years, on six separate contracts
- ❖ Engaged and paid as a casual
- ❖ Successfully claimed unpaid annual leave, personal leave and public holiday pay

Workpac v Rossato [2020] FCAFC 84

- ❖ Workpac unsuccessfully argued that
 - > Rossato had clearly agreed to be a casual
 - > if he was owed annual leave entitlements, Workpac could ‘set off’ the loading it had paid
 - either under the common law or the Fair Work Amendment (Casual Loading Offset) Regulations 2018
 - > alternatively, it could seek restitution of some or all of the loading, for mistake or ‘failure of basis’
- ❖ Main problem with set-off (and perhaps also restitution) – employers can’t pre-pay leave

Could things change?

- Likely to be a High Court appeal in *Rossato*
 - > prospects?
 - > timing?
- Employer groups are pushing for a legislative fix, to preclude ‘double dipping’
 - > could this be an outcome from the current roundtable discussions with ACTU?
 - > could any change have retrospective effect?

Assessing risk in the bus industry

- ❖ How many ‘disguised casuals’ there might be depends on how broadly or narrowly the ‘essence of casualness’ test is applied
 - > compare *Birner v Aircraft Turnaround Engineering* [2019] FCA 1085
- ❖ But clearly a greater risk for casuals with stable and predictable work
 - > eg school bus drivers with no extra work as needed
- ❖ Does it matter if a casual has previously refused conversion?

The main options

- ❖ Sit tight and hope the problem goes away, courtesy of the High Court or new legislation
 - > note absence of known follow-up cases outside mining industry – though that could easily change
- ❖ Persuade long-term casuals to convert
 - > but they have an obvious incentive to refuse
- ❖ Restructure some contracts to fixed term
- ❖ Amend contracts to more clearly stipulate loadings, and/or allow set-off or restitution

Questions?

