

THE ACTIVIST



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RMTU CONFERENCE REMIT CALL

The RMTU is calling for members and branches to tender any remits for National Conference in October 2014. The mechanism to change union policy, rules and/or standing orders is by way of remit to Conference. Remits must be moved and seconded by members and passed through branch meetings before submission to Conference.

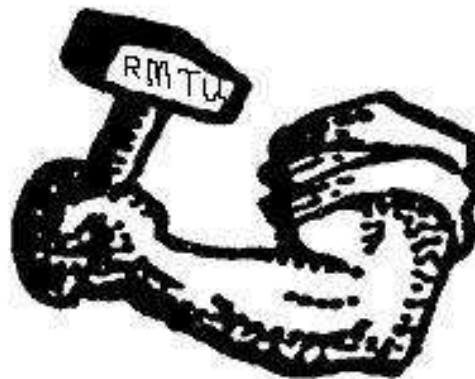
Remits are called and will close on 30 June 2014.

LYTTELTON PORT LOGISTICS OFFICERS GIVE STRIKE NOTICE

From 2300 this Friday 2 May LPC Logistics Officers (LOs) will commence industrial action in support of their claims in collective bargaining.

Our members want 4% for a 12 month deal, LPC is offering 2.85%. The difference amounts to just over \$10000, as there are only eleven LOs. They do however, play a critical role in the success of the port.

LOs plan the loading and unloading of ships and communicate this information to cargo handlers and other staff responsible for working the ships. They do this under tight time pressure, often dealing with changing and competing demands and information. It's a round the clock job that is highly skilled. Although there are only a few of them they are vital to the operation of the port. In short, if



there are no logistics officers, there is no port operation in large part.

The action will involve taking all their breaks during the day and withdrawing their labour at night. This will create delays and backlogs at the port. The membership have also voted for multiple withdrawals of labour to take place in coming weeks should the action that commences on Friday not bring management to the table.

As skilled workers in a profitable company they deserve a decent wage increase, especially as LPC have already set a precedent with generous pay settlements. In each of the past two financial years LPC has paid its CEO, Peter Davey, over \$1m dollars in salary and bonuses. In the 2012 financial year Davie received \$1.02m; in the 2013 financial year he got \$1.05m. Over the same period LPC's after tax profit was \$34.1m. in other words, one employee was paid the equivalent of 6% of the profits made by this

company – which, through Christchurch City Holdings Ltd, is 80% owned by Christchurch City Council.

Our question is why is it that trickl- down theory only seems to extend to senior managers and not the highly skilled workers that are critical in generating the profits LPC has achieved?

As a negotiating union we know that industrial action is merely preparation for getting back round the table and thrashing out a deal. We're confident that once management start to think pragmatically we can do that.

**CANTERBURY RAIL BRANCH
VOTE TO SUPPORT LYTTELTON**

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

MEMBERS TAKING INDUSTRIAL ACTION

An emergency meeting of Canterbury Rail Branch delegates has voted to support our members at LPC who are embroiled in a dispute over pay.

Rail delegates have voted to take any action necessary in support of their fellow members. Delegates noted that our rail members have a strong tradition of supporting port workers and not crossing picket lines.

The fact the RMTU works the whole supply chain from the point of production to the waterfront makes this vote of support very powerful and means the potential impact of the action could be very serious indeed for the operation of the port and the wider Canterbury economy.

The resolution carried at the rail branch meeting states;

This meeting of the RMTU Canterbury Rail branch resolves our members will support by any means necessary the Lyttelton Port Company (LPC) Logistics Officers (LOs) in their campaign in pursuit of their claims in collective bargaining and any action they take in that regard. In particular, our members will be vigilant concerning any health and safety issues which arise as a consequence of any action taken by the LPC LOs.

We anticipate that this support may be called upon in the next couple of weeks and urge all RMTU Canterbury Rail members to stay informed – if you need to know what's happening speak with your delegate or South Island Organiser John Kerr who can be reached on 027 246 4941.

