

THE ACTIVIST



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CTU BACKS ZEAL320 WORKERS

The Council of Trade Unions has added its voice to the chorus of support for the Zeal320 flight crew and the EPMU in their dispute with Air New Zealand.

CTU Secretary Peter Conway said: "Air New Zealand has no defence in this case. It is quite clear that Zeal320 crew are being paid thousands of dollars less than Air New Zealand staff for doing the same work. Air New Zealand has been misleading in its claims about the nature of the parity that the Zeal320 workers are seeking.

They need to come clean and address the basic fairness at issue here."

"After months of negotiations the true picture of who is being unreasonable is finally emerging, and it is not the EPMU. This is not simply a case of bargaining for a decent wage from a profitable employer, but a matter of fundamental decency in how employees are treated. Zeal320 staff are Air New Zealand employees in all but name and deserve the same terms and conditions for the job that they do."

Peter Conway said: "The union movement is supporting the Zeal320 workers. We have also talked with the Australian Council of Trade Unions. We want to see talks resume between the EPMU and Air New Zealand and a satisfactory settlement reached soon. However if the dispute escalates, the union movement will come in behind these

workers".

ITF NZ UNIONS BACK LOCKED-OUT CABIN CREW

ITF unions in New Zealand are backing cabin crew members who have been locked out in a dispute with Air New Zealand.

The Maritime Union of New Zealand; Rail and Maritime Transport Union; National Distribution Union; Merchant Service Guild; and Aviation and Marine Engineers Association have all pledged support for the air crews, who are members of the Engineering, Printing and Manufacturing Union (EPMU).

Maritime Union of New Zealand General Secretary Trevor Hanson said: "The Maritime Union will give full and active support to our fellow transport workers and their union the EPMU in this dispute."

He continued: "The tactics of Air New Zealand management are textbook anti-worker, anti-union stuff. They have been using lockouts, threats, strike-breakers, holding companies - all to reduce the wages and conditions of their workers. As a majority public-owned company, Air New Zealand has an obligation to act in the public interest, rather than as pirate capitalists."

ITF NZ Convenor Wayne Butson said the actions of the airline's management are generating a backlash.

"This dispute is about the fair and just treatment of workers," he stated. "Air New Zealand is a high profile



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

company that depends on maintaining a high quality public image - and that public image is being wrecked by their approach to their workers."

He added that ITF affiliates will continue to support the crews.

Air New Zealand has locked out 240 cabin crew who work for its subsidiary Zeal 320 Ltd. They are employed on wages and conditions that are inferior to those of their counterparts at Air New Zealand, despite doing the same work.

PORTS FORUM

Port Forum 2009 was a success with all delegates and observers actively participating in and contributing to the at times lively debate of issues.

Notable guests attending and speaking at the forum include The CTU's Helen Kelly and Peter Conway, CTU Publicity head Fraser Pettigrew, MUNZ officials Russell Mayn and Garry Parsloe, Port Tauranga CEO Mark Cairns, Port Napier CEO Garth Cowie. A DVD address from the ITF Dockers Section Secretary Frank Leys was also played to delegates at the forum.

RMTU NATIONAL PRESIDENT ELECTION

Nominations were called in accordance with Rule 24 of the Rules & Standing Orders of the Rail & Maritime Transport Union nominations for the position of National President. At the close of nominations two (2) nominations had been received. Phil Bosworth and Jim Kelly have been duly and correctly nominated and so ballot is required. A postal ballot of all financial members will be conducted and papers despatched from the National Office during week ending 9 May 2009. The ballot will close 29 May 2009 and a result declared shortly thereafter.

The cost of the ballot is in the order of \$3500.00 and so all members are urged to exercise their democratic right to cast a vote.

MAKE SURE YOU VOTE!

CALL FOR NOMINATIONS KIWI RAIL NETWORKS (FORMERLY ONTRACK) INDUSTRIAL COUNCIL!

The Union called for nominations for the following positions from members who fall within the categories of representation;

Infrastructure – Ganger/Foreperson

- If you hold a position of ganger (foreperson) in any area of KiwiRail Network operation then you are eligible for nomination for this position.

Operations – Signalpersons

- If you are employed as a Signalperson within KiwiRail Network then you are eligible for nomination to this position.

At the closing date for nominations we have received two (2) nominations for the Ganger-Foreperson position and so a postal ballot of members who are eligible to vote will be conducted. The nominee's are **Wayne Hopa Bell** and **Brodie Neville**.

