

THE ACTIVIST



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MERRY CHRISTMAS AND A HAPPY, JOYOUS AND SAFE 2011!

It has been a busy year. For all of our members who are having a break over the Christmas and New Year, we hope you have a restful time off, and for those members who have to work – take care and above all think safe and be safe.

RMTU CHRISTMAS CLOSEDOWN

The Union's National, Bay of Plenty and Lyttelton Offices will be closed from 1700hrs 23 December 2010 to 10 January 2011.

Some members of staff will be taking additional leave duration and may not be personally contactable on 10 January 2011 until a later date.

Scott Wilson in our Auckland Office is "on deck" during the Christmas/New Year and may be contacted on 0800 801 070 ext 98115 or mobile 0272464961 or email swilson@rmtunion.org.nz

TEAM LEADER VARIATION KIWIRAIL LTD MECA

The result of the recent postal ballot is shown below. Stated within the MECA is a formula for variation of terms during

currency is that 70% of members directly affected must vote in favour of the variation.

Ballot papers were sent to all members who are paid as team leaders who are employed by KiwiRail Limited. This means more than 30% of members must reject the variation proposal to reject it.

Total ballot papers issued: 46

Support ratification: 44 (95.65%)

Reject the Ratification: 2 (4.35%)

Invalid: 0

95.65% of members have voted to accept the recommended settlement

As a majority of members (directly affected) employed within KiwiRail (Freight – Rail Operations) Ltd as Team Leaders voted in favour of ratifying the proposed Variation to the Collective Agreement, the Union has been

authorised to sign on behalf of RMTU members.

KIWI RAIL NETWORKS PAY & PROGRESSION – UPDATE

As all RMTU members employed in KRN will recall the RMTU and KRN management

On behalf of the Union's President, National Management Committee and Staff we wish all members and their families a happy and joyous Christmas. We also wish you a healthy, safe and prosperous (the only way with collective bargaining) 2011.

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

undertook to conduct a final round of pay progression meetings prior to Xmas. These meetings were to present the final figures for all occupational groups, and to prepare for the ratification ballots.

Owing to the final costing's to KRN, the project has been referred to the KiwiRail board for final sign off (leave it to you to read into this what you will).

Unfortunately this means that the meetings have had to be rescheduled for the New Year.

TURNAROUND PLAN – KR – BREACH OF GOOD FAITH – CONTRACTING OUT

The parties are scheduled to meet again in Wellington at mediation on 22 December 2010. The RMTU team is Wayne Butson, Scott Wilson, Jerry Hohepa and Phil Kearns with our Lawyer Geoff Davenport. The breach of good faith and the contracting out litigation has merged into one case. We are hopeful that a settlement can be achieved on the day.

The RMTU's sole focus is to preserve and protect the rights and employment of our members within Network's in the face of contracting out and to educate Freight and Networks of the need to engage meaningfully with the Union.

PRIMEPORT CA('S) TALKS

The parties met face to face on 15-16 December at the port. The employer has a few claims and the Union quite a few more.

Port CEO Jeremy Boys gave a "state of the Nation" address to the teams. Fair to say that the upshot was the port is not booming. Negotiations will resume in late January 2011. The RMTU team is Wayne Butson, John Ormond, Tony Mann and Josh Meyer.



RATIFICATION BALLOT RESULT VEOLIA TRANSPORT LIMITED

The result of the recent postal ratification ballot is as shown below. The procedure agreed by members is that the proposed settlement will be rejected by the Union if 33% or more of those affected vote to reject the proposed settlement.

Total ballot papers issued: 400

Papers returned rejecting the ratification: 136 (34.25%)

Invalid: 1 (0.25%)

34.25% of members voted to reject the recommended settlement

Veolia Auckland Transport Limited has been informed that members have voted to reject the proposed Collective Agreement settlement.

The Union is making arrangements for holding stopwork meeting(s) in the New Year with members. As the deal negotiated was the best obtainable, without any form of industrial action, members will need to consider how to improve the offer from the employer if that is their wish. Sadly, the voting papers submitted did not assist as the vast majority were sent back without any reasons for rejection being entered. We have no idea as to what is the term of settlement which was/is unacceptable.

Allegations of voting irregularities having occurred have been received by the National Office and these will be investigated in due course. If the allegations are found to be proven then decisive action will be taken by the Union against anyone involved.