NEW THINKING ON MONETARY POLICY WELCOME

"We welcome the new thinking on monetary policy and the exchange rate from Labour. It is long overdue", says CTU economist Bill Rosenberg, commenting on Labour's release of its monetary policy.

"We support Labour's proposal that New Zealand should join countries including Australia, Canada and the US in having

broader objectives for the Reserve Bank. The objectives should include the exchange rate, employment and a sound economy. The Reserve Bank also needs a broader range of policies to use to achieve those objectives. Reducing the need to raise interest rates will be very helpful in bringing the exchange rate to a more realistic level. In addition to Labour's new policy to use Kiwisaver contributions as a demand management tool, it is important that the Reserve Bank consider other policies being used increasingly internationally to manage capital flows into the country, and to target areas of price increases such as housing rather than damaging growth in the whole economy.

These policies need to be accompanied by supportive Government action such as to provide low cost good quality housing aimed at first home buyers and providing a better deal for the increasing numbers of people who rent. A capital gains tax would also help.

"We also welcome Labour's support for making Kiwisaver compulsory. We advocate moving to 6 percent employer contributions, 2 percent from employees and 2 percent from the government, with provision for continuing government contributions for people out of paid work such as caring for children. We recognise however that these contributions may be difficult for people on low incomes and advocate an increase in the minimum wage at the time when it is brought in, to ensure low paid workers can afford to save for their retirement.

Rosenberg says that criticisms of the scheme as being hard on low income workers can be met in a variety of ways such as a rise in the minimum wage, availability of exemptions or a progressive, scaled approach to increases in contributions if called for by the Reserve Bank. He points out that high interest rates also impact on low income workers. The solution is to deal with low income.

"This needs to be seen in a broader context. Labour and the Greens are committing to a range of policies that would help low income workers such as much more effective collective bargaining, a higher minimum wage, and support for the Living Wage for government workers. Their industry policies are likely to encourage the establishment of



better jobs, and if their policies manage down the exchange rate, that will help too."

These policies contrast with the current Government which raised GST, which hits low income households hardest, and cut taxes for high income earners much more than for low income workers. Its income tax changes increased the difference in take home pay between a person on \$30,000 a year and someone on \$150,000 by over \$135 a week.

RMTU/PORT TARANAKI COLLECTIVE AGREEMENT NEGOTIATIONS – UPDATE

The parties have met for three days to progress negotiations. On the final day the negotiations have reached the stage where there is provisional agreement to draft the Terms of Settlement. Once the Terms of Settlement are agreed then the RMTU will hold a report back and ratification meeting for members. The PTL and RMTU advocates expect to have the Terms of Settlement finalised in the next week and to plan for the member meeting in the following two weeks.

KR GROUP HEALTH AND SAFETY REP TRAINING - WELLINGTON 1

The first of a series of tailored inhouse Stage 1 H&S Rep courses will be held in Wellington on the 14/15 May and 21/22 May at Wobern training centre.

More than 100 Health and Safety reps are due to do stage one H&S rep training at KiwiRail. Due to the high numbers The RMTU and Kiwirail have agreed to offer inhouse training in the main centres of Wellington, Hamilton, Auckland, Bay of Plenty and Christchurch.

In the smaller centres H&S Reps are encouraged to register for training on the CTU's Health and Safety Rep training website.

To register go to www.worksafereps.org.nz

or Contact Karen Fletcher RMTU Health and Safety Organiser at RMTU National Office (04 4992066 or 027 6006581) for information and assistance.

GOOD FOR THE GANDER BUT NOT THE GOOSE

Prime Minister John Key needs to apply the same standards for all his ministers and demand the resignation of Judith Collins, Labour MP Grant Robertson says.

"National has once again proven it will happily break the rules to look after its mates.

"We have seen time and time again that ministers in John Key's Cabinet don't believe they have to follow the same rules as everyone else.

"Maurice Williamson's attempt to intervene in a police investigation into a domestic violence case against a National Party donor was unacceptable.

"He has done the right thing by resigning before the Prime Minister pushed him.

"However, serious questions now remain over whether he is fit to continue as an MP.