At the closing date for nominations we have received one (1) nomination for the Signalperson position. We declare the election unopposed of **Paul Bryden** as the Signalperson delegate on the KNIC. Congratulations Paul.



ITF SURVEY ON WORKPLACE SEXUAL HARASSMENT AND VIOLENCE FOR WOMEN TRANSPORT WORKERS IN ROAD AND RAIL

The ITF Railway and Road Transport Workers' Sections, with the support of the ITF Women's Department, are seeking to build awareness of the issues facing women workers in transport. In 2005, a meeting of road transport women requested a survey be conducted on health and safety issues that women confront at work. A survey was conducted and a booklet, 'Women on the road to a safe and healthy working environment' was produced.

In 2008, the first ITF Worldwide Women Railway Workers' Meeting was held. One of

the issues that were discussed at the meeting was violence and sexual harassment in the workplace and the Section was requested to seek information from workers and their unions on this issue.

The "International Action Day" for railway workers was held on 28 April 2009. The main theme for this event focussed on violence in public transport. Unions who represent bus and taxi workers have also been invited to participate in this campaign, where relevant and appropriate.

The ITF needs more information on transport workers' experiences of workplace violence, as well as best practice cases in dealing with the issue, including for example, what are the exact dangers that workers face; what solutions have been developed; and how unions have established agreements with employers. This information will deepen our understanding of the problem and help to continue to build a strong campaign and strategy.

Women road transport and railway workers are encouraged to participate in the Sections' ongoing activities on work-related violence. Women transport workers are facing the same problems as their male colleagues in the workplace with regards violence at work but are also subject to additional risks. Unfortunately some of these risks come from within the workforce and need specific targeting by unions. Sexual harassment is a serious problem and can take many forms.

The survey is now available to download from the ITF webpage and also to respond to online.

<http://www.itfglobal.org/urban-transport/notoviolence-women.cfm>

WE request our women members to please complete the survey to assist in this global work?



NORWAY'S RAILWAY WORKERS WIN BETTER PROTECTION AGAINST VIOLENCE

Railway workers in Norway have won improved protection against violence at work, following their unions' lobbying efforts.

Workers represented by two ITF-affiliates, Norsk Jernbaneforbund and Norsk Lokomotivmannsforbund, successfully won an amendment to existing criminal law after the union engaged the government in talks to improve the plight of railway workers who were experiencing increasing violence, particularly at night. The amendment comes into force before July and is set to extend protection to workers in the private sector, including railway, bus, metro and taxi firms. Previously, only state-owned companies' workers were covered.

Øystein Aslaksen, president of the ITF-affiliated Norsk Lokomotivmannsforbund and ITF railway section chair said: "Many unions from different industrial sectors have been working on this. For the railway unions it has been important to achieve the same protection for workers employed in a private company as they would have had when these companies were state-owned. In this respect, this is an important achievement, neutralising one of the negative effects of privatisation."

SMITH ANNOUNCES FIRST STEPS TO PRIVATISATION OF ACC

The Government's blind determination to turn ACC into an insurance scheme in preparation for its privatisation will fatally undermine New Zealand's priceless accident compensation system and compromise worker health and safety, said CTU President Helen Kelly today.

ACC Minister Nick Smith told a National Party meeting in Timaru at the weekend that he would cut ACC entitlements to those that are injured and return ACC to an insurer model. This goes against the principle of community responsibility and social insurance originally articulated by Owen Woodhouse when ACC was first established, exposing the Government's fundamental rejection of the basis on which ACC operates.

"In announcing a return to experience-based levies the Minister shows that history has taught him nothing. The assumption that setting employer levies according to the number of claims acts as an incentive to better safety proved to be ineffective when it was tried in the 90's," said Kelly. "We know from that experience that the system created

incentives for employers to hide workplace accidents by both encouraging workers to claim that accidents occurred outside of work or to not seek proper medical attention. Rehabilitation also suffered as workers were dismissed or forced to return to work before they were ready."

"We know that the most effective way to improve health and safety at work is to have proper systems in place at the workplace, to have good enforcement regimes by Government and to have trained worker health and safety representatives," Kelly said. "The Minister should look at what works and support that rather than move ahead on a scheme proven to fail and to disadvantage workers."

