

# THE ACTIVIST



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## **PROTEST RALLY - EXTENSION 90DAY TRIAL PERIOD AND RESTRICT RIGHT OF ENTRY**

Demand - Fairness at Work Protest Sky City Hotel (Main entrance 72 Victoria Street West, Auckland City) on Sunday 18th July 10.30am

Support the protest action at the National Party Conference and give them this government a clear message that we will not tolerate any attacks on Worker Rights.

Attacks on workers and unions sinister says Helen Kelly who will be joining the protest action on Sunday amongst other union leaders. She said today that leaked information from the Government will both extend the law that removes the right to appeal against unfair dismissal and restrict union access onto worksites. This is a throw-back to the bad old days of the Employment Contracts Act of the 1990s.

## **CPI UP 0.3 PERCENT IN JUNE 2010 QUARTER**

The consumer's price index (CPI) rose 0.3 percent for the June 2010 quarter, Statistics New Zealand said today. "Higher tobacco, transport, and housing prices in the June quarter were partly offset by lower food prices," prices manager Chris Pike said.

The CPI increased 1.8 percent for the year to the June 2010 quarter.

## **KIWI RAIL DRUG & ALCOHOL POLICY/GUIDELINES**

KR management and RMTU reps met again last week to finalise a position paper for presentation to the KR executive managers

and then once approved by them to RMTU members. The RMTU D&A team is Les Ingram (Mechanical), Brian Armstrong (passenger), Phil Kearns (Networks), Hayden Smith (Metro), Scott Wilson (on leave for the most recent meeting only) and Todd Valster.

KR CEO Jim Quinn has condemned the policy statement and its associated procedures document owing to its failure to allow D&A testing of rail workers by customers as a requirement to KR staff entering customer's worksites. Solid Energy, NZ Steel and the Kawarau Pulp and Paper Mill have been seeking for sometime the ability to test KR staff entering their worksites. The RMTU has opposed this as part of its opposition to blanket random testing.

KR and the RMTU will be meeting again on 26 July to further discuss the D&A random testing by customers. The RMTU will be expanding its team to bring in reps from sites affected by any such policy (Greymouth, Westport, Kawarau and Waikato) and it has been agreed that CEO Jim Quinn, KR Freight GM Ian Hill and Networks GM Rick van Barneveldt will be present throughout the meeting.

## **DEATH AT APPLETON DOCK- MELBOURNE: PORTS SHUT DOWN FOR 24 HOURS**

Work at all P&O Automotive and General Stevedoring (POAGS) wharves shut down nationwide in all 15 ports for 24 hours at midday after the death of another waterside worker - the third this year, the second at POAGS operations and the third fatality at Appleton Dock in 7 years. A 41-year-old Melbourne waterside worker was crushed to death this morning during pickup and delivery (R&D) operations at Appleton Dock. The man's name has been withheld until his wife and two school-age children have been

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

contacted. "The industry is in crisis," said Paddy Crumlin, national secretary of the Maritime Union of Australia. "It's the third fatality on the wharves in five months - and we said last time we lost a worker in March we needed urgent action to overcome the lack of safety on the job. "How can I assure families, mothers and fathers of young families that they need not fear about their partners going to work in the morning? The fact is that it's hard to make that promise and it makes me sick to the stomach that is the truth." Mr Crumlin said there was a yawning gap and inadequacies in state and federal safety legislation covering the nation's wharves, especially in bulk and general operations, after years of neglect and deregulation under the Howard Government years.

**The RMTU expresses sincere sympathy and heartfelt condolence to the family of the deceased and to our brothers and sisters within the MUA at this latest tragedy. The unsafe conditions on Australian wharves must be eradicated and the needless loss of life stopped.**

## KR – VEOLIA MECA - UPDATE

### KiwiRail Group

Planning is well underway to have the wider reference group (The full team of Union reps and KR Managers) consider a KiwiRail proposed "settlement package" which includes outcomes from a number of working groups and the joint Steering Committee.

The consolidation of the MECA terms and conditions has finally been completed and checked by both parties. KiwiRail has been doing considerable work with consultants to clearly identify the full cost of the "best of the best" exercise used for the merger of the 4 Collective Agreements making up the KiwiRail Group MECA.