WELFARE JUSTICE – THE ALTERNATIVE WELFARE WORKING GROUP

The final report of "Welfare Justice – The Alternative Welfare Working Group" has been released for publication. It contains the reflections and recommendations following five months of consultation through Hui, meetings and submissions,

additional research and reflection by the six appointed members of the Welfare Justice group, and the many supporters, advisers and academics who contributed to the research.

The group believe it is a significant contribution to the welfare debate called for by Minister of Social Development Paula Bennett at the June Welfare Working Group Forum. Members are encouraged to read and discuss this report and continue to work for a welfare system which is based on our shared community responsibility for each other.

Copies of the report can be downloaded from the Welfare Justice Website: <http://welfarejustice.org.nz> or hard copies are available from the Caritas office caritas@caritas.org.nz.

NO CONFIDENCE IN NZ RAIL INDUSTRY AND WORKFORCE

Rail workers say the decision by KiwiRail to send production of 300 new container flat top wagons to China is a further vote of no-confidence in the New Zealand rail industry and its workforce.

The move, announced a short time ago, follows a decision in May to reject a New Zealand build of Auckland's new electric multiple units, a project that economics consultancy BERL estimated would have added between 770 to 1270 additional jobs and \$232 to \$250 million to GDP.

"Rail workers were keen for the work to be done at the Woburn and Hillside workshops, where many similar wagons have been built previously," Rail and Maritime Transport Union General Secretary Wayne Butson said.

"Either New Zealand has a well-trained rail workforce or it doesn't. Moves like these risk sending more skilled trades people overseas."

"Rail workers who negotiate in good faith for their terms and conditions at KiwiRail are now effectively being told that their wages are the main barrier to New Zealand getting its own rail manufacturing work."

"Of course New Zealand workers will never be able to compete on cost with China but our quality of work is second to none."

"We have always said it is nonsensical for KiwiRail to tender a job from one part of its business, that it comfortably has the capacity to carry out within another business unit."

"What needs to change is KiwiRail's tendering rules, and this change needs to come from Parliament, to make it clear for crown entities like KiwiRail that buying local must always be the first option where possible."

"If Members of Parliament have any interest in keeping rail trades people in jobs, they will back measures to address this. Support for Clare Curran's Kiwi Jobs Bill would be a good start," Wayne Butson said.



Footnote: The RMTU has requested that the 300 wagons issue be placed on the agenda's for the next NZ ITF Affiliate, CTU NAC and the MUNZ-RMTU Alliance charter meetings. The purpose is to explore options for escalating solidarity activities beyond the political and media campaigns waged thus far.

GPS FLEET MANAGEMENT SYSTEM –CONSULTATION

The following was received the following letter from KiwiRail Networks;

We have previously notified RMTU at the KiwiRail Network Industrial Councils on 22 September 2009 and 7-8 October 2010, and as we have developed our preparations we can now indicate that KiwiRail intends to implement a GPS Fleet Management System into the KiwiRail Network vehicle fleet.

This system will provide safer working conditions, reduced operating costs and better fleet utilisation. It will also facilitate automatic Road User Charges (RUC) transactions.

This week's issue of KiwiRail's Express staff newsletter will include a brief article about the system and will indicate our proposal to implement the GPS Management System from February 2011.

We wish to bring you up-to-date and have agreed with Scott that we meet on Tuesday 18 January 2011. I'll arrange the details of the meeting with Scott before we close for the Christmas-New Year break.

There will be feedback to members following January's meeting but meanwhile please discuss with your KN Industrial Council Rep.

ACC STOCKTAKE?

The National led Government has had the stocktake since June of this year. Why is it sitting on it? Word on the street is that it will be released this week in the hope it gets lost in the Xmas noise. Another question mark over what the Nat's want to do with the scheme is around privatisation – if they do open it up will the insurance companies have the wherewithal to be able to take up the opportunity? Most have been savaged by the global recession and those in Australasia have been hurt by the quakes in Canterbury. Could this also be on the Governments mind.

ACC Futures (a lobby group for the retention of a nationalized scheme grounded on the core Woodhouse principles which the RMTU is has released a statement and it says;

"The growing anger as quake claims fail has put the spotlight on the ability of private insurers to give support when people are in trouble. Thousands of premium dollars have been paid to private insurance companies to cover loss, but when a claim is made, many have been let down, Hazel Armstrong from ACC Futures said.

Gerry Brownlee said yesterday that a review of the insurance industry is needed now that he has a better understanding of the limitations of insurance. At the same time, as Mr Brownlee says this, other members of his cabinet, in particular the Hon Nick Smith is considering whether to hand over our injury insurance to private insurance companies.