"Judith Collins has also broken the rules by using a taxpayer-funded trip to China to promote her husband's company.

"Before leaving on her \$30,000 trip to look at justice issues, the minister pre-arranged two meetings to help Oravida, a company her husband is a director of.

"This makes her also unfit to continue as a minister.

"While Maurice Williamson has been forced to go, Judith Collins continues to get away with helping her husband's company," Grant Robertson says.

KIWISAVER SHOULD BE EXTENDED

More first home buyers are accessing their

<http://www.policekiwi.com>



Lets Vote The Bastards Out On September 20th, 2014!

KiwiSaver to assist them in acquiring a deposit in order to purchase a property. KiwiSaver has been going for over five years and some contributors have accumulated healthy balances. We have heard of couples, with in excess of \$50,000 in their combined accounts. As a deposit source this is extremely helpful.

We believe KiwiSaver should go further. The savings providers should be able to offer second mortgages in order to assist their first home buying contributors. For example: a first home buyer may be able to fund a 10% deposit directly from their KiwiSaver balance. The provider should then be able to offer a 10% second mortgage, thereby allowing the borrower to go to a bank and apply for a standard 80% mortgage. This assists everyone.

The savings provider can diversify their asset mix with higher yielding second mortgages. It would assist the borrower in getting around the tough over-80% lending restrictions. More importantly it assists younger home buyers into their first home.

ELECTRIC SERVICES BEGIN IN AUCKLAND

AUCKLAND is celebrating the start of electrified services on its commuter network as eight new three-car CAF EMUs entered revenue service on the Onehunga line, between Onehunga and Britomart in the city centre. Services began at 05.48 Monday morning, and despite some minor technical problems, which caused some delays, commuters praised the new services which are reducing journey times and increasing capacity.

The introduction of electric services followed an open day on Sunday for 5000 ticket holders who were able to take a 20 minute return journey from Britomart to Newmarket.

The introduction of the trains marks the completion of the Auckland Electrification Project, which had a budget of \$NZ 500m (\$US 429.3m) and involved installing 3500 overhead masts to support the 25kV ac

electrification system. Siemens supplied and installed a new train control system for the project, which includes bi-directional signalling and an updated centralised control system. CAF secured a \$NZ 420m contract for 57 trains in 2011, which are based on the trains supplied to London's Heathrow Express.

Each 72m-long vehicle has capacity for 357 passengers, including 230 seated and can operate at a maximum speed of 110km/h. CAF New Zealand will maintain the new EMUs at a new depot in Wiri, South Auckland, until 2026. The remaining vehicles will be introduced on the Eastern Line between Britomart and Manukau via Glen Innes and Panmure in late 2014, the Southern Line from Britomart to Papakura via Newmarket in early to mid 2015, and on the Western Line from Britomart to Swanson and Henderson in mid to late 2015.

The introduction of the new electric services has increased calls from the city of Auckland and opposition parties to build the City Rail Link, which involves constructing a new 3.5km twin-bore tunnel between Eden Terrace and Britomart, and will allow more train to pass through the station avoiding a reversal.



MINIMUM WAGE WORKERS HOURS NOT FOR TINKERING WITH

The Government should be increasing the minimum wage not fiddling with changes to hourly calculations that will just benefit low-paying employers, says Labour's Associate Spokesperson for Labour Issues Darien Fenton.

"Simon Bridges' latest proposal to change the Minimum Wage Act and allow employers to average wages over a fortnight rather than the current weekly period, is really about getting minimum wage workers working more hours for less pay.

"The 8-hour day, 40-hour week is fast disappearing.

"This latest change would require the removal of the protection in the Minimum Wage Act which requires that employers

must at least have a worker's agreement to work more than a 40 hour week.

"This is the only remaining protection around hours of work in New Zealand law - apart from meals and rest breaks which the Government is also planning to remove in legislation before Parliament.

"Penalising our lowest paid has always been a National hobby horse. Sadly Simon Bridges' proposal only repeats that.

"A Labour Government would ensure our most vulnerable workers have the protections they deserve."

