

THE ACTIVIST



Published Regularly - ISSN 1178-7392 (Print & Online) 24 November 2009

PORT TIMARU

At the end of October 24 of our members in the Port were made redundant and re-employed on new terms and Conditions of employment. This as we all know was prompted by the Fonterra - Maersk decision to halt ship calls to Timaru. Five more members have now been made redundant in Timaru Port.

The lack of a national ports strategy will see this ongoing war of attrition continue as Fonterra and Maersk continue to play their games and play ports off against one another in a race to the bottom in terms of operating and labour cost with ever greater flexibility. Our members are the pawns in this capitalist chess game.

There has never been a time when total unity amongst the unionised labour on the waterfront of this country in our history has been needed more than now. We must have one union within the wharf gates so that we can at least begin to enforce standard employment terms within ports in NZ.

RMTU PRESENTS SUBMISSION ON ACC

The Union will present its submission on the Governments planned changes to the IPRC Act on Thursday in Wellington in a Select Committee Room in Bowen House. Once presented the submission is permitted to be made public and will be forwarded to branches.

MIXED NEWS ON JOB FRONT

The CTU gave a cautious welcome to expansion of the youth Job Ops scheme and the improvement in youth unemployment figures announced today.

"The Employment Minister is right to be concerned about unemployment over the coming summer months," said CTU Secretary Peter Conway. "While it is good to see figures stabilising we expect to see further increases in the near future and the more accurate picture given by the Household Labour Force Survey shows that we are not out of the woods yet."



"We must not forget that there are still 150,000 unemployed, 122,100 workers wanting to work more hours and a total of 254,000 people who are jobless. In the last quarter unemployment amongst Maori was at 14.2 percent, Pacific people 12.3 percent, and youth unemployment (15-19 year olds) was at 25.1 percent. While it is welcome to see the recent decline in actual numbers on unemployment benefit the bigger picture is still a major concern."

"New Zealand is still lagging behind Australia, and the Government needs to support state sector jobs and resist further cuts. The opportunity to invest more heavily in skills training has not passed either - more could be done to equip those currently out of work to better satisfy the future demand for skilled labour which will be just as acute as it always was."

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

RAIL DRUG & ALCOHOL POLICY INTERPRETATIONS

The foundations of the D&A policies we have today in Rail were initially discussed and agreed in 2003. The outsourcing occurred within the Rail industry and the D&A policy then became employer specific policies. Like the Collective Agreements there have been some movement in wording over time but the union believes the application, intent and application of the 2003 rail Industry D&A policy has been unchanged. The changes have essentially been of a technical nature as testing methods have changed etc.

KR Networks (formerly ONTRACK Infrastructure) believes otherwise and is stating that a positive (or non negative) result will result in immediate summary dismissal unless an employee has already "put their hand up" for rehabilitation.

The extensive discussion, agreement and application of the rail industry policy has always included a strong emphasis on rehabilitation with aligned fair treatment and graduated warnings that c/would eventually lead to dismissal if rehabilitation was not achieved.

This change in approach by KRN (ONTRACK) is of concern and may be leading to disparate outcomes within the Rail Industry.

While the union is currently investigating these matters, we need to continue to reiterate the same strong message – Drugs and Alcohol – NOT AT WORK MATE!

We strongly urge/advise any members that have alcohol and/or drug dependency/use issues to seek immediate rehabilitation assistance by putting up their hand.

SAVE OUR SOL

Was on everyone's lips last week when Organiser Todd Valster was up the Taranaki last week. The Union was gauging support from members for a Union campaign to save the Stratford Okahukura (SOL) line from mothballing and suspected closure.

The first train ran over the SOL on 13 December 1932. The line was closed to passenger trains in January 2007 which was seen by the local communities at the time as a "kick in the guts".

Let's all join together to "save Our SOL" as a rail corridor to ensure ongoing development and timely linkage with NZ's most populace areas rather than a cycleway. We are assured there is no government interference in the decision to mothball (and possible close) despite the Prime Ministers stated love for cycleways – yeah right!

Material is being developed for the campaign.