Members will recall that work began on the merged collective on 29 October 2009. A round of meetings was held nationally in December 2009 where a mandate was given to the Union negotiators to focus on the merger exercise and that to enable this the negotiations would be on a "no claims" from either side basis except for a general

increase to all wages and allowances. It was explained that owing to the merger exercise some designations would get a specific increase as all such designations were merged. For example all Collectives have a scale 1 (clerical admin) with positions paid at levels within the scale. They all have differing rates for each level. The merged collective will have a scale 1 compiled using the best of best methodology which means the highest rate in all 4 Collectives will be used for the scale levels. The merger cost is in addition to any general increase but is part of the overall cost of settlement.

Items of specific application to Groups within KiwiRail will be contained within a group Schedule to the Collective.

It is hoped that we will be in a position to begin a round of national meetings and the ratification postal ballot in August/September of this year. Backdating of outcomes is assured.

### Veolia

The talks got underway with Veolia Transport in Auckland with negotiation sessions being held on 21, 22 and 23 June and 9 July. A further round is scheduled on 14 and 16 July this week.

The Veolia talks are not being conducted on a no claims basis as there is no merger exercise involved. We are negotiating with Veolia seeking their agreement to the main body Collective Agreement provisions with any differences being recorded within a specific Veolia schedule.

The talks with Veolia are very different to the KR group discussions as Veolia has declined to date to adopt the relationship charter approach. We are hopeful that we can keep both the KR and Veolia negotiations on track to be completed at about the same time.

## FIRE AT WILL EXTENSION COMPROMISES WORKERS' SAFETY – RAIL UNION

Extensions to the law that makes it easier for employers to sack workers will put the health and safety of more workers at risk, a transport union is warning.

"Workers in dangerous industries like rail need to have the confidence that they can

raise health and safety matters without fear of repercussion," Rail and Maritime Transport Union General Secretary Wayne Butson said.

"But the Fire at Will law means that an employer doesn't need to give any reason whatsoever for dismissing a worker. 'Letting someone go' can be the offensive euphemism for getting rid of a worker who stands up for their right to a safe workplace or wants to join a union."

"National has no justification for this unfair law."

"On top of moves to block workers accessing onsite union representation, and creating incentives for employers to underreport accidents, National's agenda for work rights should deeply concern all workers."

Wayne Butson said the predominantly unionised rail workforce would resist moves to remove unfair dismissal protections from their collective employment agreement. But many workers, both in other dangerous industries but in an increasingly casualised workforce in general, needed more protection under law, not less, he said.

"We will vigorously resist these attacks on New Zealanders' rights to fairness at work."

## GOVERNMENT SPENDING CUTS FOR THEIR OWN SAKE?

Faster cuts in government spending risk tipping the economy back into recession, says the CTU's Economist and Policy Director Bill Rosenberg.

Despite steady reductions in the Government's deficit, well ahead of forecasts, it is still talking of getting the accounts back into surplus even earlier. "With real risks in the world economy, and the recovery in New Zealand still weak, even harsher government spending cuts and public service job losses could lead to the recovery faltering," said Rosenberg.

"There is no need for this. New Zealand's government debt situation is mild compared to other developed economies. While debt is to be avoided, it is not to be avoided at all costs. This is a time when the Government could tolerate the moderate

debt levels that are projected in order to ensure the economy does not return to recession and higher unemployment. Already we are seeing severe stress in health services due to the inadequate funding in the Budget."

"Rather than further cuts, the Government should be considering a Plan B for the possibility that the world economy does go downhill again. We see no evidence of such planning. It should be readying a stimulus package such as infrastructure projects, new low-cost energy-efficient housing, increased opportunities for tertiary education and skill development, and further support for employment and people who lose their jobs if there is a turn for the worse."

"We shouldn't follow governments in Europe into a self-destructive round of big cuts in spending that increase the risk of a second dip into recession."

## TAURANGA - ISL DISPUTE

At a Union meeting of C3 and Port of Tauranga [POTL] members in late June, it was agreed by 83 votes to 6, that ISL could take up training with the POTL trainer under the guidance of the C3 trainer to enable them to learn to drive and operate straddles within Sulphur Point. The rationale in accepting this arrangement was the additional job security protections given to our C3 members. It has been agreed that the straddle training will not change from the current agreed format and that there will be no C3 redundancies at Sulphur Point from current levels and no change to the 4x4 roster.

No doubt there will be further hiccups along the way which we will have to deal with as and when they arise. A win, win outcome for all really which would not have been achieved without the pragmatism of local management, the solidarity of the members at Sulphur Point, POTL and the stated support of our KiwiRail BOP members, MUNZ and the ITF. A hearty thank you to you all.