VALLEY FLYER (CLHV) WORKING PARTY

One of the outcomes from the CA negotiations earlier in the year was to convene a working party to discuss shift work arrangements for the CLHV Workshop Mechanics. The working party has met and a proposed new allowance of \$30 per shift for our members on late shift has been agreed. A CA variation has been ratified by both parties.

KIWI RAIL INFRASTRUCTURE AND ENGINEERING INDUSTRIAL COUNCIL - MEET 5 MAY

The I&E Industrial Council has a full agenda for Monday 5th May.

In addition to a host of matters arising from the previous meeting in February we have the following:

- Working at heights and Scaffolding
- Operating safely during extreme weather events
- Trade Certificate Allowances for Structures Inspectors
- Network Engineering Group re-Structure

All the usual items around use of contractors and health and safety will be canvassed and in addition we expect

management to put a proposal on the table regarding hours of work and standby/call backs that may flow into the MECA negotiations.

All I&E members are encouraged to make sure they keep themselves informed via their Industrial Council Reps and their delegates. Do not put yourself in the position where you do not know that is going on!

PORT NELSON CA

The RMTU has initiated bargaining with Port Nelson for the renewal of the CA due to expire 29 June 2014. A members meeting was held in April to discuss and confirm remits for the negotiations, talks are due to commence 16 May.

COLLECTIVE AGREEMENT BREACH, HX & SAD MEDICALS

KiwiRail Passenger Locomotive Engineers were recently the target of an attempted attack on conditions regarding how HX and SAD medicals are paid.

Metro management decided they would roster LE's to either run trains or "as required", this before or after company arranged medicals.

Metro management did not undertake any consultation with the RMTU and their decision was in conflict with the Collective Agreement. No consideration was given to the medical examination standards in NRSS-3 i.e. fasting blood tests, also no consideration was given to the precedence set by around forty years of long standing custom and practice ~ just a sneaky change to individual LE's alteration sheets as medicals were booked up.

Members rightfully refused to accept these sneaky changes. A number of robust E-mail exchanges between the parties regarding breaching the CA, health and safety concerns and a probable likelihood of a formal dispute being lodged with the Employment Relations Authority, helped to eventually convince Metro management to correct their stance on the matter.



It is amazing to reflect that Metro management never seem to learn from past mistakes as not too long ago the Employment Relations Authority noted that KiwiRail Passenger management had failed to interact with the RMTU in good faith, this regarding the Metro restructuring dispute.

PORT MARLBOROUGH CA

The RMTU has initiated bargaining with Port Marlborough for the renewal of the CA due to expire 30 June 2014. A members meeting was held in April to discuss and confirm remits for the negotiations, talks are due to commence 4 June.

QUALITY MARSHALLING @ SULPHUR POINT

On the 23rd January, the RMTU received notice that the Port of Tauranga [POTL] owned Quality Marshalling [QM] would be taking over the rail exchange work at the C3 container exchange site at Sulphur Point, as from the 17th March. This meant our C3 members employed in the rail exchange task would lose their job.

C3 then advised the RMTU that there would be no redundancies as C3 would be able to absorb the members affected by the loss of the rail exchange work. It stated they would likely be offered work on the straddles.

After a number of meetings with the affected members it became quite clear that the majority of the permanents preferred to continue working at the rail exchange working for QM rather than return to straddle work and therefore employed by C3. Accordingly the majority applied for, and were successful in applying for employment with QM.

Two of our members in the rail exchange were banned by POTL from driving the POTL owned straddle gear so in accordance with the relevant Provisions of the C3/RMTU Collective Agreement, we were able to negotiate satisfactory exit packages for them.

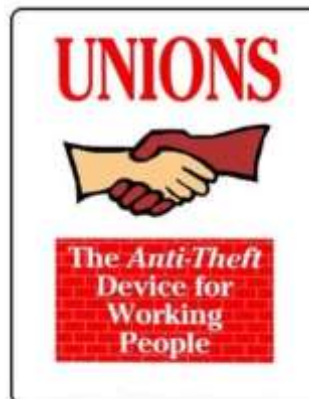
As a consequence of the above, we have met with the POTL to try and put in place an agreement to deal with any future loss of contracted work scenario's within Sulphur Point. This is a work in progress.

