

THE ACTIVIST



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Toll Networks NZ Ltd – Trading As Toll Tranz Link

With the Governments repurchase of rail and ferry operations it was necessary for the Tranz Link business to be separated to a new entity. The new entity is called toll networks and it was necessary for the Union to negotiate a collective agreement with them for our members to sign onto upon their transfer of employment from Toll NZ Consolidated to Toll Networks. This work has been done and the Union has had the proposed settlement out for ratification last week. Highlights of the proposed settlement are;

- The new CA is based upon the expired Toll/Connex/RMTU MECA
- Irrelevant provisions of the CA will be deleted (eg. Hillside shops paycales)
- The settlement includes a memorandum of Understanding (MOU) which details important additional provisions
- 2 year term
- 5% increase to all wages and allowances year 1
- 4.5% increase to all wages and allowances year 2
- Restores the Alternative day provision within clause 12.5 lost last wage round
- Coverage of the CA unchanged
- All current RMTU members remain as RMTU members – only the employer changes

The ratification vote was done on the basis of a vote being taken of all members attending the paid stopwork meetings at each location visited. A simple majority vote by members attending the meetings was required to authorise the Union to sign

the Collective Agreement on their behalf. The results are;

NORTH ISLAND	For	Against
Auckland	50	1
Hamilton	8	0
Tauranga	4	0
New Plymouth	3	0
Hastings	5	0
Palmerston North	7	0
Wellington	13	0

SOUTH ISLAND

Christchurch	33	0
Blenheim	19	0
Nelson	7	0
Greymouth	5	0
Ashburton	3	0
Timaru	5	0
Dunedin	10	0
Invercargill	5	0

Total	177	1
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ACCORDINGLY THE UNION WILL SIGN THE COLLECTIVE AGREEMENT ON BEHALF OF MEMBERS.

LYTTELTON LINES

A working party has been set up at Lyttelton to inquire into lines safety in the wake of Marty Sincock's death.

Marty, a cargo handler and long time member of the RMTU, was killed instantly when a line snapped during the let-go of a coal ship two weeks ago.

The accident is already under investigation by police, Maritime NZ and the Department of Labour, but the port company will carry out its own investigation to see what can be

This is for the information and guidance of RMTU members only!

learnt from the tragedy and how lines work might be made safer.

Early indications are that a crew error on the ship was the primary cause. The line appeared to slacken then suddenly tighten to breaking point, whipping back at the waiting linesman.

The official investigations are likely to take months, but in the meantime employees and managers directly involved with lines operations at the port will be looking at all aspects of lines operations.

ONTRACK WAGEROUND 2008

The Union served notice of Initiation of bargaining on both ONTRACK entity's (Infrastructure and Core) on 3 June 2008. The initiation notice is on the basis of the parties forming a Multi Party Collective Agreement (MECA) by joining the current two single employer collective agreements (SECA).

The Wages Working Party has been placed on hold and we have a joint commitment to reconvene the working party immediately upon settlement of the MECA. A joint report on the working party was recently circulated.

A shortened lineout of Ontrack and RMTU reps will meet in Wellington on 9 and 10 July to undertake the technical work of merging the two Collectives. The full teams will meet in Wellington 16 and 17 July to endorse the work of the shortened line out and to resolve any disputed clauses. They will work toward achieving a settlement for recommendation to members.

TOLL-VEOLIA WAGEROUND

The parties have now met on four occasions, 23 May, 6 June, 11-13 June and 23-25 June.

We also need to correct the team as listed in Activist 7. The Toll-Veolia 2008 wage round RMTU bargaining "core" team is made up of;

- Wayne Butson (Advocate)
- Scott Wilson
- Todd Valster
- Jim Kelly (Toll Engineering)

- Wally Wallbutton (Toll Rail Operations)
- Doug Blakie (Toll Rail Operations)
- Dean Ngatai (Toll Rail Operations)
- Alan McCarthy (Tranz Scenic)
- Duncan Browne (Tranz Scenic)
- Tania Haraki (Interislander)
- Garesh Sukha (CT Site)
- Hayden Smith (Tranz Metro)
- Paul Riddell (TAMM)
- Randolph Sladen
- Mitch manning
- James Williams

Other participants may be added when sectoral specific issues are discussed as needed.