## KIWRAIL FREIGHT COULD BECOME INSOLVENT - MEDIA

Budget documents released reveal that officials have considered exiting rail freight

"in a managed manner", and regard maintaining the status quo as a route to "an unmanaged exit".

KiwiRail produced a 10-year turnaround plan this year, which focuses on the core national rail network. The plan envisages \$4.6 billion of capital investment over 10 years, \$1.1b of which is sought from government, but expected freight customers to fund all capital and operating needs long term. Treasury contracted PricewaterhouseCoopers and AECOM to undertake financial and engineering due diligence on the plan.

A cabinet paper in April after that process concluded the plan was short of being a detailed business case, but was a good way forward.

The paper advises that exiting the rail freight business is not viable. "Exiting rail removes the option value of rail meeting New Zealand's growing freight demand and has significant risks associated with the management of the exit," the report states. The status quo of keeping existing services with limited investment is referred to as an option with little to commend it with ongoing risks around reliability and safety.

"The end-result is likely to be insolvency and receivership - in effect an unmanaged exit, with higher Crown costs."

Customers were canvassed last year. The paper said ministers wanted customers and the wider market to share the risk of the business. The customers wanted the North Island main trunk line and Interislander ferry capacity increased.

The Crown spent \$690m to buy rail back from Toll Holdings. It earlier paid \$1 for the network. It has provided \$240m of new debt since the purchase and a further \$140m debt facility to New Zealand Railways Corp, according to the papers. The May budget provided a \$250m capital appropriation and the papers envisage \$750m over three years.

The capital expenditure was driven by engineering and safety needs rather than service deliver improvements. Advisers argued for additional rolling stock investment.

Draw downs of capital are contingent on joint ministerial approval of specific

businesses cases. Ministers were advised to require better performance reporting and assurances that KiwiRail is achieving desired outcomes from the investment.

A Ministry of Transport report said there was no easy or right answer for rail freight.

The budget documents do not commit to the extent of the rail freight network or significantly tackle the issue of whether a national network was needed.

"Rail freight's role as part of New Zealand's transport system may be optimised by being limited to the current set of viable import-export lines, the full network solution as proposed by KiwiRail, or by something in between"

## KR's CEO RESPONDS TO THE STORY ABOVE...

*I wanted you to know why this has emerged & why now. Treasury & Ministry of Transport (MoT) have followed government policy & released their advice to government for the budget this year. In our case this is the information on their view of the Turnaround Plan. This is now old information as you know.*

*Their advice to government followed the analysis they had done with us. It said that there were three basic scenario options:*

1. *Do nothing and provide KiwiRail with no funding. This option would have left us with not enough money to continue the business*
2. *Continue to invest as the recent low levels. This option would continue the downward trend of recent years which has left the business in the position where it was unable to invest constructively & sliding backward year by year. Or*
3. *Invest in our business plan and allow the business to get back to the position it should have been in and reengage our customers and grow with them as the freight task grows.*

*As you now know the government decided to invest and that was the announcement of their support of the Turnaround Plan.*





*As I have said to you before, we will always be news worthy and unfortunately these things do not come out in the sequence they are intended. Don't let these headlines and articles distract you - we have our shareholder's support, we have a plan and we are going to deliver it over the coming years if we commit & stick to it year by year. - Jim Quinn*

## **KIWI RAIL GROUP CABINET PAPERS**

Have you had a look at the Budget papers released on KiwiRail? If you haven't then if you use the following link and look under Transport you will find all 9 papers waiting for you to read them.... or paste the following link into your internet browser...

<http://www.treasury.govt.nz/publications/informationreleases/budget/2010/otherpapers>

## **WESTPAC FREEZES STAFF PAY WITH ZERO WAGE OFFER**

Bank workers' union Finsec is describing Westpac's refusal to offer a pay increase as a wage freeze for their staff despite significant cost increases for workers and good profits for the bank.

Four days of bargaining this week for a new collective agreement adjourned today with Westpac refusing to offer staff a pay rise.

"We think Westpac's decision to offer nothing is not because they're broke, it's because they are mean. The bank can easily afford a cost of living increase out of the \$125 million it made in profit for the first six months of this year alone," said Finsec Campaigns Director Andrew Campbell.