ANNUAL CHANGE IN PRICES

The CPI increased 1.5 percent in the year to the March 2014 quarter, following a 1.6 percent increase in the year to the December 2013 quarter. About half of the latest annual increase came from housing and household utility prices, which increased 3.3 percent.

There were also increases for housing rentals (up 2.0 percent), property maintenance (up 4.5 percent), property rates and related services (up 4.2 percent), and household energy (up 2.7 percent). Cigarette and tobacco prices increased 10.2 percent and insurance prices increased 5.9 percent for the year.

The main downward contribution for the year came from cheaper audio-visual and computing equipment (down 10 percent). There were also lower prices for vehicles (down 3.1 percent). The strong New Zealand dollar has had a downward influence on the retail prices of internationally traded goods, including cars and appliances.



KIWRAIL AND TRANSDEV ORDINARY SAFETY ASSESSMENTS COMING UP

NZTA will begin the month long KRG Ordinary Safety Assessment on the 12th of May. The RMTU has provided NZTA with a list of issues to investigate during the audit including contractor management, yard derailments and reporting/investigation processes. This years audit is mostly concentrated in the lower North Island, Christchurch and West Coast. RMTU representatives have been nominated to participate in the audit process. Transdev's Ordinary Safety Assessment will begin in late July it has been delayed to let the new EMU's settle in.

CTU OPPOSES CHANGES TO MINIMUM WAGE CALCULATION

The Government has announced a proposal to allow employers to average their workers' wages over two weeks rather than one. They have sent out a letter to businesses and unions asking for feedback on a plan to amend the law. The New Zealand Council of Trade Unions (the CTU) opposes this change. It incentivises unsafe and unhealthy hours of work and may be used to pay very low paid workers less money.

Salaried workers are entitled to the minimum weekly wage of \$570 per week for a 40 hour week plus the minimum hourly wage of \$14.25 for each hour thereafter. Employers want to be able to average this fortnightly so that workers would be paid \$1,140 per fortnight plus the minimum hourly rate for each hour above 80. This change allows employers to avoid paying extra for making their workers work above 40 hours per week.

CTU General Counsel Jeff Sissons says "This proposal is a result of intensive lobbying by farmers. It is common for farmers to put low paid workers (at or near the minimum wage) on salaries and make them work extremely long hours (between 50 and 60 hours per week is common with much longer hours during peak season). We understand that 12 to 16 hour days are common in the dairy sector along with rosters that have 11 days on and three days off.

"These hours have long term health consequences and make work more dangerous. Agriculture is one of our most dangerous industries with 18 deaths in 2013. The Government says it is committed to health and safety but these changes and others such as the removal of guaranteed rest breaks go in exactly the

wrong direction. New Zealand was the first country in the world to introduce a 40 hour working week in 1840. We are a long way from that ideal now and getting further by the day."

Sissons says, "Employers in other industries are likely to change to salarisation if it help them cut costs. The Government is about to pass laws allowing small employers to opt out of protections for so-called 'vulnerable workers' (cleaners, food workers, orderlies and others). These workers are in industries with a well-documented history of screwing workers down to the lowest possible rates. Cleaning firms, for example, compete on razor sharp cost margins and this proposal would allow them to count allowances such as overtime and night work towards the minimum fortnightly wage by putting workers on salaries. Like the removal of entitlements to meal breaks, the Government is helping bad employers to shave their profits out of the most vulnerable workers' pay packets."

"The CTU thinks that the Government should be protecting migrants and other vulnerable workers from long hours and lower pay not facilitating these through changing the law."



SCAFFOLDING IN KIWI RAIL

It has come to our attention that the erection of scaffolding within KiwiRail seems to be inconsistent, and that there appears to be different rules for different areas. Worksafe is of a view that the scaffolding industry standards are not being followed within KiwiRail and so the RMTU has placed the matter onto the agenda of the KiwiRail Networks Industrial council meeting on 5 May.