Joint notices will be agreed at the completion of each session of bargaining for the information of members.

The parties next meet 22, 23 and 24 July 2008.

UNITED GROUP RAIL STRIKE BALLOT RESULT

The result of the recent postal ballot of members employed by United Group Rail Ltd and who fall within the coverage of the Collective agreement are as follows;

Total ballot papers issued: 339

Total ballot papers returned: 221

This is a Union Member Participation response rate of **65.19%**

Total ballot papers agree with action:
169 or 76.47%

Total ballot papers do not agree with action:
52 or 23.53%

76.47% OF MEMBERS AUTHORISED THE UNION TO GIVE NOTICE FOR INDUSTRIAL ACTION

Therefore the RMTU on behalf of RMTU Members falling within the coverage of United Group Limited Collective Agreement may give notice and organise such strike action on date(s) and of a duration and nature as necessary to achieve a settlement



of the current United Group Limited Collective Employment Agreement Negotiations.

The RMTU negotiating team meet in Wellington Wednesday afternoon and with the company on Thursday 10 July.

We will keep you informed!

EPMU Launch Work Rights Campaign

The EPMU launched their Work Rights Wage Drive campaign, announcing 25 mass member rallies across New Zealand throughout the month of August, aiming to raise public awareness about the importance of work rights and higher wages this election.

EPMU national secretary Andrew Little says strong work rights are central to the wellbeing of New Zealand workers and the economy and is a pivotal issue today.

"The strength of people's work rights directly affects their wages, whether it's having the employment security to ask for a pay rise, the collective bargaining rights to raise wages through campaigns like Fair Share 5% in '05, or Kiwisaver and regular increases in the minimum wage.

"At a time when Kiwis are feeling the pinch from higher prices and political parties are talking about closing the wage gap with Australia its important voters understand the real solutions won't come from tax cuts but from stronger work rights and higher wages.

"New Zealand's wages are still recovering from the last time our work rights were stripped from us and we don't want to see it happen again.

"That's why we'll be challenging parties to provide detailed policies on work rights and wages and encouraging every one of our members to think very carefully before they vote in this year's election."

For more information about the campaign, including a schedule and photos from the launch visit www.workrights.org.nz



LOCO ENGINEER SAD FUND – VACANCY

Peter Manson has resigned as a Union appointed Trustee from the Fund due to leaving the Company.

Section 3(a) (ii) of the Trust Deed states:

"The Union shall have the right from time to time to invite any two persons being Members of the Fund to act as Trustees and the right to remove any persons so appointed. Any such appointment or removal shall be made by notice in writing delivered to the Trustees".

Union criteria for replacement trustee as outlined in rule 116 of the Union Policy states:

"That the Union Policy on trustee appointments to the Locomotive Engineers' Superannuation Trust Fund be that one trustee be a Locomotive Representative selected from and by the

National Management Committee, and the other by National ballot of the Fund members subject to the requirements of the Trust Deed. Should there not be a Locomotive Engineer present on the NMC then both trustees be elected by a national ballot of the Fund members subject to the requirement of the Trust Deed;"

Wally Wallbuton holds the NMC North Island Rail position and is therefore one Union appointed Trustee. The second position will be filled by calling for nominations which will be open for three weeks. In the event of there being more than one nominee, a ballot will be conducted in accordance with the Union Rules.

CALL FOR NOMINATIONS FOR 2ND LE FUND TRUSTEE

Nominations are hereby to fill the vacant Union Trustee position on the Board of the NZ Locomotive Engineers Sickness, Accident and Death Benefit Fund. Nominees must be;

- Current Financial Members of the RMTU
- Hold a current Locomotive Engineers certification and qualification

- Be currently undertaking locomotive engineer work
- Be a NZ citizen
- Be a member of the Fund

Nomination forms are available from the Union's National Office by calling 04 4992066, fax 04 4710896 or by email to julia@rmtunion.org.nz

Nominations must be moved and seconded by Locomotive Engineer fund members who are current financial members of the Union and an acceptance of nomination signed by the nominee.