"The bank paid dividends valued at \$328 million last year - more than they made in profit. New Zealanders are being offered a raw deal when the bank can give their shareholders hundreds of millions, much of which goes offshore, yet can offer nothing to their Kiwi staff."

"This pay freeze sends an ominous signal to all New Zealand workers. When large profitable banks like Westpac are trying to freeze staff wages in the face of rising costs

for employees, it indicates there could be considerable strife ahead," said Campbell.

"With inflation rising, the value of our pay would be severely cut with no pay increase," said Maxine Mullen, a union member from Westpac Levin and a member of the Finsec bargaining team. "We have families to support and with all our costs going up that is getting harder and harder. Westpac can afford to help staff out and we are shocked that they are declining to do so."

"Bank staff have been totally honest about the problems in the New Zealand banking industry. We are fighting for changes to unfair debt targets, low staffing levels and getting the banks to act in the interest of New Zealand. We feel that we are being punished for doing so," said Mullen.



## **NZ WORK FOR NZ WORKERS CAMPAIGN**

### **WE NEED YOUR PETITION SHEETS SENT BACK INTO NATIONAL OFFICE ASAP!**

The petition may be completed but the campaign will continue as there are more wagons and locomotives needed for the rebuilding of KiwiRail and so we want a share of that work as well.

**THANK YOU FOR YOUR SUPPORT FOR THE CAMPAIGN TO DATE BUT THERE IS MORE TO BE DONE!**

## **AUSSIES STEAL ANOTHER MARCH ON KIWIS**

The Fair Work Australia's specialist Minimum Wages Panel last week lifted their minimum wage to \$15 an hour from 1 July. About 1.4 million Australian workers are affected by the decision, including about 100,000 who earn the National Minimum Wage.

This means that the Australian minimum wage is around 45 percent higher than the \$NZ12.75 minimum wage. Unions in New Zealand have targeted a lift to \$15 in the minimum wage and recently collected nearly 200,000 signatures in support. (See <http://www.unite.org.nz/livingwage>.)

Peter Conway, CTU Secretary, said today: "It is all very well for our Government to have a target to catch up with Australia by 2025 but what about a target for 2011 or 2012?"

"The reality is that we are drifting further and further behind. Ordinary time average weekly earnings in Australia rose 5.9 percent in the year to February. New Zealand's average ordinary time hourly earnings rose 2.2 percent in the year to March, and actually fell between September 2009 and March."

The gap in take home pay between those on low and high incomes will widen even further in October with the effect of the tax cuts. For instance the gap in take home pay between someone on \$30,000 and \$120,000 grows by \$72.89.

Peter Conway said, "We can't close the gap with Australia with tax cuts. We need to lift wages through regular and considerable wage rises, a lift in the minimum wage, and improvements in productivity that flow on to workers."

## NZ COMPANY SECURE BIG OZ RAIL CONTRACT

The massive NSW rail project needed the manufacture of 624 new train carriages. 'We got a call from the NSW ICN office, asking if we knew any local company that could meet the need', says ICN New Zealand's relationships manager, Bob Murdoch. 'The time frame was extremely tight, but we sourced the local companies that could do the job and put them forward.'

A&G Price (AGP) was one of those New Zealand companies. Established in 1868, the Thames-based company has evolved into a world-leading metal castings company. It employs 130 highly skilled foundry tradesmen, machinists, fitters, welders and engineers. Its foundry is one of the largest and most versatile in New Zealand, equipped to provide high-level castings to a wide range of industries and applications.

AGP has built a long and impressive history in the rail industry. For more than 100 years, it has supplied locomotives, wagons,

refurbishment services, and component manufacture to New Zealand and international customers.

By any standards, however, the NSW Rail project - a public-private partnership (PPP) - is massive. It is the largest rail infrastructure project of its type in Australian history. The project is not due for completion until 2013.

'I made several trips to Sydney to meet the client and talk about the project,' says A&G Price's business development manager, Don Blue. 'We were delighted when we won the contract - it's a major breakthrough into the Australian rail market.'

A&G Price must cast to exacting standards and machine the castings to high tolerances, then carry out rigorous quality assurance on every item before shipment to the assembly plant in China. 'We're making highly critical components - essentially, what attaches the carriage to the underside of the train,' says Don. 'The trains are high tech and very fast, so our role is crucial.'

## ITF PIRACY PETITION

The ITF have begun a global petition calling on governments worldwide to take concrete action to end piracy. Almost every day seafarers are kidnapped and risk injury and death.

