

THE ACTIVIST



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INFLATION – CPI

From the March 2011 quarter to the March 2012 quarter: The CPI increased 1.6 percent. This follows a 1.8 percent increase for the year to the December 2011 quarter

UNION REPORT #1

Find below the link to the first of what we hope will be a regular feature of the Union landscape – Union Report 1.

<http://www.youtube.com/watch?v=mNsZdaEX9QU&feature=youtu.be>

The Union Report: Guests are Helen Kelly and Garry Parsloe.

Topics are Issue 1: What is driving the conflict at the Ports of Auckland, where is the middle ground and how many dirty tricks does Port Of Auckland need to play?

Issue 2: AFFCO says they want the Union out of their industry, will these tactics enshrine a low wage economy and if our primary industries can't provide decent wages, what industry can?

Issue 3: This Saturday is International Worker's Memorial Day and 6 months since the death of Charanpreet Dhaliwal on a Fulton Hogan worksite. Is a de-unionized workforce a safe workforce?

Please distribute it widely amongst your peers and family group?

WORKERS MEMORIAL DAY – 28 APRIL

We know that there will once again be many ceremonies and services held to commemorate this very important Day

throughout NZ by RMTU members. They will be occurring on either the Friday or the Saturday.

The RMTU and its membership pioneered the marking of the day here in NZ by Union's.

We expect trains to as usual stop at midday as a mark of respect wherever they are (clear of bridges, tunnels etc as per the rules) for 1 minute.

Posters have been distributed to all branches.



MOUNT STEEL YARD

C3 Steelyard, which is at the north end of the Mount wharf, C3 handles all the steel from train to shipside. We await the decision of NZ Steel as to whether C3 will retain the NZ Steel contract for 3 years. Both MUNZ and the RMTU have been working with C3 to assist them in putting forward a sound proposal for the retention of the contract.

Perhaps C3 will respond in kind by being helpful with our C3 members in Wellington who have been seeking to bargain for a Collective Agreement!

ANZAC DAY PETONE CEREMONY

The Petone Community Board extend an invitation to all members to attend the Flag Ceremony at the ANZAC Memorial Flagstaff, Petone Railway Station, at 7am on ANZAC Day, Monday 25 April 2012.

The RMTU will, as is our usual custom, lay a wreath which recognises and honours the railway men and women who laid down their lives during the wars.

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

PETER McCAW RCO

The RMTU has nominated Peter for a SAFEGUARD Award as the most influential employee in promoting Health and Safety. Peter has put an immense amount of time and effort into his role as an H&S Rep and has led by example at Middleton.

We wish him all the best for success in this important national award competition.

WREATH LAYING – WELLINGTON STATION

On Tuesday 24 April a wreath will be laid under the War Memorial in the East Entrance Lobby of the station building at 1630hrs. KiwiRail and the RMTU will be laying a wreath. Members are welcome to join the wreath laying and minutes silence ceremony. There will be no speeches.

PORT TAURANGA

Our members working at Port Tauranga and Sulphur Point are struggling to cope with the working hours necessary to service the ship calls. Crane Drivers have been brought in from CentrePort to assist. We trust that all of this activity will translate into more permanent jobs rather than just increased profits for the Port Company and bonuses for the bosses.

CHINA LOCO'S

KiwiRail measures the reliability of locomotives by measuring the mean distance between failures MDBF. The current MDBF by loco class is;

Loco Class	FY2011/12 YTD
DC (1951)	54,719
DF (1979)	32,669
DX (1972)	43,866
EF (1986 Electric)	23,097

DL (2011)

13,161

They are proving to be both reliable and a good buy, YEAH RIGHT!

KIWI RAIL NETWORKS RESTRUCTURE

The Union has received a restructuring proposal in the KiwiRail Networks Infrastructure and Engineering Division.

The proposal is apparently to better organise the Infrastructure and Engineering Leadership Team. The company is seeking feedback before it makes any final decisions.