Nominations must be received in the Unions National Office by 1700hrs 25 July 2008.

In the event that there is more than one nomination received by the closing date then a postal ballot of fund members will be held. Nominees are warned that in the event of a ballot being held a photograph and election rhetoric of 150 words is required from each candidate ASAP.

CAMERAS AT SELECTED RAILWAY LEVEL CROSSINGS.

As part of the Victorian State Government's railway level crossing safety up-grades' initiatives, high definition, digital imagery road motor vehicle traffic infringement cameras have been installed for trial and evaluation purposes at the following level crossings on the Victorian broad gauge rail network.

- Springvale Road, Nunawading - Eastern Metropolitan lines at 20.946 kms.
- Midland Highway, Bagshot on the Bendigo - Echuca line at 179.874 kms.

The installation on the northbound road carriageway at Springvale Road is in an existing housing, but it is a new camera that has been operating in trial mode since February 2008. At Springvale Road, both the day- and night-time photographing of offending motorists is by way of white flash illumination.

The installation of the cameras on the eastbound and westbound road carriageways of the Midland Highway at Bagshot was completed during May 2008

and the camera trials commenced immediately thereafter. On the Midland Highway at Bagshot, both the day- and night-time photographing of offending motorists is by way infra-red illumination.

Subject to these trials of the railway level crossing enforcement camera technology proving successful, it is proposed to introduce legislative changes to the Autumn session of Parliament, which if passed, should permit infringements for railway level crossing road traffic offences to commence in February 2009, following an extensive public education awareness campaign.

The RMTU looks forward to a similar initiative being implemented by LTNZ here in NZ.

NATIONAL'S ACC PLANS GETS MURKIER

News that the Australian insurance industry is lining up to profit over National's secret plans to privatise ACC means the party must come clean on their intentions, the Council of Trade Unions said today. "Last month we issued a 'please explain' to National, after reported comments from their spokesperson and deputy leader that they were committed to 'choice' in accident compensation," CTU vice president Richard Wagstaff said.

"Today it was revealed that Australian insurers were being advised by brokers to get ready for a multi-billion dollar windfall when National privatises ACC. The report's authors said that National was keeping quiet on their plans publically, but privately they understand National will privatise the scheme."

"National needs to front up and explain why, in the face of recent evidence of the benefits of the national insurer; it would want to scrap this asset for the benefit Australian commercial interests."

"The PricewaterhouseCoopers report on ACC was unambiguous - the benefits of state only provision of accident compensation are significant both for workers and employers, but also non earners and sportspeople."

"It is not clear what the National Party means by choice. Do they mean the same policy as in 1998? Which accounts do they want to open up for private insurance



companies? Workers value the reliability of the current ACC scheme, and deserve answers from the National."

"The National Party's dealings with the private insurance industry at the last election, revealed in Nicky Hager's book, have gone unchallenged."

"We are calling on National to front up for once and for all on what their plans are for ACC."

WORK RIGHTS GETTING BETTER FOR CASUALS

"The rights at work for casual workers are about to get better, and no party should stand in the way of this much needed law change," Council of Trade Unions president Helen Kelly said.

The government has announced plans to beef up Employment Relations Act protections for temporary and casual workers, and run an awareness campaign to make sure casuals were aware of their rights.

"There have been significant real improvements for workers in this country over the last 8 years but many of the new improvements have been denied to large numbers of workers because of the misuse by employers of casual employment relationships. That makes these changes extremely significant and important," Helen Kelly said.

"There is an army of casual employees, often low paid workers, many of whom are totally insecure about their terms of employment, their hours of work, their entitlements to sick leave and holidays and their employment status in relation to any workplace problems."

"The insecurity of their employment makes it difficult for them to assert their rights, and also affects many other aspects of their lives in areas like housing stability, access to loans and superannuation savings."

"Of course there are instances of genuine casuals where the arrangements are necessary in normal business operations. However there are many workers who are classified as casuals when in fact they are expected to turn up to work on a regular

basis and really are no different from a permanent workers."