Any day now the Hon Nick Smith is going to release the Stocktake of ACC undertaken by David Caygill. It was due for release mid-year but now he intends to release it

just before Christmas, hoping no doubt to bury its findings in the holiday dash.

We are appalled at some of the decisions being made by ACC, and the new hearing loss regulations due for implementation on 1 January 2011, these are changes being put in place to curb costs and soften the public up for privatisation. Hon Nick Smith is not asking what is good and fair for injured New Zealanders, or what is of value, he is creating an environment into which private insurers can step into with confidence."

ECONOMY STAGNATING

Declining tax revenues and high unemployment rates provide further evidence that the economy is stagnating, warned CTU Economist and Policy Director Bill Rosenberg.

"The Government should not use this financial result as a reason to cut back further on expenditure. Instead it needs to ensure that activity levels in the economy are maintained and boosted," he said in a statement. He noted that revenues from GST and company tax are down \$1.1 billion and the unemployment rate for women was at its highest level since the recession began, at 7.2 percent.

"We all understand the government is keen on rebalancing," said Rosenberg. "But it needs to take into account the slow recovery and the effect it is having on people's welfare."

SAVE NORTHLAND RAIL

On Friday the 17th of December 2010 Transition Town members from Mangawhai and Kaiwaka had a meeting at Kaiwaka (100 kms north of Auckland on State Highway One) in Northland with Kaipara District Mayor Neil Tiller and MP Gareth Hughes Green Party spokesperson on transport, to discuss what is happening regarding the future of Northland's railways. The meeting heard that KiwiRail will be making an announcement on the 23rd of December 2010 (yes, Thursday!) which those in the know say is almost certain to be that:

the entire Northland Railway network will be closed down early in 2011.



There is supposed to be a period for public consultation but making the announcement 2 days before Christmas minimises the likelihood that people will be in a position to hear about let alone react to the news.

Mangawhai Transition Town say that this is an urgent issue of national strategic importance that needs to be forestalled in order that it is debated during the run up to the next General Election. Since the Kaiwaka meeting, they have created a Facebook Page 'Save the Auckland to Northland Rail Line' through which New Zealanders can express their support and become part of the network by becoming a member. Mangawhai Transition Town urge you to contact ministers in the National Government to express your concern and they are organising protest rallies at National Party Offices. They have resolved to start a petition, should the move to close down the railway be successful. Mangawhai Transition Town say the current Minister of Transport Stephen Joyce is serving the interests of the NZ Road Transport Forum while choosing to ignore the data on anthropogenic climate change and a 2010 Parliamentary research paper warning that peak oil will continue to affect the affordability of fossil fuels. The Minister of Transport's intention also undermines the Ministry of Transport's own New Zealand Transport Strategy on Rail and Northland District Council's 30 year transport strategy which states intentions such as: "Bulk freight moved from road-based to rail and coastal shipping" "Linking Northport to the national rail network."

This is a matter of national strategic importance which deserves to be treated with urgency. We have very little time to act.

OUR railway is part of our heritage and is to be protected and developed as an asset for future generations.

Parliamentary Alert on Future of Northland Railways - 38022 (2010). Gareth Hughes to the Minister of Transport (15 Dec 2010): Further to his answer to Question for Written Answer 34597 (2010), what form will KiwiRail's consultation as to whether or not to close the Northland to Auckland rail line take?

Hon Steven Joyce (Minister of Transport) replied: Reply due: 23 Dec 2010

Contacts and Info;

Watch "government-investment-rail-turnaround"

<http://beehive.govt.nz/release/government-investment-rail-turnaround>

Minister of Transport: Stephen Joyce: Email: steven.joyce@national.org.nz Phone: (04)817 6813 or (04)817 6813 (Parliament) hq@national.org.nz

MP for Whangarei: phil.heatley@national.org.nz

MP for Northland: john.carter@national.org.nz

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email kiwirail@kiwirail.co.nz

Mangawhai Transition Town, Northland, New Zealand.

<http://mangawhaitransitiontown.ning.com/>

Contact: Alan Preston: Mobile: 021 023 77242 or (09)431 5389



REDUNDANCIES ANNOUNCED As ECONOMIC OUTLOOK WORSENS

NZ's worsening economic outlook will be felt especially hard in Kawerau, where 26 sawmill workers have just been told they are to lose their jobs.

The redundancies are at Carter Holt Harvey Wood products Kawerau Sawmill, said the National Distribution Union (NDU), which represents the workers at the mill.