They say the changes they need to make are not all about structure. They say "we need to be thinking about how we work and, the

kinds of relationships and capability we need to build to enable us to provide high quality services across the organisation. Getting our structures better aligned and making decisions about resourcing levels are the first steps we

need to take. It is important that we get this right - that is why this consultation period is important".

At this stage they are only proposing changes to tiers 3 & 4 managers as "phase one" of the change process together with some changes for other directly affected staff. They envisage that there will be a "phase two" change process which will commence once they have the new structure confirmed for tier 3 & 4 managers. The company then says "Tier 3 & 4 Managers who are confirmed in the newly established structure will be given the mandate to review their own team structures where they need to. Working alongside their peers they will be able to put forward their proposals to inform "phase two" of the change process. I would expect "phase two" to be resolved by agreement directly with the teams involved".

To say that the RMTU is concerned would be a major understatement. The language clearly spells out that the whole division is to be restructured this is not just about dollars and cents.



Our honest opinion is that the restructure is occurring as the managers at the restructure level have been impeding the ideas being proposed by a higher level manager whom does not have a rail background. The possible loss of intellectual knowledge of long serving rail experts is distressing equally as much as the fear of repeating the lunatic ideas of past management teams in this business area.

We are hearing increasing rumours of major core work being contracted out or outsourced. We have "been there done that" and know that it is just cost plus for the business and will lead to further issues arising in the future like it did in Tranz Rail days.

We urge all our rail members to discuss this restructure with delegates etc and to prepare for what is shaping up to be a possible difficult wageround!



HILLSIDE

Members will be aware that we are once again facing the prospect of change at Hillside. Our union's position is that while we think the sale is unnecessary and is a result of KiwiRail's decision to buy rolling stock overseas, this move may just result in a new owner who could inject capital and provide the leadership to make Hillside flourish, because the current lot certainly aren't doing that.

PRESS RELEASE: FOR SALE SIGNS AT HILLSIDE WORKSHOPS TOTALLY AVOIDABLE

Putting Hillside workshops up for sale would never have been needed if the government had a focus on keeping New Zealanders in jobs, the union for Hillside workers said today.

KiwiRail has today announced the sale of its Hillside rail engineering workshops in Dunedin.

This follows the reluctance of the government and KiwiRail to use recent procurement of new stock to support local jobs, Rail and Maritime Transport Union General Secretary Wayne Butson said.

"KiwiRail's decision to not bid for either the \$500 million contract for Auckland's new trains, or for 500 flat top wagons, was resoundingly rejected by Dunedin workers, business leaders, the city council and others as taking a very short-sighted view of procurement," he said.

"These moves lead to 44 Dunedin workers at Hillside losing their jobs."

Wayne Butson said that the government's lack of any agenda for Kiwi jobs had been laid bare today.

"If government procurement settings do not support local industry, then we simply won't keep good manufacturing jobs in New Zealand. This government is sitting on its hands, while one of KiwiRail's most significant assets is privatised."

Wayne Butson said that Hillside workshops made too important a contribution to the Dunedin economy and workforce to be closed, and the union would work proactively with prospective buyers to ensure a smooth transition, including the retention of its highly skilled staff.

"Our union has been in this situation before, with Tranz Rail and Toll, and have a track record of working with new buyers of rail assets."

"Hillside should be a strong vibrant centre of engineering excellence. Hillside has a cohesive, motivated workforce, and we look forward to working with an owner with the determination and vision to make it succeed."

"The taxpaying public, the local business community and workforce have the most to gain if Hillside flourishes and these green collar jobs and skills remain in South Dunedin," Wayne Butson said.

TRANSPORT WORKER – ISSUE 2

The deadline for contributions to the TTW 2 is 11 May 2012. Please ensure all pictures, letters, stories and branch notes are submitted to the General Secretary by this date?