"The changes announced will be a real help for casual and temporary workers to get the rights at work that the rest of the workforce have won. The CTU has been involved in this process and are pleased with the outcomes, and we acknowledge NZ First Deputy Leader Peter Brown's strong advocacy for casual workers."

"We expect all political parties that believe in fairness at work to support this move, or tell casual and temporary workers why they should go without their rights at work," Helen Kelly said.

PORT MARLBOROUGH CA NEGOTIATIONS CONCLUDED

As a recent result of the Port Marlborough negotiations for a renewal of their Collective Agreement, we are pleased to report the following outcomes were achieved and ratified;

- 2 year term (1st July 2008 – 30th June 2010)
- 5% wage increase on wages and entitlements for each year of the CA
- Overtime rates increased from T1.2 to T1.5 for all sectors excluding PSC (on specific days) and Marina Supervisors
- Two lieu days given if your work shift spans over Xmas and Boxing day continuously
- Existing main entitlements from previous CA carried over

National Office would like to congratulate members for their contributions throughout and more specifically the RMTU negotiating team which consisted of Murray Burgess, Grant Herbert, Martin Burns and Debbie McManaway, WELL DONE!

CTU JOINS INTERNATIONAL STAND ON ZIMBABWE

The Council of Trade Unions joined international unions in calling for an end to the intimidation and oppression of union and democracy campaigners in Zimbabwe, as conditions in the country worsened.



"The international trade union movement has very serious concerns regarding the violence that is currently taking place in Zimbabwe, violence that has specifically targeted trade unionists and many other civilians," CTU president Helen Kelly said today.

"The CTU wrote to the government of Zimbabwe to protest the charges levelled against the leaders of our sister body the Zimbabwe Congress of Trade Unions, President Lovemore Matombo and Secretary General Wellington Chibebe. We called for the Zimbabwe Government to drop the trumped-up charges against the ZCTU officers."

"Lovemore and Wellington were arrested last month following speeches they made at a May Day rally about the violence and intimidation that has become widespread during the re-run election campaign."

"The voice of ordinary people of Zimbabwe is being gagged by violence, intimidation and restricting their leaders' freedom of speech. Zimbabwe's trade unions are being targeted by Mugabe's thugs because they represent the real voice of the people."

"Internationally trade unionists are showing our solidarity with Zimbabwe's people in their fight to free themselves from brutal oppression and economic disaster," Helen Kelly said.

COMPETITION IN ACC REMOVES CHOICE FOR EVERYONE

The Council of Trade Unions is asking National to explain how their plan for 'choice' in accident compensation could benefit anyone in New Zealand.

"Workers don't want ACC to be opened up to competition, a move which will take away choice, not give it," CTU president Helen Kelly said.

"In Australia, workers pay on average \$2 in every \$100 towards their worker compensation scheme."

"In New Zealand, under ACC, it is 78 cents per \$100 - and this is for better cover, higher benefits and quicker access, lower claim management and administration rates, and kiwi workers return to work faster than their Australian counterparts."

"Employers too would lose. Private schemes would be more costly than the not-for-profit government monopoly in areas like administration, marketing and the profit requirement, meaning higher premiums for business."

"But National's proposals wouldn't just be felt in the workplace. ACC provides comprehensive no fault cover to a wide range of New Zealanders who would be required to buy private cover but for the scheme."

"Sports groups, schools, parents at home, older people and high risk industries like adventure tourism would all stand to lose under a competitive model of accident cover."

"If the scheme is privatised, then the profits for Australian insurance companies will have to come from somewhere. We all know this will come out of the pockets of kiwi workers and employers, and the wider public, through higher levies."

"This is a hard pill to swallow in the name of choice," Helen Kelly said.

RMTU CONFERENCE 2008

Conference Delegates and Branch Secretaries are reminded that Conference will be held on **TUESDAY 14 to THURSDAY 16 OCTOBER 2008** at the Royal New Zealand Police College, Porirua, Wellington.