Every day seafarers' families suffer worry and uncertainty. And there is a growing risk of disruption to world trade.

The ITF want to persuade governments to commit the resources needed to end piracy, to this end the ITF aim to deliver at least half a million signatures by World Maritime Day on 23rd of September. This is where we come in, we need to do our bit of obtaining the necessary five hundred thousand signatures by the 23rd of September.

The petition form is available for download from the Union's website for you to print out and it would be great if you could have them distributed into work places smoko/lunch/mess rooms and anywhere else that you think may be conducive to obtaining more signatures.

Please forward completed forms on a weekly basis either by fax, email or post to Grahame McLaren, New Zealand ITF Inspector, Fax: 64 (0)4 384 8766,



[maclaren\\_graham@itf.org.uk](mailto:maclaren_graham@itf.org.uk), PO Box 27004 Wellington on a weekly basis.

The campaign ends on the 22nd of September and it would be great if New Zealand can hold its own with our global ITF Affiliates.

## CALL IT IN – CAMPAIGN

A road/rail safety campaign is planned for National Rail Safety Week this year (23-29 August) that will involve KiwiRail Locomotive Engineers (LE).

The campaign, entitled "CALL IT IN" is a nationwide blitz on the reporting of near miss collisions at level crossings. Every LE at KiwiRail and Veolia will be supplied with a folder of information about the campaign, encouraging them to report all near misses at level crossings around the country. The folder will also contain a letter from Mark Stables and blank copies of the Rail Level Crossing Complaint form that drivers complete when they witness an incident.

The campaign is aimed at improving driver behaviour around level crossings and reducing the numbers of collisions and near misses. The reporting "blitz" will commence internally on 1 August – and will be publicly launched by Chris Cairns on the Monday of National Rail Safety Week (23 August).

The Automobile Association is also supporting the campaign, and they have agreed to issue a press release for the public awareness week, urging drivers to drive safely around level crossings and obey the warning signs etc.

## HOLIDAYS UNDER THREAT - EMPLOYERS WANT TO CUT YOUR HOLIDAY AND SICK PAY ENTITLEMENTS

Employers are trying to persuade the Government to break their promise not to reduce entitlements in the review of the Holidays Act.

The employers are proposing to turn 5 days sick leave into 40 hours of entitlement and to remove the entitlement to a full alternative day's holiday to only the hours worked, for working on a statutory holiday.

This is regardless of whether or not the worker works 40 hours or 60 hours but only to pro rata for workers that work less than 40 per week. This means for example that a worker that works a regular 4x12 hour shift and is sick on one of those days would lose 12 hours sick leave instead of 1 day. The worker would be left with a balance of 28 hours (2 days leave) rather than the 4 days leave entitlement they currently have.

The change to calculate leave entitlements by the hour will reduce entitlements for many workers.

And the Government intends to continue with their policy of allowing the fourth week's annual leave to be traded for cash.

### So what can you do?

- Get some of your work mates together and arrange a meeting with your local Government Member of Parliament to give them a copy of our letter 'To whom it may concern': find your nearest Government MP here
- Write to the Minister of Labour: Kate Wilkinson, Minister of Labour, contact details here ([k.wilkinson@ministers.govt.nz](mailto:k.wilkinson@ministers.govt.nz))
- Write to the Prime Minister: John Key's contact details here ([j.key@ministers.govt.nz](mailto:j.key@ministers.govt.nz))
- Write a letter to the paper, ring talkback radio, spread the news via emails and Facebook
- Hand out the 'Holidays under attack' leaflet
- Talk to your union about other activity.

For more information, download the summary and briefing note with examples of how the changes would affect workers in different situations.

## DL LOCOMOTIVES – VISIT

The 3 loco Engineer reps on the KiwiRail Industrial council are off to China for their 3rd visit. The visit is to inspect the prototype cab to ensure it complies with the agreed design.

KiwiRail have requested that the cab is completed and made available for inspection by Monday 26 July. It is expected that the



inspection should be completed in one day, and appropriate feedback provided, but KR have added a back up day in case.