TRANZ SCENIC PRIVS

We were recently contacted by a member who drew our attention that the terms and conditions relative to priv tickets had apparently been arbitrarily changed. i.e. No refunds or changes permitted to the day of travel. They asked if the company provided any information or communication regarding this to the RMTU?

We put the question to Passenger GM Deborah Hume and she had this to say;

"Tracked the issue down. It appears that a Scenic staff member has made some changes recently to Priv ticket conditions around the Tranz Scenic Super Saver conditions. Neither myself nor Scenic management were aware of the change and we will "unwind" it immediately and revert to the previous terms and conditions."

In those famous words "it's the putting right that counts" all is now restored to normal. Thank you to the member for raising the issue.

HILLSIDE SALE A BACKWARD STEP

The Council of Trade Unions says that the sale of Hillside rail engineering workshops in Dunedin is a backward step.

Peter Conway, CTU Secretary, says, "neither the Government nor KiwiRail have supported these workers and the fantastic work they do. This announcement today follows on from the failure to effectively bid for major contracts for new trains in Auckland and replacement flat top wagons."

"The heavy engineering workshops at Hillside are an important part of the regional economy. These jobs should not be lost."



Peter Conway said the CTU view is that the Government should ensure that these workshops remain in public hands via KiwiRail.

"And the Government needs to review its procurement policies so that New Zealand firms get a fair chance to bid for major manufacturing projects."

The CTU will support the Rail and Maritime Transport Union to ensure these jobs are not lost.

GOVT RECEIVES INTERNATIONAL FREIGHT REPORT

The Government has received the Productivity Commission's final report on international freight services and will provide a thorough response once it has considered it in detail, Finance Minister Bill English says.

"International freight issues are vitally important to New Zealand as a nation of exporters, located a long way from major world markets," Mr English says.

"Increasing our export competitiveness is a critical part of achieving better productivity growth and ensuring New Zealanders maintain and increase their standard of living.

"The Government will look at the Productivity Commission's recommendations and carefully consider its response over the coming months," Mr English says.

The report, which was tabled today, looks at the effectiveness and efficiency of the existing infrastructure and regulatory regimes for international freight transport services.

It is available at www.productivity.govt.nz/final-report/1492.

CHRISTCHURCH RAIL

As we go into winter the Christchurch Rail Branch are bracing for a tough time. Many of our members are still dealing with the uncertainty and inconvenience of the post earthquake recovery.

There's the financial problems that have arisen out of the insurance debacle and the

zoning of land. The 'luckier' ones are finally getting houses repaired but try finding somewhere to rent while your house gets fixed. Those of us who rent are facing unprecedented increases in rental costs. The city centre is still closed. Our Mechanical Industrial Council Representatives witnessed this at first hand during their visit in March.

Maintenance and servicing is being carried out in exceptionally difficult conditions at Middleton and Waltham with the loss of Linwood Depot and the closure of the Waltham Depot. At Waltham the lads are working outside for much of the time.

Thank you to all our fellow members around the country for your patience and support.



NZ WORK FOR NZ WORKERS

GOVERNMENT INACTION BEHIND HILLSIDE PRIVATISATION

The Government's lack of support for local manufacturing is to blame for Kiwirail's decision to privatise its Hillside workshop, Green Party co-leader Metiria Turei said today.

Mrs Turei has been part of a group of local manufacturers, union representatives, MPs, the chamber of commerce and the council seeking to keep Hillside running and in public hands.

"The privatisation of Hillside is a direct result of the Government's refusal to implement a smart procurement policy" said Mrs Turei

"A BERL report showed that having the new Kiwirail rolling stock for Auckland built at Hillside would have added \$250m to the economy, reduced the current account deficit by \$122m and created 1,270 jobs.

"Unfortunately, National insisted that Kiwirail only consider its narrow commercial interests and ignore the wider impacts of its decision.

"National's neglect led to rolling stock contracts, along with the profits and the jobs, going offshore.

"That has now led to Hillside's sale. 130 highly-skilled and well-paid jobs at Hillside - along many more at the dozens of associated local businesses - are at risk.