"Workplace safety depends on a culture of openness in documenting and analysing all incidents and acting upon their causes. The Minister is putting these changes in place now to pave the way for ACC privatisation later – private insurers work on assessment of risk and this will provide the information they need to sell insurance. ACC however is based on community responsibility. New Zealanders gave up the right to sue for a 24 hour no-fault scheme where the community shared the cost of prevention, compensation and rehabilitation of those that have an injury. Nick Smith has shown little regard for this most precious of social contracts, and all New Zealanders should be very concerned about that."

ARTC PUTS 3.6 BILLION PRICE TAG ON INLAND RAILWAY

The Australian Rail Track Corporation has released the results of the first stage of the Melbourne-Brisbane Inland Rail Alignment Study. After examining more than 50 options, the finding of ARTC's study is that the railway should follow existing rail lines from Melbourne via Albury to Cootamundra, Parkes, Narromine, Dubbo, Werris Creek and Moree to North Star near Goondiwindi; with new construction from North Star to Brisbane via Toowoomba. North of Parkes the railway would require the upgrading of parts of the existing route, including minor deviations to improve its alignment. The inland railway would be approximately 1890 km in length, compared with

approximately 1920 km via Sydney and it would have similar transit times to the route via Sydney.

The cost of the project is driven largely by the difficult terrain from Toowoomba towards Brisbane. The capital cost of the route to be further analysed at its lowest preliminary estimate ranges from \$2.8 billion to \$3.6 billion.

CONFERENCE 2009 REMITS

A reminder that Remits for conference close on 31 July 2009 but late remits are frequently accepted and conference delegates also have an opportunity to table "notices of motion" at conference to be debated on the floor as well.

It is essential that early advice is given/received for remits which seek to achieve major change within the Union or the way it conducts itself as the delegates need to be able to obtain a mandate on how to vote at conference.

All remits to conference MUST have been passed by a majority vote at a duly constituted Union branch meeting.

TOLL MARCHES INTO CHINA

Toll has continued its expansion into Asia with the full takeover of Shenzhen-based St-Anda Logistics.

The Toll Group has now reached agreement with China Merchants Group to acquire all the remaining 49% shares in Shenzhen-based St-Anda Logistics.

"The Toll Group has for some time considered our Chinese logistics operations to be of strategic significance to Toll's international business. We now have operations in over 50 countries globally and China is a critical element of our growth strategy" said Toll Group managing director Paul Little.

ST-Anda operates an extensive logistics network across mainland China with warehouses and depots in more than 30 cities, and a distribution network reaching over 1,500 cities across the country.

"Moving ST-Anda to a wholly owned subsidiary will give Toll the opportunity to better integrate our operations within China

and to offer a more seamless total logistics solution to our existing customers both within China and in a global setting.

"Toll Group's customers in China include some of the largest global FMCG manufacturers such as Colgate Palmolive and Johnson & Johnson. Complete ownership of this business allows us to better relate to these major customers on a global basis," said Mr Little.

The acquisition remains subject to Chinese regulatory approvals, which are anticipated to take three to six months to obtain.

WORRYING TRENDS IN UNEMPLOYMENT FIGURES

The CTU says that although unemployment at 5 percent, or 115,000 people, is less than many had forecast at this time, there are some worrying trends in the figures.

Youth unemployment is at 19.6 percent, for those aged 20-24 years it is 12 percent, Maori unemployment is 11.9 percent and Pacific peoples at 13.1 percent.

Unemployment in the Auckland region is at 6.5 percent, 7.8 percent in Gisborne/Hawkes Bay and 9 percent in Northland.

In addition, employment has decreased by 24,000, the jobless number has increased to 224,100, and the number of those unemployed for more than 6 months is up by 9,000. CTU Secretary Peter Conway says that the recent spate of redundancies and forecasts point to unemployment going higher over the next year. "Although these figures released today are lower than some expected it is important that everything is done to head off the rise in unemployment. This should include: direct investment in job-rich projects across infrastructure, home insulation and environmental work; more support from government procurement for the domestic economy, and; greater assistance for those laid off including training opportunities".

MECHANICAL ENGINEERING PAY RATE RELATIVITY WORKING

PARTY - JOINT COMMUNICATION MAY 2009

Following the meeting held on 8 December 2008 both UGL Rail and RMTU have been gathering wage and qualification data information from within the Rail industry (UGL Rail, KiwiRail, ONTRACK, InterIslander, Passenger) and relevant industry groups outside of the Rail area (Heavy Engineering, Mining, Ports, Truck Shops, General Engineering, Sawmill maintenance).