The provisional travel plans for inspection are:

Auckland-Beijing-Dalian: Depart Sat 24th July 21:50, Arrive Sun 25th July 11:55

Inspection: Mon 26th July

Inspection: Tue 27th July (back up day)

Dalian-Hong Kong-Auckland: Depart Wed 28th July 12:55, arrive Thu 29th July 09:00

## TOLL TRANZ LINK CA – UPDATE

Toll Networks (NZ) Ltd (Toll Tranz Link) and RMTU reps (Todd Valster, Jack Hingiaia - Southdown and Jackie Poole - Chch) met on the 28<sup>th</sup> & 29<sup>th</sup> June 2010 to negotiate the terms and conditions of the CA which expires 30<sup>th</sup> June 2010. A provisional outcome has been reached between the parties. The final details of this settlement are being worked through. TTL and the RMTU are expecting to be able to report back to members in the week commencing 26 July followed by a postal ratification ballot as usual over 4 weeks.

## KIWI RAIL INDUSTRIAL COUNCIL (KIC) MEETING 8

The KIC team met in Wellington for KIC 8 on June 16 & 17. Once again it was a productive meeting with a full agenda. It is expected that minutes will be distributed to all KR Freight and Passenger depots by the end of next week.

## SAFEGUARD AWARDS

Etupati (Ed) Fili, CHEP New Zealand, Auckland, was awarded the Ross Wilson Award for the most influential employee at the Safeguard Awards Ceremony in Auckland.

Ed Fili is a NZ Council of Trade Unions trained health and safety representative. Not only has Ed assisted with implementing health and safety processes in his workplace but he has also championed health and safety in public forums among Manukau's Pacific community.

Ed has translated various components of the CHEP Safety day material into Samoan. He also participates in the Puataunofu project and attends a regional health and safety representative committee. The committee's work includes encouraging Pacific employees to join health and safety committees in their workplace.

The NZCTU is pleased to see the Puataunofu Project in action, and commends its focus on workplace democracy and its commitment to Pacific Island workers.

### Other awards of note are:

The Otaki Fire Brigade won a best design or technology award for their rapid extraction beam to make it easier and safer for brigade staff to extract injured people from smashed cars. This new device reduces the risk of brigade members being struck by passing traffic. It also better allows medical personnel to attend to the injured while they are being extracted from the wreck.

This story featured on Campbell Live on Tuesday night see: <http://www.3news.co.nz/Volunteer-firefighter-receives-posthumous-award/tabid/367/articleID/162201/Default.aspx>

A Lifetime Achievement award was made to Professor Neil Pearce who is the director of Massey University's Centre for Public Health Research in Wellington. He has been active in occupational health research for more than 20 years, specialising in occupational cancers and occupational respiratory disease. He also headed the National Occupational Health and Safety Advisory Committee, which for five years from 2004 produced a series of benchmark reports on the state of occupational health and safety in New Zealand, with recommendations for improvement.

## CONVOY HEADS FOR AUSTRALIAN PARLIAMENT IN SAFE RATES LOBBY

Hundreds of trucks, buses and supporter vehicles drove to the Australian parliament in Canberra, Australia, recently to ensure that a system of safe rates and conditions for truckers is put in place.





The convoy, led by the ITF-affiliated Transport Workers Union (TWU), made its way up to the lawns of Parliament House on 20 June to back the government's commitment to a national pay system for drivers. On the same day, government minister for employment and workplace relations Julia Gillard met with members of a safe rates advisory group, which includes members of the TWU, to discuss the options for a national approach to truck drivers' pay and conditions to improve safety.

TWU national secretary Tony Sheldon said that truck drivers wanted to see an independent tribunal committed to the road transport industry, so that disputes could be reconciled in an efficient manner.

Some 330 people are killed annually on Australian roads in accidents involving heavy vehicles; approximately 16 per cent of the fatalities are truck drivers.

### **RAIL CAMPAIGN DUNEDIN MEETING ATTRACTS POSITIVE PUBLIC RESPONSE**

A public meeting in South Dunedin to support the campaign to build new trains for Auckland in New Zealand workshops attracted around 50 people last night.

The message they heard was that Dunedin people will have to stand up and fight to make this goal a reality, with this year's local body elections and next year's national elections providing an opportunity to apply political pressure.

Rail and Maritime Transport Union (RMTU) Hillside Branch Secretary Les Ingram, who works at Hillside, said an estimated 500 to 1200 extra jobs and nearly \$500 million dollars in income were at stake.

"Dunedin cannot afford to let opportunities like this pass it by if we want to provide jobs for local people in the future."

The RMTU were continuing their campaign and wanted to get across to the public how building rail units locally would provide a massive boost in jobs and income.