ETHICAL? TETLEY'S TATA TEA STARVING INDIAN TEA WORKERS INTO SUBMISSION

Tata, the transnational Indian conglomerate which makes the world famous Tetley teas, has taken 6,500 people hostage through hunger. The hostages are nearly 1,000 tea plantation workers and

their families on the Nowera Nuddy Tea Estate in West Bengal, India. Permanently living on the edge of hunger, the workers and their dependants are being pushed to the edge of starvation through an extended lock out which has deprived them of wages for all but two days since the beginning of August. The goal of this collective punishment is to starve the workers into renouncing their elementary human rights, including the right to protest extreme abuse and exploitation. Act now - tell Tata and Tetley Tea to stop starving workers now!

<http://www.iuf.org/den6316>

RAIL INDUSTRY BARGAINING PROCESS BEGINS

Representatives from KiwiRail management and from the RMTU met in Wellington 29 October 2009 in what could be described as the first meeting for the renewal of the Rail Industry Collective agreements. The RMTU team for the day (and the wider reference group for the KiwiRail wageround) is;

- Hohepa, Jerry (Track Infrastructure)

- Kearns, Phil (Sigs, comms, Traction etc.)
- Young, Geoff (TCO, Standards, Codes)
- Blakie, Doug (Yard Terminals) *Not able to attend the 29th meet.*
- Snook, Bernie (Long Distance LE) *Not able to attend the 29th meeting as in China for new loco's visit.*
- Smith, Hayden (Short Distance LE)
- Duffy, Terry (KRMS Workshop)
- Spence, Tim (KRMS Depots)
- Phillips, Howard (Passenger Mechanical)
- Sladen, Randolph (Veolia Observer) *Not able to attend the 29th meeting.*
- Haraki, Tania (Interisland Line)
- Sukha, Garesh (CT terminals)
- Armstrong, Brian (Long Distance TM)
- Patterson, Harvey (Short Distance TM) *Not attending 29th meet as on leave.*
- Jones, Kevin (Scale 1)
- Kelly, Jim (Hillside)

RMTU General Secretary Wayne Butson will be advocate for the rail wageround and other Organisers will assist subject to commitments.

During the meeting it was agreed, and members elected from and by the wider reference group, to form a steering Committee. This group would have the oversight of the process and undertake the bulk of the face to face meetings. The steering group is;

- Jim Kelly - Mechanical
- Wayne Butson
- Scott Wilson
- Terry Duffy – KRMS
- Phil Kearns – Networks Infrastructure
- Hayden Smith – Passenger
- Kevin Jones – Scale 1
- Tania Haraki – Interisland
- Bernie Snook – Freight

The steering group met in Wellington 23 November 2009. Meaningful progress was made on developing a negotiation framework for the consolidation of the rail employment agreements into one document. The Union has done a considerable amount of research on identifying the disparities in the rail agreements and this has been shared with the employer. It was agreed that a round of meetings nationwide was required before the parties went much further so as to advise Union members.

CTU WOMEN'S COUNCIL CONDEMNS ACC ATTACK ON LOW PAID WORKERS

The Women's Council of the NZCTU has condemned ACC's cutting of travel allowances for home support workers as yet another attack on the low paid and on women in particular.



"It is an appalling decision by ACC to cut the travel allowance for home-support workers and mounts to an attack on vulnerable workers, almost all of

whom are women – and who are least able to afford it," said CTU Women's Council Co-convenor Anna Kenny. "It is also yet another contribution to New Zealand's shameful gender pay gap."

"The Government is on record saying it is concerned about low pay. Yet these changes could cut the pay of a home support worker by up to \$17.50 over a seven hour day – that's 19% of their total daily income."

"It is just another blow to vulnerable workers and seems to be part of a series of attacks by ACC on the low paid. The Bill before Parliament proposes cuts to the compensation entitlements of low paid seasonal workers and casual workers when they are injured."

"We are writing to the Minister of ACC to ask why they are cutting low paid workers' wages if the Government really is concerned about low pay and gender pay inequity."

"Home care workers are the lowest paid workers of any ACC funded workers and the work they do is intensely physical and emotionally demanding. But while the work they do is highly valued, they are among the

lowest paid working New Zealanders. The decision to cut their travel allowances adds insult to injury," said Kenny.

AUCKLAND TRADE UNION WOMEN PLEASE

All trade union women in Auckland are urged to strongly support the NZEI Te Riu Roa school support staff march and rally on Saturday (28 November). The march leaves at 12 noon from QE Square and proceeds to Myers Park for a short rally.

Wear pink and bring the family and friends! The school support staff issue is a huge pay equity issue. These NZEI members can be paid as little as \$12.94 an hour for working with children with special needs and they have been offered zero percent! They are totally undervalued and underpaid for the important work they do.