The focus was to gather objective wage data in order to answer the following questions:

- Do we have a recruitment/retention problem?
- If so, what do we need to fix it?

While the working party have a clear picture of data within the Rail industry, the data from outside needs further drilling down in order to get a clear picture of the makeup surrounding these pay rates, for example are they an all-in rate with no penalty payments. In other words we need to be comfortable that we are "comparing apples with apples".

As reported KiwiRail have also committed to a Working Party that will examine the recruitment and retention issue. There was discussion about whether the recruitment and retention issue was an industry problem that required a single working party.

It has also been noted that NZRC is coordinating a group response to this issue and that decisions are not possible in isolation of other companies that will be affected including KiwiRail and ONTRACK.

Now that the UGL section of Rail has become part of the in-house NZ Rail Industry it has been agreed by this working party that all the information collected should be passed onto KiwiRail Group for the attention of a combined recruitment/retention working party which may include KiwiRail, KiwiRail Networks (formally Ontrack) and KiwiRail Mechanical (formally UGL).

MARITIME UNION PREPARES TO DEFEND AUCKLAND JOBS MARITIME

The Maritime Union says a plan to make Ports of Auckland workers redundant will be met with a strong response. A national executive meeting of the Maritime Union held in Wellington today endorsed national action in support of the workers whose jobs are threatened at Ports of Auckland.

Representatives of the Auckland workers addressed the national meeting which unanimously endorsed industrial and legal strategies to fight job losses. Ports of Auckland management announced on Tuesday 12 May they are effectively shutting down the permanent workforce at the Bledisloe Terminal at the Ports of Auckland with the loss of 28 jobs. Maritime Union of New Zealand Local 13 President Denis Carlisle says industrial action is inevitable unless the Port Company changes direction on destroying livelihoods.

"Many of these workers are under 35 – they have young families and heavy responsibilities, and we are not going to let them be cut adrift by an irresponsible management. Behind every redundancy are a family, children, mortgages, and the inevitable financial and personal hardships." He says the Port Company has a social responsibility to its workers and was showing a short-term mindset. "This so-called restructuring is about attacking the workforce, terms and conditions, and the Union will not allow the company to get away with it." The Maritime Union says international support from global maritime and transport workers is being organised.

CTU QUERIES TAX GROUP COMPOSITION

The CTU has today asked why the Government has not given consideration to wider input for the Tax Working Group.

Finance Minister Bill English and Revenue Minister Peter Dunne have announced the establishment of a Tax Working Group, which will assist the government in considering the key tax policy challenges facing New Zealand.

The private sector and academic experts on the group will include Rob Cameron, Paul Dunne, Arthur Grimes, Rob McLeod, Gareth Morgan, Mike Shaw, Geof Nightingale, Casey Plunkett, John Shewan, Mark Weldon, John Prebble and David White. Topics to be considered include the fiscal framework, and the structure of personal income tax, corporate tax, GST and tax integrity.

Peter Conway, CTU Secretary said: "This 12 man tax jury is certainly a group of experts, but I wonder why someone like Susan St John or others with strong credentials on equity issues and the impact of tax on low-income families were not considered for the panel?"

Peter Conway said he recognises that the group will consult and the CTU was included as part of a panel at a tax conference earlier this year addressing these issues.

"However, it does appear that while the group will have a range of views on equity and fairness dimensions in relation to tax, including the impact of higher GST on low income families, it is highly regrettable that the Government did not cast a wider net for the panel."

GOVERNMENT PUTS FINAL NAIL IN THE COFFIN FOR PAY EQUITY

The government's decision to scrap the Department of Labour's Pay and Employment Equity Unit puts the final nail in the pay equity coffin for thousands of low paid women workers, according to the education sector union NZEI Te Riu Roa.

Earlier this year the government announced it was halting all pay and employment equity investigations which look to address the pay gap between men and women in the public sector.

"That was simply a sign of things to come in what appears to be a campaign by this government to undermine and undervalue the rights of women workers," says NZEI National Secretary Paul Goulter.

One of the completed investigations involved low paid female education support workers who work with special needs children. It identified a clear gender gap and found that they are significantly underpaid in terms of

their skills, responsibilities and the demands of their jobs.