"If the Government had taken a more proactive approach, there would be plenty of work at Hillside and New Zealand would be a wealthier country.

"The Green Party believes we need to build a resilient economy with well-paying jobs. That includes the ability to manufacture goods locally, rather than rely on imports.

"I will continue to work with local groups and prospective buyers to save Hillside, and preserve what's left of New Zealand's high-tech heavy manufacturing capability" said Mrs Turei.

Further information: BERL report: Business case for building rolling stock in New Zealand

NEW PATRICK'S AGREEMENT

Asciano and the Maritime Union of Australia (MUA) have reached a final agreement in respect of a new enterprise agreement (EA) for Asciano's Container Terminals employees. After almost 20 months of negotiations, the parties have settled on a new agreement that "maintains Asciano's fundamental right to manage its business while balancing the need for improved productivity and efficiency with a fair and sustainable outcome for Asciano's Container Terminals employees," according to the joint statement released by the parties.

The final EA provides a 22.5% wage increase over five years to July 2015, or an average of 4.45% per year, which will be very significantly offset by commitments of improved productivity at each of the four Patrick Container Terminals. There is a further at-risk incentive of 0.75% available, which is subject to the achievement of specific business and customer KPI. If achieved, these payments will be made to employees as superannuation.

MUA national secretary Paddy Crumlin said: "We welcome the agreement with Asciano and believe it is a clear example that agreements that are acceptable to both workers and employers can be reached under the Fair Work Act. "The agreement offers significant improvements in health and safety for our members along with greater productivity. It offers surety for Asciano in a tight and competitive market and gives them long-term stability nationally and in Port Botany specifically."

The agreement will go to the membership of the MUA in the near future for endorsement.

ICLS MEETING

The RMTU is affiliated to the International Centre for labour Solidarity. ICLS has rail and other Unions from Japan in the North to NZ in the south. To find out more about ICLS go to <http://icls.or.kr/>



Wayne Butson our General Secretary is on the Steering Committee and the committee has just completed a 2 day meeting in our Union offices in Wellington to prepare for the ICLS forum. It has been confirmed that the Forum will be held 7 and 8 December 2012 in Wellington. The venue is to be confirmed as negotiations with providers continue.

The theme is "Toward a sustainable and just society".

National officers will be attending and branches are invited to commence planning to have representatives attend at the branches expense.

AFFCO DISPUTE

As you know there are now 1300 workers on strike or locked out from AFFCO and the dispute is moving into the 56th day. The Meat Workers Union members have been paying a levy of \$10 per week. There have been many donations from meat union branches, other NZCTU Union affiliates and public collections which has enabled a payment of a \$40 per week payment to each worker for the last 3 weeks.

Donations are needed and can be sent to CTU Disputes Fund at Kiwibank, Wellington (Branch), NZCTU DISPUTES FUND (Account holder), 38 9007 0894028 08 (Account).

TALLEY'S CANCELS MEDIATION, UNION FILES FOR FACILITATION

Meat Workers Union general secretary Dave Eastlake says the union filed for facilitated bargaining.

"Talley's refusal to attend agreed mediation this Thursday is yet another kick in the guts for the 1,000 locked out AFFCO workers and their families," he says. "Talley's has consistently shown it is unwilling to resolve this dispute and get our workers back to work."

"We can now confirm Talley's have dropped a pay offer that would have ended discrimination against union members by bringing their pay rates up to those on individual contracts. AFFCO workers have absolutely no doubt the lockout is about punishing workers for standing up and wanting a collective voice at work."

The company says it can't attend mediation because it is too busy working on the union's legal challenge to the lockout, which will be heard at the Auckland Employment Court on Monday 23 and Tuesday 24 of April.

"Talley's knew about the court case when they agreed to attend mediation. If they've got enough time and money to throw away on a public relations firm and to file false fraud claims against the union - which they knew would be rejected - then they've got enough time to sit down with AFFCO workers and get this thing sorted."