Final confirmation of who will be attending Conference as Delegates and Observers is required at National Office before **FRIDAY 5 SEPTEMBER 2008** to enable leave, accommodation and travel bookings to be finalised. (There are a restricted number of discounted fares available and to obtain the best deal requires early booking).

The National Union pays all costs for one delegate from each Branch, and costs incurred by Observers (leave, accommodation and travel etc) must be met by the Branch or at their own expense unless otherwise arranged through the General Secretary. **NOTE:** Should arrangements need to change after the initial bookings are made then any cost of travel alteration (including name change of delegate) will be charged to Branches.



If you are unable to provide delegate/observer information by the above date, please contact Julia at Head Office on 04-499-2066 or julia@rmtunion.org.nz. If travel bookings are not available at a later date then those delegates will not be able to attend. Please treat this matter urgently.

Travel itineraries, airport transfers between Wellington Airport and the venue and conference documents will be sent directly to the Delegate/Observer when finalised. Branch Secretaries please ensure your Branch Representative returns the registration form to National Office urgently.

NOTE: CONFERENCE REMITS: Remits for the Annual Conference are required to be submitted to the General Secretary by 31st July 2008 however late remits are frequently accepted. Conference delegates also have an opportunity to table "notices of motion" at conference to be debated on the floor. Remits are the way in which the Policies of the Union are changed or the Union Rules amended (a Policy Manual is sent to Branches following each Conference). The content of Rule 15 of the Union Rules and Standing Orders is drawn to the attention of Branches.

TRUCKING MUST PAY ITS WAY - GREENS

It is time to stop subsidising the trucking industry and price transport on a level playing field if New Zealand is to make the transition to a sustainable economy, Green Party Co-Leader Jeanette Fitzsimons says.

"At the moment, truck drivers only pay 56 percent of their costs to the economy, compared to rail freight users who pay on average 82 percent and ordinary motorists who pay 64 percent, according to the Ministry of Transport's Surface Transport Costs and Charges study from 2005.

"This distorts the decisions of freight customers when choosing whether to send

their products by road or rail because true costs are not reflected in the prices.

"It is important to remember that Road User Charges for trucks have been increased only once since 1989," Ms Fitzsimons says.

"If we want to see more of our heavy freight on rail instead of big trucks on the road, we need fair Road User Charges.

"I hope those living in the protest areas will respond by using the rail system, cycling, walking or even taking the day off," Ms Fitzsimons says.

MOST NEW ZEALANDERS DON'T WANT TAX CUTS PAID FOR BY CUTS IN PUBLIC SERVICE SPENDING

One of the first issue-based polls since last month's Budget shows that 60% of New Zealanders don't want tax cuts bigger than those in the Budget if they have to be paid for by reduced public service spending or increased government borrowing, the country's public service union said this week.

The poll, conducted by UMR Research, also shows that 71% of New Zealanders would prefer to keep taxes at current levels than have higher user charges for public services.

Only 33% would support tax cuts larger than those in the Budget if that meant cuts to public services or an increase in government debt. Just 23% preferred paying higher user charges to fund larger tax cuts. Full results are here.

"The survey shows New Zealanders value strong public services and don't want them cut to pay for larger tax cuts," says PSA National Secretary, Brenda Pilott. "They say strong public services should be a major election issue and we believe their voice should be heard."

"Tax cuts don't grow on trees," says Brenda Pilott. "The money to pay for them needs to come from somewhere, and New Zealanders are saying that they shouldn't be paid for by cutting public services."



The PSA also wrote to all political parties in Parliament asking for responses to six questions, including questions on their views on strong public services and how they would pay for tax cuts. For the parties replies, and more info, visit the PSA's new election site here:
<http://www.psa.org.nz/Election>

SLASH AND BURN NOT THE ANSWER TO CURRENT ECONOMIC WOES

The bank workers union Finsec is calling on big business to resist a traditional slash and burn response to the 0.3% decrease in GDP announced today and instead is calling for an increase in their expenditure and investment in New Zealand.

"Now is not the time to cut costs. That will add to the problem. We need to start seeing money flowing directly into the economy and workers' pockets," said Andrew Campbell, Finsec's Campaigns Director.