The Maritime Union of New Zealand (MUNZ) is supporting the RMTU campaign

and MUNZ General Secretary Joe Fleetwood, visiting from Wellington, addressed the meeting on free trade issues.

He told the audience that they needed to get behind the Hillside workers campaign and demand that politicians listen.

He said the push for free trade policies was largely responsible for the situation where jobs were threatened due to unbalanced economic policies.

Both speakers agreed that the notion that New Zealand did not have the expertise to do the rail work was discredited nonsense.

Mr Ingram detailed previous work done at Hillside and his view was backed up by a retired engineer in the audience who recounted the many large scale projects other Dunedin firms have undertaken in the past.

The meeting was chaired by Victor Billot of the Alliance Party who said that highly skilled, high value jobs that would be created through building trains locally were exactly what was needed in New Zealand at the current time.

The approach of the National Government was reprehensible, he said.

For more information on the rail campaign, contact RMTU Hillside Branch Secretary Les Ingram on 0210401301

For more information on the meeting, contact Alliance Party spokesperson Victor Billot on 021482219

### **ITF CONDEMNS SHOOTINGS AND FURTHER LAYOFFS IN UPS TURKEY DISPUTE**

Speaking from the picket line outside the UPS Turkey offices in Istanbul, Mac Urata, Secretary of the ITF's Inland Transport Sections, today condemned the latest reported attacks on company employees. The picket is being held to protest against the apparent victimisation of trade unionists working for UPS Turkey, 119 of whom have been sacked.

Urata said: "Unbelievably the attacks - which have been reported to include sackings and intimidation - today became even worse. In Izmir this morning shots



were fired, allegedly by a manager of the UPS subcontractor, who the trade union believes was forcing workers to resign their union membership at the office of a notary public. Thankfully no one was wounded, and the perpetrator is reported to be in the hands of the police, at least for now."

"Meanwhile, the continuing complaints about the injustice of the treatment of the members of the ITF-affiliated TUMTIS union appear to be falling on deaf ears, with further layoffs apparently imminent. They have got worse, rather than better, following the return of UPS Turkey's manager, who returned from UPS head office in Atlanta, USA, last week, and promptly laid off 30 workers."

### **INFLATION PRESSURES LOW NOW BUT INCREASES ROUND THE CORNER**

The Reserve Bank should be holding interest rates down in light of the lower than expected inflation rate announced today, says the CTU.

"The Reserve Bank overestimated inflationary pressure and underestimated the grounds for concern at the state of the economy," said CTU Economist and Policy Director Bill Rosenberg.

"The main concern now is about the impact of GST on inflation heading into 2011 and the pressure this puts on workers and families who missed out on decent tax cuts and have had low or no wage increase."

### **BENEFIT NUMBERS SHOW RECESSION NOT OVER**

The increase in numbers of people on unemployment benefit to 62,085 shows that the recession is not over, said the CTU today.

Peter Conway, CTU Secretary, said: "It is important to remember that before the recession there were fewer than 18,000 people on unemployment benefit."

The CTU has called on the Government to invest in job-rich programmes, skills development and green jobs. These figures show that more needs to be done.

### **BITS AND BOBS**

- **Port Taranaki CA – Update** Meeting are planned for the week of July 18<sup>th</sup> to finalise negotiations for this CA.
- **Norfolk CA – Update.** A new CA has been negotiated and will be presented to members in the next week or two followed by a ratification ballot.
- **Halls CA – Update** Halls and RMTU met earlier this month, a report back to members is being planned for the near future.
- **Orica Negotiations - Update** These negotiations have been adjourned until the 12<sup>th</sup> of August. The main issues are a wage increase, and extending the coverage to cover the Orica drivers.
- **Quality Marshalling – Update** These negotiations have been going for about 8 months, the main issues are a nil wage offer and Q.M's claim to delete a weekly tax free payment.
- **Port of Tauranga Negotiations – Update** We have had two days of negotiations and we return to the table on the 20<sup>th</sup> and 21<sup>st</sup> July.
- **Gottwald Cranes Napier Negotiations – Update** The Port of Napier has offered 3% and 3% plus an increase in the lift rate to \$1 a lift and the inclusion of the dual role, for a two year deal. The offer will be reported back this week, with the possibility of the percentage offer being rejected.

## **"WE'RE STRONGER TOGETHER"!**