DUNEDIN TRAINING

We held a very successful two day course on negotiation skills with our Dunedin Port and Rail Delegates on 16-17 April. Twenty three delegates were put through their paces on a very challenging programme that culminated in a simulated wage round with half playing the union bargaining team and half the employer's.

Our General Secretary attended and was impressed by the quality of the work done.

LIVING WAGE NEEDED NOW SAYS UNION

The union representing 23,000 of New Zealand's lowest paid workers has welcomed the political discussion on the need for a living wage.

In a speech today Labour leader David Shearer acknowledged that wages in New Zealand are too low for workers and their families to survive and gave support for the introduction of a living wage.

"Thousands of our members, many of whom care for the most vulnerable members of our society, simply cannot survive on their incomes," said Service and Food Workers Union National Secretary John Ryall.

"A living wage is one that enables all workers to provide the necessities of life and participate in their communities."

John Ryall said discontent in New Zealand about poverty and inequality was growing and momentum was building across the community to address these issues.

"The current minimum wage of \$13.50 per hour is not an income that workers can survive on let alone participate in their communities," he said.

"We need a significant shift in the pay rates of workers to make a difference to poverty."

Overseas successful living wage campaigns have resulted in commitments from local and central governments and employers across the private sector to pay a living wage.

"We need to act now to end poverty for working people in New Zealand," said John Ryall.

John Ryall said the SFWU was talking with a wide range of community organisations about embarking on a campaign to make a living wage a reality now.

"The campaign will unite communities around the need for a living wage," he said.

"Publicly funded organisations and institutions should take a lead by paying a living wage to their workers, whether those workers are employees or contracted to deliver services, and wealthy corporates should take the lead in the private sector," he said.

"New Zealand used to pride itself on being an egalitarian society. We need return to those principles and end poverty wage rates."

PETROL PRICES RISING THREE TIMES FASTER THAN INCOMES

Petrol prices are rising three times faster than household incomes and the Government's current transport direction is only going to make things worse, the Green Party said today.

Statistics New Zealand released the Consumers Price Index for the March 2012 quarter this morning showing that baseline inflation had increased 1.6 percent over the last year but also confirming that oil prices remain one of the key drivers of inflationary pressures in the New Zealand economy.

"Oil prices have increased 48 percent over the last five years, while

household incomes increased only 15 percent over the same period," said Green Party Co-leader Dr Russel Norman.

General inflation over the last five years was also 15 percent.

"Petrol is rising three times faster than incomes or general inflation. This is having a chilling effect on our economy," Dr Norman said.

"The more petrol prices rise, the more we have to export just to stay in the same place. Rising petrol prices are putting enormous pressures on our economy and the key area of oil dependence is our transport sector.

"The National Government's transport priorities, focused solely on roads, are only making matters worse.



"The Government will spend \$14 billion over the next ten years on their flagship Roads of National Significance programme. This programme will only make our economy more reliant on petrol, not less.

"We can break our reliance on petrol by investing in smarter alternatives to roads.

"Building more state highways is not the priority for the short-to-medium term. We need smarter alternatives to driving to get around and these include investing in rail to move freight off roads, fast and efficient public transport, and better walking and cycling infrastructure.

"We're rapidly approaching a future where New Zealand families soon won't be able to afford to get about and our current Government is making matters worse."

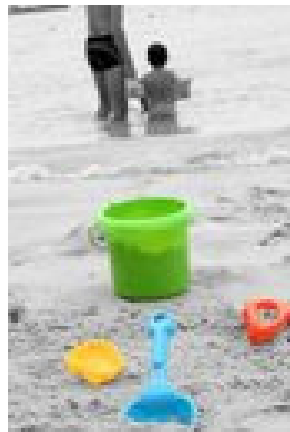
KEY IN LA-LA LAND IF HE THINKS CURRENT ACCOUNT DEFICIT SUSTAINABLE

Prime Minister John Key is in "la-la land" if he thinks New Zealand can afford to continue with an overvalued dollar and a persistent current account deficit, Green Party Co-leader Dr Russel Norman said today.