"The major banks produced combined net profits of over a billion dollars for the first six months of the financial year. Rather than sending that profit back to Australia they can be investing it in better wages and employing more staff locally. This is an easy contribution banks can make to helping turn around the decline in growth," said Campbell.

"It is not only the responsibility of Government to fix the problem. Profitable companies, like the banks, should contribute too. Some simple steps banks can take to provide an economic stimulus include providing employment in New Zealand, not sending jobs to Bangalore, getting money to workers via good wage rises, and reducing interest rates," said Campbell.

"History is clear; investment is needed to get out of tough times and companies that slash and burn often pay the price in the longer term. We call on businesses that can afford it to start spending and get the economic wheels turning – a strategy that has worked in the past," he said.

Campbell says that workers need help coping with significant price rises and that

with the economy already slowing, reducing expenditure by big business would simply create a "double whammy" impact on the economy.

"We need good, well paid jobs that stay in New Zealand and for workers to get fair pay increases so that they can survive in the tough times and so that we can all do our bit to improve the economy," said Campbell

NATIONAL'S PROBATION PERIOD - BACK

National's plan to bring in a probation period for new employees if it wins the election has been condemned by Prime Minister Helen Clark, who says the policy would make it even harder for small firms to find workers.

National leader John Key said in December last year the policy would be introduced by a National-led government, and it was raised again at the weekend by his deputy Bill English. National MP Wayne Mapp tried to introduce it with a member's bill in Parliament in 2006, but it was voted down. Helen Clark said today the Government totally opposed it. "At the moment there is a provision in the law for a probation period for new employees, but you don't lose all your rights," she said. "This takes away the rights of new employees. "Workers aren't going to give up a job they've had for a while to go and work for another small employer when they're not going to have any rights."

KIWI RAIL LAUNCHED

The government has officially taken back control of national rail and ferry services from Toll Holdings. Jim Bolger has been named as chairman of KiwiRail.

RMTU's Wayne Butson says that it should be a challenge that Jim Bolger will grasp with open hands as it is not every day that people are given a second chance to put right a wrong they had a hand in doing. The rest of the board established to manage the services of KiwiRail are Brian Corban, Mark Franklin, Ross Wilson (ex RMTU General Secretary and CTU President), Brian Jackson, Linda Constable and Ross Martin.



The new look KiwiRail was unveiled by the prime minister on platform 9 on Monday 1 July 2008.

Deputy Prime Minister and Finance Minister Michael Cullen says it has become clear the rail network cannot be run without substantial government subsidies and he does not want taxpayer money going to a private operator. We agree! The RMTU is firm in the view that there is already far too much NZ\$'s going offshore to Australia in profit dividends with so many of our iconic businesses in this country being Australian owned.

"New Zealand's rail network is now back in New Zealand hands," Cullen said. "We will now be able to make the investments necessary to develop a world-class, 21st century rail system for New Zealanders.

A Rail Development Group will report to the Ministers of Finance and State Owned Enterprises in early August with recommendations for the structure and management of KiwiRail and ONTRACK.

Cullen says a number of options exist for the organisation. They range from a single SOE with ONTRACK and KiwiRail as separate divisions within that organisation through to a Crown Entity and SOE.

The government is planning to spend a record \$2.7 billion on transport over the next financial year.

3 POLICIES IN PARLIAMENT RECESS

The National Party is to release three policies during the current parliamentary recess.

The policies will be on ACC, employment and workplace relations and small business.

Last week the party's position on ACC hit the headlines after a report by Merrill Lynch said Australian insurers could reap \$200 million from moves to open ACC up to private competition.

Bill English said on TV that the small business policy would be released. He said a voluntary probation policy for new workers would be part of that.

Last year National Party leader John Key said the party had no plans to make "major changes" to the Employment Relations Act.

National's previous policy was to create a new act merging the ERA and Employment Contracts Act. It included removing union monopoly bargaining over collective agreements, establishing a 90 day probation period for new workers, changing mediation, adjudication and personal grievance mechanisms and limiting union access to the workplace.