"Today's announcement reflects what we are hearing throughout the wood processing industry, that the post-recession optimism is rapidly turning back into pessimism," NDU General Secretary Robert Reid said.

"Most of the workers being laid off had only been employed by the mill over the last year."

"The high New Zealand dollar is being quoted throughout the wood industry as being a real problem."

"Yet we have a government that pursues a monetary policy that continues to price New Zealand goods off the global market."

"The government seems to have no interest in New Zealand jobs. Today's redundancies, on the top of Prime Sawmill in Gisborne announcing its mothballing today, and news that Dunedin's Hillside railway workers were shut out of making 300 wagons, reflects an economy going backward under a hands-off, do-nothing government," Robert Reid said.

NDU Organiser and Apiha Maori Rawiri Daniels said that following consultation with the union, affected workers were given the bad news this afternoon at 2.00 pm, and the announcement was made to the rest of the site at 3.30pm.

"Kawerau already has a high level of unemployment in general and Maori unemployment in particular. This is terrible news for these workers and the Eastern Bay of Plenty region, just on Christmas," Rawiri Daniels. "As a result of the redundancies an entire shift on the dry mill is being discontinued," he said.

LABOUR REACTS TO ERA CHANGES

Labour reacted with defiance to historic changes in employment law recently passed by Parliament. "We will continue to campaign against this government's attack on work rights and its continuing failure to take adequate action against unemployment," said CTU President Helen Kelly. "Unions are not sitting back in defeat at this moment."

The Service and Food Workers Union Nga Ringa Tota also condemned the Government's "decision to slash and burn workers' rights," saying in a statement that "the changes are unnecessary, unfair and unreasonable."

New Zealand Public Services Association (NZPSA) National Secretary Richard Wagstaff also pledged that unions will "simply strengthen" their campaign to overturn the amendments.

Maritime Union of New Zealand General Secretary Joe Fleetwood predicted the changes will create a "backlash" for the National Government. "These laws are an attack on workers. The National Government is against working people," he said.

KIWI WORKERS CUT OUT OF RAIL WAGON FLEET UPGRADE

KiwiRail's decision to choose China CNR Corporation (CNR) as its preferred tenderer to supply 300 wagons to bolster its ageing fleet is a huge and possibly terminal slap in the face for its own staff, say Labour MPs Darren Hughes and Clare Curran.

Transport spokesperson Darren Hughes said that KiwiRail had "essentially taken a very narrow view in choosing CNR.

"There is no doubt CNR is a relatively cheap and efficient supplier, but that doesn't take into account the wider economic benefits and spin-offs for New Zealand of using KiwiRail's own staff at the Hillside Workshops in Dunedin to do the work."

Dunedin South MP Clare Curran said she was now becoming increasingly concerned about the future for staff at Hillside.

"In making KiwiRail's announcement today, Chief Executive Jim Quinn opened the possibility of Hillside being able to import and assemble wagons for KiwiRail's future requirements.

"That would be encouraging if Mr Quinn used more positive language," Clare Curran said.

"Instead, he hedges his bets --- and the bets on the future of his own staff --- by adding that Hillside will have to close the gap with China significantly if that is going to be an option that KiwiRail pursues in the future.



"It's not surprising that KiwiRail workers in Dunedin are now referring to KiwiRail as ChiwiRail," Clare Curran said.

"They are not being derogatory about CNR. They are, however, expressing their real concern that KiwiRail is so wedded to China meeting the needs of our future rail fleet that New Zealand workers won't get a look in."

UNION GIVES WOMEN'S AFFAIRS MINISTER 90 DAYS TO 'SHAPE UP'

The Service and Food Workers Union Nga Ringa Tota is challenging newly appointed Cabinet Minister Hekia Parata to take a lead and advance the cause of Pay Equity or stand down within her first 90 days.

SFWU President Barbara Wyeth says National's record on Pay Equity has been abysmal and with a new woman on the job, Hekia Parata has 90 days to show she's serious about advancing women's economic and working lives.

"Since National scrapped the Pay Equity laws in 1991 women have continued to be undervalued and underpaid.

"The previous Minister Pansy Wong said she would leave 'no stone unturned' to advance the cause of women workers but seems only to have advanced her husbands' business interests.

"The new Minister has a chance to deliver. In fact we want her to have the same chance her government has put on new workers who can be sacked for no reason after 90 days.

"The National-led government has been great at bailing out failed finance companies. Now let's see some of that energy put into closing the 12% pay gap by the end of March next year" says Barbara Wyeth.

The SFWU represents over 16,000 working women.