Dr Norman was responding to comments from Mr Key who said that it was "economic la-la land" to propose reforms that would bring down the high New Zealand dollar and allow our economy to rebalance.

"The National Government's current policy is not working for New Zealand. Our trading partners, using the tools proposed by the Green Party, are actively lowering their currencies while our government has done nothing," said Dr Norman

"Major trading partners, including Japan, the US, and the UK have successfully used quantitative easing to lower their currencies. The IMF recently backed the Switzerland's quantitative easing, saying the measure was "appropriate" in the circumstances.



"Other countries have introduced new domestic capital requirements on banks and controls on foreign capital to prevent wild swings in their exchange rates.

"Our exporters are being left high and dry by John Key's economic management."

Since the introduction of the Reserve Bank Act in 1989, New Zealand has run a cumulative \$147 billion current account deficit. In the next five years, Treasury projects we'll accumulate another \$63 billion in current account deficits.

"New Zealand's debt to the rest of the world is projected to grow every year under National's policies. How do we pay for this debt? By selling our assets. By selling our farms. And by borrowing more," said Dr Norman.

"That is no path to a more prosperous New Zealand.

"We can reduce the pressure on the exchange rate and the tradable sector by empowering the Reserve Bank with a mandate beyond inflation control to include managing exchange rate levels and volatility.

"There are a range of tools that work, which we can choose from.

"New Zealanders deserve a monetary policy that works for them. They deserve politicians that are willing to have a mature debate on the issue and put New Zealand's interest first, rather than those of the currency traders," concluded Dr Norman.

INTERNATIONAL SUPPORT FOR 26 WEEKS PAID PARENTAL LEAVE

An international trade union conference on maternity protection has adopted the extension of paid parental leave to 26 weeks as a priority for the Asia/Pacific/Middle East region.

Participants at the International Trade Union Confederation and International Labour Conference held last week in Singapore also signed a collective letter calling on Finance Minister Bill English not to veto Labour MP

Sue Moroney's PPL Bill and to work instead to implement the objectives of the Bill.

Rebecca Matthews from FIRST Union, who represented the Council of Trade Unions at the conference said that extending the length of paid parental leave was important to working women and their families throughout the region. "Longer paid parental leave supports breastfeeding and baby and maternal health. It supports the return of women to the workforce, and takes the pressure off family income around the birth of a new baby."

Rebecca Matthews said that the conference showed that parental leave was not a luxury for rich countries or rich families, but was an essential work right that supports best outcomes for families with young children.

"New Zealand can and should adopt a longer period of paid parental leave. Unionists in New Zealand and overseas will be working alongside community organisations to make longer paid parental leave a reality. Here, that means building support for Sue Moroney's Bill, and making sure that Bill English knows that voters want him to deliver 26 weeks paid parental leave, not veto it."

The letter supporting 26 weeks paid parental leave in New Zealand was signed by representatives from Australia, Bangladesh, Fiji, Hong Kong, India, Indonesia, Japan, Korea, Mongolia, Nepal, Palestine, the Philippines and Sri Lanka.

CHANGES TO OVERLANDER TRAIN SERVICE CONFIRMED

KiwiRail proposed that the Overlander train be operated between Wellington and Auckland on alternate days using one train consist.

The consultation process is now completed and staff implications clarified. All affected staff have been advised of the forward plans to introduce a fleet of new Scenic railways carriages into the North Island, and from June 25 2012 introduce a completely revamped, tourism-orientated service to replace the current Overlander.

The key changes will be:

1. A fleet of new Scenic carriages to be introduced.
2. Introduction of a year round schedule of six services a week (three departures from Auckland and three departures from Wellington every week).
3. No service on Wednesday.
4. A planned ten and half hour timetable between Auckland and Wellington which replaces the current 12 hour timetable.
5. Intermediate stops will be Hamilton, National Park, Ohakune and Palmerston North.