LIFT THE FREEZE ON LOW PAY

Support the Day of Action for Low-Paid Public Sector Workers - Friday 27 November

A series of protest rallies will take place across the country on Friday 27 November to protest wage freezes in the public services, in particular the health, disability care and education sectors, and to build wider public support for the freeze to be thawed.

The action will primarily involve members of the SFWU, NZEI and PSA but all other affiliates are encouraged to participate and show their support for this cause. The rallies are timed to take place for one hour at lunchtime on the 27th between 12.30 pm and 1.30 pm.

The attached includes a list of the towns and locations where the rallies are planned. Please circulate this notice widely and encourage your members to join the rallies where they can and ensure a significant public display of support for the messages to the Government about low-paid state

and state-funded workers opposing the wage freeze.

In some locations transport will be arranged to help members attend. For further information contact the local SFWU organiser or call 0800 UNION1 (0800 864 661).

ACC – WHERE HAS THE 'HONEST CONVERSATION' GONE AS MINISTER CUTS COMMUNICATION?

The CTU today asked how New Zealand was supposed to have the 'honest conversation' on ACC promised by the Prime Minister when Nick Smith was closing down important advisory groups and rushing the ACC Bill through Parliament with a totally inadequate timetable for proper consultation.

ACC Minister Smith sent out a letter last week informing members of the Ministerial Advisory Group on ACC that it was being disestablished to avoid 'duplication of effort' with the ACC Stocktake. The Group has operated for more than six years giving independent and specialist advice to the Minister on the operation, design and performance of ACC.

"Where is the 'honest conversation'?" asked CTU President Helen Kelly. "Nick Smith has told those of us on the Ministerial Advisory Group that he doesn't want to talk to us anymore. Instead of listening to a group with extensive health and safety, medical and workplace legal compensation expertise he is choosing instead to listen to his own hand-picked group of accountants, insurance executives and Treasury mandarins."

"He has already gutted the ACC board of its worker representation, tried to silence ACC chief executive Jan White at a select committee, and now he has closed the door on another group of independent experts with the interests of the scheme at heart. This is not how to hold an honest conversation – the Minister seems unwilling to listen to anyone who might disagree with

him and point out the utter folly of his obvious desperation to privatise ACC."

The ACC Bill itself proposes to abolish two important panels which enable experts to advise on work-related gradual process disease and collection of injury statistics.

"On Tuesday a crowd of 6,000 bikers booed Nick Smith off the steps of Parliament after hearing how his claims on motorbike accidents were actually wrong. Today they will not be surprised to learn that he is abolishing the panel that sought to advise him on the gathering of accident statistics. Clearly he needs its assistance but is determined to massage his own figures as he has from the very beginning of his attack on ACC," said Kelly.

"His abolition of the panel on work-related gradual process disease is even worse. The ACC Bill threatens to reintroduce an experience rating for employers which provides them with no incentive to protect workers against occupational disease. The Minister will need this panel more than ever, but it is just another group of experts who will tell him what he doesn't want to hear."

INCREASE IN DRIVING AGE DETRIMENTAL TO YOUNG PEOPLE

The New Zealand youth union movement says the Government needs to look at better driver training before it simply raises the New Zealand driving age.

CTU youth convener James Sleep says imminent moves to raise the driving age will have a detrimental effect on young people who rely on the use of a vehicle in their everyday lives for work and education.

"The youth union movement welcomes a public debate on this important issue, but believes Government plans would leave thousands of rural youth and young workers out in the cold," said Sleep. "Young people, including working and non-working rural youth, will be barred from the use of a vehicle on which they rely heavily, simply because of their age."

"Youth in isolated areas often have no other option but to use a vehicle to access key services such as health care and education. Any increase in the driving age would impinge on the social and economic fabric of their community."

The youth union movement is urging the Government to look at strengthening training programmes available to young people.

"By investing in more accessible training programmes, young people will be given the opportunity to learn the necessary skills by trained experts, and be prepared and able to drive wisely on the open road."

"This issue is not about age, it's about skill. The raising of the driving age would simply disadvantage an entire sector of society. Investing in comprehensive driver training initiatives is the way to go," concluded Sleep.

MARITIME UNION ELECTS NEW NATIONAL OFFICIALS IN UNION ELECTIONS

The Maritime Union of New Zealand has elected two new national officials in their three-yearly union elections.