LABOUR SEEKS ENDURING SOLUTION TO FORESHORE AND SEABED

The Labour Party has concluded that the new foreshore and seabed Bill ought not to proceed in its current form. It is widely criticised by submitters for many different reasons.

Labour has played a constructive role in trying to achieve an outcome that achieves settlement of this vexed issue. We have been willing to consider alternatives to the current FSB Act, including its repeal. We have not stoked race based fears, and have criticised those who have.

We submitted to the review panel that the right to seek a remedy from the Court should be restored, and remain of that view.

We are in discussions with other political parties who agree the current Bill is flawed.

We have tested with a range of submitters at select committee the idea that the threshold test for establishment of customary interests, and the interests that flow, should also be referred back to the Courts. There is considerable support for that view from both those who believe the tests codified by the Bill are too tough and from those who believe them to be too loose.

We have been exploring with them whether there is a parliamentary majority for such an outcome. This could be achieved by simple legislation enshrining rights of public access and inalienability of customary interests, with all matters being referred to the Courts.

MEAT INSPECTORS CHOPPED IN TRIAL

New Zealand Public Service Association (NZPSA)-represented meat inspectors expressed misgivings with the new six-month-long trial where meat company workers are carrying out inspection tasks normally done by independent government meat inspectors.

"We're hearing from our meat inspector members who've been observing the trial that the meat company 'inspectors' are failing to detect defects, disease and faecal matter," said NZPSA National Secretary Richard Wagstaff.

The trials began Nov. 15 at the Affco Imlay meat plant with others set to begin shortly at the Alliance Matura plant and Silver Fern Farms Pareora. Wagstaff noted, however, that on the first day of the Imlay plant trial that the United States wouldn't accept meat from it. "These trials have been rushed through with a lack of consultation with our members and New Zealand's trading partners all because the Ministry of Agriculture and Forestry (MAF) and its Food Safety Authority (NZFSA) want to rush through their vision of deregulation that is supported by the meat industry," he said.

GOVERNMENT NEEDS TO LISTEN TO ALTERNATIVE WELFARE VIEWS

The Alternative Welfare Working Group report released today widens the debate on welfare sustainability, says the CTU. But will the Government listen to their views?

The Alternative Welfare Working Group has identified that for many workers there has been a shift to insecure employment and many workers are struggling to make ends meet in a series of low paid casual and temporary jobs. Beneficiaries are competing for minimum wage low paid casual and poor jobs and many beneficiaries face real and particular barriers to employment.

Eileen Brown, CTU welfare spokesperson, said: "The recommendations that the CTU welcomes are: the promotion of decent jobs; secure employment for decent wages; investment in education; reducing the barriers to paid employment faced by people with mental or physical impairments by active labour market assistance; ensuring benefit levels are adequate to prevent poverty; and the importance to our future wellbeing as a country in investing in improvements in the health, education

and income adequacy of families with young children."

"We strongly concur with the Alternative Welfare Working Group that there is no case to be made for moving to an insurance framework for providing social security."

The CTU has supported the process of the Alternative Welfare Working Group and applauds their commitment in providing this alternative report.

LET'S HAVE SOME FAIRNESS FOR FIRED WORKERS ON THE SEVENTH DAY OF CHRISTMAS

On the 'seventh day of Christmas', the Green Party today revealed that workers dismissed under the 90 day law could be going without income for up to 13 weeks over Christmas because of unfair WINZ rules.

"Under the 90 trial employment legislation, workers can be fired without warning, with no reason given, and with no recourse to normal employment protections," Green Party Work and Income spokesperson Catherine Delahunty said.

"As if that isn't bad enough, the Green Party has uncovered that if someone fired under the 90 day law applies for the Unemployment Benefit, WINZ staff can prevent them from getting it for up to 13 weeks if they judge that the worker was dismissed for misconduct.

"The employee has none of the normal recourse to contest their dismissal, meaning that WINZ staff can withhold support based purely on the word of their employer," Ms Delahunty said.

In an answer to a written question from the Green Party, Social Development Minister Paula Bennett confirmed that WINZ staff can stand someone down from receiving the unemployment benefit for up to 13 weeks if they judge that the employer has provided 'proof' that the employee was dismissed for misconduct.



"This casts the WINZ staff member as judge, jury, and executioner," Ms Delahunty said.

"There is huge potential for abuse. There are no clear guidelines about what is sufficient 'proof' of misconduct. Potentially all it would take is a malicious phone call from an employer to WINZ alleging misconduct, and an employee could be denied access to the safety net of the welfare system for over three months.