Passenger numbers on the Overlander have continued to decline in the past few years, and the service has been losing a considerable amount of money. We need to be sustainable, and operate as a successful business. The current carriage fleet is old, and needs to be replaced. The availability of a single fleet of new carriages (originally built for the South Island) allows the North Island service to be completely refreshed and to offer an international standard travel experience.

We look forward to working with you as we introduce this new service which we plan to make a 'must do' New Zealand tourism experience.

MANY RISKS IN MOBIE

Peter Conway, CTU Secretary said the Government's confirmation today that it will go ahead with the merger of the Labour Department into a new Ministry of Business, Innovation and Employment still poses major risks.

The CTU understands that benefits can come from alignment of departmental functions, but we think if any change is required it makes more sense for the Labour Department to align more closely with the Ministry of Education and Tertiary Education Commission around skills issues, than be pushed into a business focus entirely in MoBIE.

"We should not get hung up on departmental names but the fact is, in one stroke, the Government has removed a department



called the 'Labour' Department (in existence for 121 years) and another department called 'Economic Development'. This has been done to ensure that the emphasis is now on 'business' rather than the specific interests of labour or economic development."

"This is a backward step – and reduces the focus to one entirely on 'business'.

Peter Conway said "plans to have a sole 'business facing' purpose for the Department responsible for safety at work, holidays, parental leave, minimum wages, and for wider workers' employment conditions and rights poses great risks for the interests of the over two million New Zealanders who are in the workforce."

"We again ask the question - where will the 'worker-facing' roles and functions that the Department currently provides fit in the new structure? Where will the advice and functions that require independence from business come from?"

Announcements today have done little to address these questions.

"The risk that advisors may lose the ability to provide high quality free and frank and independent advice on employment relations issues if their focus is to be single, and 'business-facing.' We are fearful that the highly technical and specialised nature of the advice provided by the Department of Labour, as well as the other affected departments, will be lost in this unnecessary merger. Specialist functions carried out by these agencies may be also be lost as this merger ploughs ahead."

"Tragedies such as Pike River have shown that the Government is already struggling to provide adequate resourcing to the health and safety inspectorate, and to adequately carry out their health and safety functions. Dealing with issues like health and safety through a single business facing focus may marginalise and compromise the focus that should be on workers, as well as employers, in respect of health and safety at work," said Peter Conway.

RAIL GRINDER

KiwiRail has signed a contract with Speno Limited to grind 2800km of rail. Speno already operated the nondestructive testing car in NZ and have 40 years' experience in rail grinding. They anticipate having a 100% NZ workforce after the phasing in process.

For the techo types the machine is an RR24M-30A grinder. It has 24 grinding motors, is 151m long and travels up to 80km/hr. Grinding should commence Sept/Oct 2012 with a 2 year commission period. It will have 2 crews. The RMTU has advised the project manager that we expect to negotiate a collective agreement with Speno for the grinder operation and we wish them to be added to the MECA. We await receipt of the company response.

BITS AND BOBS

- The Port of Tauranga negotiations got underway with an exchange of claims and the negotiations start on Tuesday the 1st of May.
- The C3 negotiations kick off on the 3rd of May, with an exchange of claims.
- The BOP Rail and Port branches donated \$2,500 to the meat workers at Rangiora, the cheque was handed over by Kelvin Martin and Shane McNae, and was gratefully accepted.
- The ITF Rail Section Steering Committee meeting is to be held in London 29, 30 May 2012. General Secretary Wayne Butson attends as Chair Asia Pacific section.
- RMTU invited to attend 25 year JRU anniversary Congress in Tokyo 3, 4 June 2012. Wayne Butson and Howard Phillips will attend to represent RMTU.

Let's Be Safe Out There & Remember.....

"WE'RE STRONGER TOGETHER"!