The new General Secretary of the Union is Joe Fleetwood of Wellington.

A new Assistant General Secretary of the Union has also been elected, Ray Fife, of Bluff.

The National President of the Maritime Union, Phil Adams of Port Chalmers, was re-elected unopposed.

The National Vice President of the Maritime Union, Garry Parsloe of Auckland, was also re-elected unopposed.

The elections took place in a postal ballot of all financial members of the Union which closed last Friday.

The new General Secretary of the Union, Joe Fleetwood, thanked members for their support and thanked all members who took part in the democratic process of the elections.



SUMMER NIGHT WORK VARIATION FOR ONTRACK INFRASTRUCTURE

Members will recall the joint meetings held to discuss the lump sum offer from Ontrack regarding the move to flexible hours of work. Discussions on a final position for a permanent solution to this issue have been ongoing, and should be concluded by the end of March 2010.

In the interim a fixed term variation for working nights in Auckland and Wellington has been agreed between the parties and was ratified by the effected workers this week. The variation will run until 31st March next year and offers enhanced benefits over the current night work clause in the collective agreement. The entire agreement is below;

Variation to Multi Employer Collective Agreement to cover the work requirements of Auckland and Wellington from 1 November 2009 to 31 March 2010

Following consultation with the parties and the employees affected, in accordance with Clause 5, Change during Currency of the MECA 1 July 2009 – 30 June 2010, the following has been reached by the RMTU and KiwiRail Network;

- To cover the work requirements of the Metro areas (Auckland & Wellington) from 1 November 2009 to 31 March 2010 the following will apply;
- To enable both day and night work to be performed with minimum interruption a flexible work pattern will be introduced for those employees who agree.
- All conditions applicable to night work under the existing MECA will apply; clause 11.3.6 (shift leave), clause 11.13 (penal rate for night work).
- A per night allowance based on the current weekly allowance of \$64.85 is payable on a prorated basis. Examples are:

- \$12.97 per qualifying night work period for 5 work periods at 8 hours each.
- \$16.21 per qualifying night work period for 4 work periods at 10 hours each.
- Any other night work patterns will be prorated on a daily basis.
- In addition, in recognition of the reduced opportunity for staff on the night work period roster to work overtime on Sundays, all hours of the night work period commencing on a Sunday will be paid at double time.
- In addition, where hours exceed 80 in any fortnight, the penal rate for additional hours (clause 11.12) will in the first instance be applied to the day hours worked, as opposed to the night hours.

This agreement will commence on 1 November 2009 and shall remain in force until 31 March 2010.

TAXPAYERS CAN'T AFFORD TO PAY FOR ACC'S POLITICAL PROPAGANDA

Taxpayer money is being scandalously wasted on newspaper ads that don't tell the real story about the reasons behind huge ACC fee rises, Labour's ACC spokesperson David Parker says.



"The large display ads in major dailies today claims 'motorcyclists weren't paying

enough'. The National Government should apologise for implying paying more is a matter of principle.

"ACC's statement shows scandalous indifference to the cost of living. It's arrogant and out of touch. Even if ACC thought fees had to rise, suggesting that motorcyclists don't pay 'enough' shows the Government's agenda is to punish motorcycle owners. It shows the Government is wildly out of touch with the reality of stretched family budgets.

David Parker is calling on the Government to disclose the cost of the propaganda. "ACC is paying out large sums of levy-payers' money to promote an unpopular

political decision which the Government is ostensibly still consulting the public on.

"The Government made the decision to change the way motorcycle levies are set and ACC is now trying to help sell it, instead of keeping to ACC's founding principles.

"Wasting money on newspaper ads shows the National Government has its priorities wrong. It is developing a bad habit of using taxpayers' money for its own advertising and propaganda.

"ACC and its minister have been claiming that the fee rise for motorcyclists is not decided yet, and it is going through a consultation. But these ads show it's all a sham consultation and the outcome is already decided.

David Parker says the claims in the advertisement are political and misrepresent the purpose of the ACC scheme - and drew up a list of alternative answers to the fake 'questions' in the ad.

Straight answers to ACC's proposed motorcycle levies.....

Why are motorcyclists being singled out?

What other groups will be unfairly targeted next? Cyclists? Drivers of older cars? Pedestrians? Older people who fall over in their homes more often than young people? Children playing sports?

All of these groups have accidents. Why is the Government targeting one section of the public - motorcyclists - and who is next?