"WINZ staff are not trained to make these judgements, nor can we have confidence – especially in light the Alternative Welfare Working Group's recent findings about the hostile attitude of many WINZ staff – that they would make these decisions in the best interests of the dismissed worker.

"These rules are in place now. Workers and their families already reeling from unfair dismissals may be going without the essentials this Christmas because of them. And the number of people affected will skyrocket when the 90 day law comes into force for all workers in New Zealand.

"The unfair 90 day law should be scrapped, but while we have it, the safety net should be strengthened, not weakened, in recognition of the risk that more people will find themselves unexpectedly out of work without recourse to the normal protections.

"Scrapping the 90 day law and treating workers fairly are on the Greens' Christmas wish-list of measures that would guarantee families the essentials, reduce the gap between the haves and the have-nots, and help to build a stronger community that's better for everyone," Ms Delahunty said.

NMC MINUTES

The National Management Committee minutes are now published onto the Union website for member's interest.

MORE FTA'S

You may be aware that the Government's latest proposal for a Free Trade Agreement is with Russia, Belarus and Kazakhstan.

MFAT have called for submissions, and the CTU will be writing one on behalf of affiliates. It will take the usual form as for previous FTA proposals (see for example the one for India:

<http://union.org.nz/policy/submission-on-proposed-new-zealand-india-free-trade-agreement>)

KIWI RAIL NETWORKS – EYE PROTECTION

KRN has written to the RMTU raising the issue of moving to mandatory eye protection wearing. This is normal within Mechanical and is being phased out through KiwiRail to reduce the LTI's associated with eye injury. One aspect of such a move is that the eyewear must be comfortable. Those wearing prescription glasses find it hard to get comfortable fit over goggles. Normally the protective glasses have prescription lenses fitted. The relevant KiwiRail policy states;

Prescription Safety Glasses

Prescription Safety Glasses Permanent employees who wear prescription eyewear may be issued with prescription safety glasses.

The following process is to be followed

- *The employee seeks authorisation to purchase prescription safety glasses from the Manager.*
- *The employee then undergoes an eye examination by a registered optometrist, to determine the lens type required. Order placed with optometrist or reputable supplier ie OPSM, Specsavers.*
- *Plastic safety frames are to be supplied. Should an employee choose to select an alternative frame, the frame must comply with AS/NZS 1336 (fitted side shields). * The cost of the alternative frames will be at the employee's expense.*
- *The lens material is to be poly-carbonate or trivex. No other products will be approved.*



*“looking Forward to
Being Stronger Together
In 2011”!*

Enjoy the break, enjoy the festivities, enjoy some liquid pleasure BUT above all else make sure you you don't bring any of it to work.

BE SAFE IF AT WORK!



IMPORTANT UNION DATES - 2011

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| International Women's Day 100 Years Celebration | 8 March 2011 |
| Workers Memorial Day | 28 April 2011 |
| RMTU Ports Forum | 17-18 May 2011 |
| Conference Remits Due | 31 July 2011 |
| Annual Delegates Conference | TBA October/November 2011 |
| Suffrage Day | 19 September 2011 |
| Labour Day | 24 October 2011 |
| White Ribbon Day | 25 November 2011 |
| Transport Worker - Branch Contribution Deadlines for printing | Issue 1 - 7 February 2011 Issue 2 - 2 May 2011 Issue 3 - 8 August 2011 Issue 4 - 7 November 2011 |
| BRANCH AGM's (Election of Officers & Conference Delegates) | To be held in the month of AUGUST 2011 as per rules & standing orders. (Please liaise with your Industrial Officer and other local branches to ensure Gen Sec attendance). |
| National Management Committee Board Meetings | 1 st NMC Meeting 16 March 2011 2 nd NMC Meeting 8 June 2011 3 rd NMC Meeting 7 September 2011 4 th NMC Meeting 7-8 December 2011 (NMC 7 th & Staff 8 th) |
| NZCTU Meetings & Biennial Conferences | Biennial Hui: 14-16 March Tokoroa Komiti Pacifica Conference: 14-15 July Auckland Out@Work: 16-17 March Wellington Women's Conference: 17-18 June Wellington Youth Conference: TBA NZ CTU Conference: 18-19 August 2011 Wellington NAC's: 24/02, 26/05, 28/07, 24/11 Wellington Runanga's: 25/02, 27/15, 29/07, 25/11 Wellington Women's Council's: 11/02, 05/05, 30/09, 17/11 Wellington |