Paul Goulter says "it's clear that by scrapping this unit, the results of that pay investigation will not be realised. The government claims wage improvements to address pay equity issues can be negotiated as part of the pay bargaining process, but realistically it's making that very difficult."

There was also a recommendation for a pay equity investigation for thousands of teacher aides around that country.

"That recommendation fell into a black hole when the government announced a halt to any further pay equity investigations, and this latest move makes it clear it will never see the light of day."

"Institutional pay discrimination is a reality for thousands of low paid women workers and true to form, this government has just delivered them another slap in the face," says Mr Goulter.

NZEI continues to strongly back a petition by Labour MP Sue Moroney calling for the reinstatement of pay equity investigations in the public sector and for the government to honour the results of those already completed.

SFWU RUNANGA CALLS ON IWI TO INTERVENE IN SEALORD DISPUTE

The Service and Food Workers Union Nga Ringa Tota Runanga has called on iwi to intervene over Sealord move to cut the employment conditions of its workforce.

Sealords recently made 160 workers redundant and is now demanding that the remaining workforce accept significant changes to their conditions (cuts to the extent of \$1.8 Million) while refusing to provide guarantees of job security or assurances that they won't close their Nelson factory within the next three years.

SFWU Runanga convenor Muriel Tunoho said Sealord actions were a continuation of the arrogant and disrespectful behaviour that occurred around the recent redundancies.

"Sealord is a company that continues to make good profits while demanding more

and more from their workforce." Sealord worker Henry Parata said that many iwi that he is affiliated to had told him they were more worried about people losing jobs and pay rather than the company they owned making big profits.

Henry is supporting the Runanga campaign to get Maori workers in Nelson and beyond to send letters to their iwi organisations urging them to take a stand on behalf of retaining jobs and employment conditions.

ACC MINISTER RECYCLING FLAWED ACCIDENT COMPENSATION

The ACC Futures Coalition says ACC Minister Nick Smith's talk of reducing accident compensation levies for employers who claim to have a good safety records is a flawed concept that has been tried in the past and failed.

ACC Minister Nick Smith is reported in today's Otago Times as saying that he wants to allow employers with an apparently good safety record to pay lower ACC levies.

"The flaw in what Dr Smith is proposing is that some unscrupulous employers will pressure their workers into not reporting injuries to maintain a good safety record."

"There's evidence to show that this is what happened in the 1990s when this approach was last applied."

"It's a simplistic approach that does not work in the case of occupational diseases contracted in the workplace such as asbestosis."

"When a worker is hurt in the workplace there is usually an incident that can be reported. But if they contract an occupational disease at work this may not show up until long after they've left the unsafe workplace."

"This means the employer who operated the unsafe workplace that caused the illness is not penalised by having their ACC levy increased."

"This shows that the concept of having lower levies for employers who appear to be running an unsafe workplace is a simplistic

approach that is open to manipulation by unscrupulous employers.”

“Dr Smith is seeking to import this concept from the private insurance industry and experience shows us that this approach doesn’t work in the area of a social insurance scheme like ACC,” says Ms Armstrong.

The ACC Futures Coalition, which was launched recently, consists of academics, consumers, health treatment providers and unions who have come together around the following aim:

“To build cross-party support for retaining the status of ACC as a publicly-owned single provider committed to the ‘Woodhouse Principles’, with a view to maintaining and improving the provision of injury prevention, treatment, rehabilitation and ‘no fault’ compensation social insurance system for all New Zealanders”.

GREEN PARTY LAUNCHES ECONOMIC INITIATIVE

The Green Party begins a nationwide conversation on the economy today, presenting a billion-dollar stimulus package in 15 towns and cities and delivering its economic message to more than 300,000 New Zealand homes.

“We’re engaging on economic issues on a new scale,” Green Party Co-Leader Jeanette Fitzsimons said today. “A Green New Deal aims to save the economy and the environment at the same time. We’re talking to New Zealanders ahead of the Budget about how this approach works and what it might look like in Aotearoa, so they can compare it to the Government’s plans.”

Countries around the world were busy adopting Green New Deal programmes, Ms Fitzsimons said, and New Zealand’s National-led Government was conspicuous by its absence.

Green Party Co-Leader Russel Norman said the Green New Deal approach was common-sense: “We’re inviting New Zealanders to meet with our MPs and talk about a relatively simple approach that can solve several problems at one time.”