Why are motorcyclists being asked to pay more?

Because the National Government is abandoning the idea of a no-fault accident compensation scheme to set it up for privatisation, which will benefit big foreign owned insurance companies.

If motorcyclists weren't paying enough, who's been covering their costs?

In a social insurance scheme, we all pay a share of the costs of accidents, so that we are all covered. If ACC introduces user pays for groups it claims face higher risks, then next on the list will be elderly New

Zealanders who hurt themselves in falls, and people playing sport.

ACC has \$12 billion in reserves. Last year New Zealanders paid in a billion dollars more than ACC paid out in claims. ACC is not broke!

But motorcyclists say the crashes aren't their fault. But that's not the point. ACC wants to punish motorcyclists for their lifestyle. That's why it says 'motorcyclists weren't paying enough.'

How much more at risk are motorcyclists?

Motorcyclists are at very high risk of continued steep fee rises because the consultation is a sham. The Government's already made up its mind.

How do the proposed ACC levies compare to the cost of insuring the actual bike?

That's got nothing to do with it. Car owners don't pay more in ACC for insuring more expensive cars. The cost of insuring the bike is about as relevant as the cost of buying a new exhaust system for it. The issue is not about the bike - it is about the fairness of a social insurance scheme. By the way, if private insurance companies charge \$750 to insure a bike worth \$15,000, and the Government plans to charge the same amount to cover an injury worth potentially millions, how much more do you think you will pay in levies when private insurers get their hands on the scheme? Privatisation will see New Zealanders left paying more for less to pay the bills of lawyers and foreign-owned corporates and to cover much higher administration costs

Do the figures include off-road motorcycle claims?

Assuming the ACC is right, not yet. But as soon as the government can work out a way to hurt this group too, they will. Why do motorcyclists pay over and over again if they own more than one bike? There is reason for imposing a levy for each bike, but there is no reason for charging exorbitant levies which will force owners of several bikes to head to their bank managers. ACC's real motive is to punish motorcyclists for their lifestyle.

How to make a submission Not much point really. The National Government has already made up its mind.

If you want to change the policy, go to ACCworks.org.nz and help Labour stop National's ACC rip-off.

MORE CAN BE DONE TO ASSIST UNEMPLOYED

The Council of Trade Unions says more can be done to assist the unemployed. The unemployment rate, as measured by the Household Labour Force Survey (HLFS) published today, went up to 6.5 percent in the September quarter which is 150,000 people.

Peter Conway, CTU Secretary, said: "Now would be a good time for the Government to increase funding for skills training for those unemployed seeking a job. The Skills Investment Fund already exists and could do with a top up to make it easier for unemployed workers to get work."

Conway said that recent unemployment benefit statistics showed a slight dip below 60,000 but this was well up on 17,700 from mid 2008.

The HLFS shows that there are 150,000 unemployed, 122,100 workers wanting to work more hours and a total of 254,000 people who are jobless once those discouraged from seeking work are added to the figures.

Māori unemployment is at 14.2 percent, Pacific people at 12.3 percent and youth unemployment (15-19 years) is at 25.1 percent.

"For all the talk that the recession is over, this shows that unemployed workers are continuing to bear the brunt of a recession caused by the global financial crisis."

"More needs to be done to assist these workers."



NEW AGREEMENT WILL DELIVER PAY RISE TO EARLY CHILDHOOD SECTOR

More than a thousand early childhood teachers and staff will receive a pay rise next year following the settlement and ratification of their collective agreement.

The Early Childhood Education Collective Agreement provides the benchmark for teaching standards and conditions in early childhood centres and services around the country. It is negotiated by the education sector union NZEI Te Riu Roa and Te Tari Puna Ora o Aotearoa – the New Zealand Childcare Association, which represents employers. It is one of the largest multi-employer agreements in New Zealand, involving 145 employers who operate early childhood services.

The agreement runs for two years and those covered by it will receive up to a 4% increase in the first year, and another 4% in the second year.

NZEI National Executive member Hayley Whitaker says one of the key issues for early childhood teachers is pay parity with kindergarten and primary.

"This agreement demonstrates a commitment from all parties to continue working towards parity. These employers are clearly committed to ensuring their staff are valued as professionals and to providing quality education for children," she says.

The pay rises will take effect from July 1, 2010.