WHAT SORT OF GOVERNMENT LEGISLATES FOR UNFAIRNESS?

"What sort of party has policy that advocates legislating for unfair workplace practice," Council of Trade Unions president Helen Kelly said today.

"You wouldn't see small shops be given the right to opt out of consumer protection laws, or small property owners opting out of tenant protection laws, so why would any government legislate to allow small businesses to opt out of fairness in employment?"

"National's right to unfairly sack workers would be given to the 96 per cent of all employers who make up small businesses, and could affect up to 200,000 workers every year. Currently all businesses can dismiss workers when it is justified and fair including on day one, but why specifically legalise unfair behaviour - it is beyond belief."

"All of the employments policies National have released to date are about removing choice and rights for workers," Helen Kelly said.

"Workers would have no choice over whether their employer uses private insurance for their accident compensation, no right of appeal against being unfairly sacked, and a question mark still hangs over workers' choice in KiwiSaver and the right to an employer tax credit."

"National has opposed every decent piece of employment policy over the last nine years, including four weeks annual leave, paid parental leave, time and a half for statutory holiday work, the right to request flexible work and protection for vulnerable workers



when a business is sold or transferred," Helen Kelly said.

"We are still waiting for any policies which will actually benefit workers."

TAURANGA PORT REPORT.

- The C3 negotiations are moving along slowly, the main issues in front of us are coverage, pass on, term, hours of work, pay, annual leave, out of port transfer, night shift rate, trainer's rate and back pay. We are back into negotiations on 7 July.
- The Quality Marshalling negotiations are scheduled to resume on 15 July after a lengthy break.
- The UCL dispute is heading to mediation where we hope to solve the impasse over our members being on Individual Agreements rather than on a Collective Agreement.
- There will be a meeting of the Port of Tauranga Security members on 7 July to discuss casualisation and its effects on the security team.
- At Orica we have been having a lengthy debate with the Company about replacing a storeman, at this point of time the matter has not been resolved.
- On 9 July we are holding a Stage 2 Delegates Seminar, with C3 and Port of Tauranga delegates.

ITF LENDS BACKING TO US DOCKERS' CONTRACT NEGOTIATIONS

The ITF has announced its support for a US dockers' union during crucial contract negotiations with its employer.

The ITF, which is closely monitoring negotiations between the ITF-affiliated International Longshore and Warehouse Union (ILWU) and the employer organisation, the Pacific Maritime Association (PMA), expressed its commitment to back the union at a recent Dockers' Section conference in Stockholm, Sweden. The union's current employment contract expired on 1 July.

Conference delegates unanimously passed a resolution pledging international solidarity. It also called on the PMA and its member companies to exhaust all negotiations options in good faith with the ILWU in order to avoid a conflict similar to the one that occurred in 2002. During the contract dispute that took place then, 25,000 workers were locked out by their employers.

The ILWU has announced that dockworkers will continue to load and unload cargo to keep ports operating while negotiations are underway and pledged to work hard to reach a fair and reasonable agreement. The union's key contract issues include: good jobs that support working families; safer work with fewer injuries and deaths; cleaner air for workers on the docks and families in nearby communities as well as health and retirement benefits protection.

LE MANDATORY DAYS OFF WORKING

The Union is getting increasing numbers of reports that Locomotive Engineers are working Mandatory days Off. This is demonstrably unsafe and against RMTU policy. When the mandatory days off regime were implemented by Toll's we were advised and assured that the "computers" would not allow our members to be rostered to work on mandatory days off. Clearly the computers are able to be overridden or in fact no such software blockage exists.

This clearly identifies, in our view, the company's contempt for Loco Engineer safety and its total focus on commercial interests. It is just this sort of blind adherence to commercial imperatives which is hardening the resolve of Union members to oppose the introduction of 45 wagon coal trains on the Midland Line. Assurances in relation to safe working practices it appears are not worth the air used to say them.

Early days for KiwiRail but it does truly appear nothing is changing.

LET'S BE SAFE OUT THERE AND REMEMBER

"WERE STRONGER TOGETHER"!