The Green Party’s nine MPs will take part in a listening tour of New Zealand that begins with MP Kennedy Graham in Timaru this afternoon. “Most politicians like to talk. We want to listen,” Dr Norman said. “We think New Zealanders will have plenty of ideas. They know that the country has finite space and resources and we can’t have infinite growth in resource use. They’ll have advice about how we move to a sustainable economy.

“When you talk to coal miners on the West Coast, for example, they know the industry is not sustainable and they want to talk about what they can do for a living instead. That’s a Green New Deal conversation.” The proposed Green New Deal was also a fair deal for all New Zealanders, Dr Norman noted.

As part of the Green New Deal tour, Green MPs will present a billion dollar stimulus package including a series of ‘shovel-ready’ projects that create jobs and stimulate the economy in a way that responds to pressing environmental problems including climate change.

The proposed package covers: energy efficiency, transport efficiency, protecting waterways, building more homes and community sector initiatives. The stimulus spending over the next 3 years amounts to just over \$1B per year –approximately the same amount the National-led Government has spent to combat the recession so far, and less than most other countries.

Cleaning up New Zealand’s rivers and streams was a good example of a Green New Deal initiative, according to Dr Norman. “We’ve got a pollution problem due to livestock and farm runoff. It’s a threat to our food and tourism markets and our “clean green” brand plus it means our kids can’t swim in the local river.”

The Green Party’s proposal would see fencing and planting projects around New Zealand to provide jobs and support rural businesses such as fencing suppliers and plant nurseries. “We estimate that by spending \$200m per year we create nearly 5,000 jobs and that our streams and rivers could be protected in just nine years.”

The Green Party’s Green New Deal message is also going directly to more than 300,000 New Zealand homes with thousands of

volunteers hand-delivering a Green New Deal newsletter to letterboxes throughout the country beginning this weekend.

ALLERGY AWARENESS WEEK 17 – 23 MAY

Allergy Awareness is the focus of next week, 17 – 23 May. This time every year Allergy New Zealand Inc distributes information about allergies to the community through a wide range of networks, and through the media.

Allergic conditions affect one in five of the population, mainly people of working age and their children, and are a significant economic burden as well as impacting on quality of life. There is no cure so sufferers must treat symptoms, such as allergic rhinitis, eczema, asthma, and anaphylaxis (a systemic allergic reaction which can be life-threatening) and do their best to avoid the triggers.

Allergy New Zealand is a not-for-profit organisation which works to improve the quality of life for people with allergies. It works with a Medical Advisory Panel, and a volunteer network, to provide information, education programmes, and support particularly for those with complex and even life-threatening conditions.

A particular concern for the organisation is food allergy, which creates some unique problems for the individuals and families affected. Over 90% of food allergies are caused by just eight foods, all of which are common in our daily diets. Avoiding such foods requires often significant adaptation to diet with the risks of compromising nutrition. People may choose to avoid social occasions involving food, while needing support and understanding for food-allergic children at school or food-allergic adults in the workplace.

The added stress for many is the risk of a life-threatening reaction if they accidentally eat the food concerned. Anaphylaxis can happen in minutes and requires an injection of adrenaline to minimise symptoms such as severe breathing difficulties and sudden drop in blood pressure leading to collapse. The only auto-injector of adrenaline available in New Zealand is not funded by Pharmac so the

cost is another problem for the estimated 20,000 people with this condition.

Allergy New Zealand has a wide range of resources, most for free, which can help people learn about allergies, how to get them diagnosed and how to manage their or their child's condition on a day-to-day basis. Check the website www.allergy.org.nz or phone 0800 34 0800 for a free information pack.

BITS & BOBS

- Financial briefings by KiwiRail Freight Group went well this week with very good meeting attendance by members.
- Buller Gorge F Band radio issue makes meaningful progress with KiwiRail trialling the use of satellite Phones as a communication back up for train and track crews.
- Port Napier RMTU delegates and Company managers have been "discussing" the legality of the Port Company issuing a blanket ban instruction on the taking of annual leave at certain times.
- Issues continue to arise around the payment of hours for cancelled shifts on either side of statutory holidays within KiwiRail despite KiwiRail HR admitting that the approach taken to date is incorrect.

LET'S BE SAFE OUT THERE & REMEMBER.....

"WE'RE STRONGER TOGETHER"!