PUBLIC MEETING FOR WAIKATO RAILCAR

The Campaign for Better Transport has organised a Major Public Meeting and invited MPs for and against the rail services, as well as key local body councillors, the CEO of KiwiRail, NZ Transport Agency and others.

To download a petition form from the CBT website so as to collect as many signatures as possible to support Commuter Rail!

<http://www.bettertransport.org.nz/wp-content/uploads/2009/11/WaikatoRailPetition.pdf>

We hope to see as many of you as possible at the public meeting on Tuesday 1st December, 1930 to 2130hrs, Hamilton City Council Meeting room, left side of garden Place Hamilton Central.

CHANGES NEEDED TO NZ MONETARY POLICY - CTU

New Zealand urgently needs to change the way it operates its monetary policy and exchange rate, said CTU Economist and Policy Director Bill Rosenberg today.

"The statement by Phil Goff that Labour is willing to look at alternatives to the current rules is very welcome. Current monetary policy is not only weak in affecting the monetary supply at crucial times like the present crisis and during the height of the housing price bubble, but has also been a significant contributor to our overvalued exchange rate," said Rosenberg.

"Though policy objectives have been more flexible in recent years, they are still too narrowly focused on interest rates.

"There are other tools and objectives that should be considered in setting monetary policy. We should also be looking ways to reduce the volatility of the exchange rate and to set it at a value that gives exporters and firms competing with imports a better chance.

"These are not simple matters but they are ones the CTU has been considering in its development of an alternative economic strategy. They need an open minded investigation.

"Any changes to monetary policy should sit alongside initiatives to avoid house price bubbles and promote domestic savings."

**PUT
PEOPLE
FIRST!**

**JOBS,
JUSTICE,
CLIMATE**

CTU SAYS NO TO ACC FULL-FUNDING, EXPERIENCE RATING AND COMPENSATION CUTS

The CTU has today criticised the continuing insistence on full-funding for ACC and given strong warnings against the return of experience rating in ACC's work account in its submission to the Transport and Industrial Relations Select Committee on the Injury Prevention, Rehabilitation, and Compensation Amendment Bill.

CTU President Helen Kelly told the Committee that full-funding was unnecessary and artificially driving levy increases and entitlement cuts. "There seems no logic as to why injuries caused by accident should be funded from the income from an investment fund where other services such as health, superannuation and education are - quite correctly - not," said Kelly.

"At a time when the Government has stopped its contributions to the Superannuation Fund in the name of stimulating the economy, it is absurd that it is simultaneously counteracting its stimulatory measures by effectively increasing taxation through ACC levies to significantly increase the size of another investment fund."

The CTU went on to attack the reintroduction of experience rating in the work account: "Employers will seek the benefits of the experience rating systems by encouraging workers not to lodge claims, or to disguise workplace injuries as non-work injuries," said Kelly. "Any such problems are likely to be exacerbated by the involvement of private insurance companies, who will have even more incentive to engage in aggressive cover and case management practices, in order to keep costs down for their clients."

"Experience rating is likely to fragment industry-wide injury prevention efforts by rating risk down to the level of individual employers. We believe that a more effective method of improving workplace health and

safety is through industry-wide regulation of workplace practices.”

Proposed changes to weekly compensation for ‘non-permanent’ employees were strongly criticised. The changes for ‘non-permanent’ workers would reintroduce a manifestly unfair method of calculating the compensation payable to seasonal or casual workers. The Bill also threatens to deny low paid workers the minimum level of compensation for up to six weeks (instead of two).

Both changes were in breach of ACC’s founding principle of real compensation and discriminated against low paid workers who had most to lose from reductions to their income caused by injury. It would leave many workers being compensated at a level which fell below that of basic benefits.

Bits & Bobs

- The general Secretary attended the official opening of Port Napier’s #4 wharf on Friday 13 November 2009. The opening saw a number of current employees with over 35 years service invited to share the lime light (Congratulations Guys!). The Official opening was done by the Minister for road Transport Steven Joyce which saw him operating a mobile harbour crane by remote pack control to lift a 20ft TEU from atop another which saw hundreds of black and white balloons released into the stiff westerly wind.
- Both Ports of Auckland and Port of Tauranga are to embark on major dredging to enable their port to handle

6000TEU ships. The sums each are looking at are in the order of \$50 to \$60 million. Does NZ Inc need 2 ports so close together to both spend this sort of money to handle ships

- **Safety is not someone else’s responsibility – IT’S YOURS!**

“WE’RE STRONGER TOGETHER”!