LABOUR GOES TO UN OVER ECAN SHAMBLES

The Labour Party has complained to the United Nations over the continuing denial of democratic elections for Environment Canterbury (ECAN) councillors.

"The National government took away the right of Canterbury people to elect councillors on ECan and in doing so denied them their democratic rights contrary to international agreements we are party to," Labour MP for Port Hills Ruth Dyson says.

Two important UN treaties, the Universal Declaration on Human Rights and the International Covenant on Civil and Political Rights, confirm that it is a human right that citizens have a say on the running of their country and take part in the conduct of public affairs.

"The National government has shown it has no concern for the democratic rights of people here because they didn't just take away the right to elect regional council members once, they've done it twice and there is nothing stopping them doing it again.

"When your own government trashes the democratic rights of its people, there aren't many places to go to seek redress, but the Human Rights committee of the UN is a place we can go to get the issue investigated, hence the letter written by my colleague and Labour's Justice spokesperson Andrew Little.

"Democracy is sometimes inconvenient, especially to those in power, but that's the point. It is the basis of ensuring the interests of the powerful don't ride roughshod over the powerless.

"Labour will return the right of Canterbury people to elect their regional councillors immediately, but in the meantime it will

help to have an independent external body judge whether our international rights have been breached," Ruth Dyson said.

TE KUPENGA MAHI ANNUAL HUI 2014.

Te Kupenga Mahi invites RMTU members to attend its annual hui in June 2014. Te Kupenga Mahi is the Rail Industry Maori Network, which was established in 1989. While we focus on things of particular relevance to Maori, we invite participation by all peoples. We aim to provide a safe space, where one can explore the Maori World, learn a little about how it operates and gain an understanding of the values behind the Maori world view.

Participation at Te Kupenga Mahi events is open to all KiwiRail & Toll Staff and their families; we also welcome former Rail Industry employees and their families. We encourage you to take up this opportunity.

Thursday 12 – Sunday 15 June 2014

Venue: Orongomai Marae, Upper Hutt, near Wellington.

Welcome (Powhiri) 1400 hrs on Thursday 12th

Saturday Programme from 0830hrs. Saturday 14th

Celebration Dinner 1830hrs. Saturday 14th

Farewell (Poroaki) by 1500hrs. Sunday 15th

Please email tkm@kiwirail.co.nz or call: Sam Kahui on 021 2426055 or Kim Williams on 027 943 6503 for further information about; TKM, the Hui or to Reserve Your Place.

This year we celebrate 25 years of Te Kupenga Mahi and we are looking for a BIG turnout of New and Familiar faces.



TOLL PETROLEUM DRIVERS' STRIKE THREATENS NORTHLAND FUEL SUPPLY

Northland BP and GAS customers can expect disruptions to fuel supplies as workers at Toll Carriers in Whangarei have today started an indefinite strike in an attempt to secure better pay and conditions.

The drivers, members of FIRST Union, have been bargaining since January with the Australian company but FIRST Union organiser Jared Abbott said the company was unwilling to match industry rates.

"The drivers are seeking pay rates that are closer to what drivers doing deliveries for all the other major oil companies are receiving" Jared Abbott said.

"Despite seeking a pay increase that still would see Toll being the lowest paying company in the industry, bargaining broke down after Toll refused to offer union members what they are paying non-union staff with less experience."

"Petroleum delivery drivers are the crème de la crème of transport operators. Often it can take upwards of 10 years of experience to acquire the skill necessary to haul petroleum. It is a very dangerous job, not only for the drivers but for all road users. Driving petrol tankers is often compared to carrying a bomb."

"BP dominates the market in Northland. For drivers delivering their fuel to be paid rates that are in some cases lower than store workers within the same group is appalling," Jared Abbott said.

PORT OF TAURANGA COLLECTIVE AGREEMENT NEGOTIATIONS

We have met with the Port Company and presented our log of claims for the renewal.

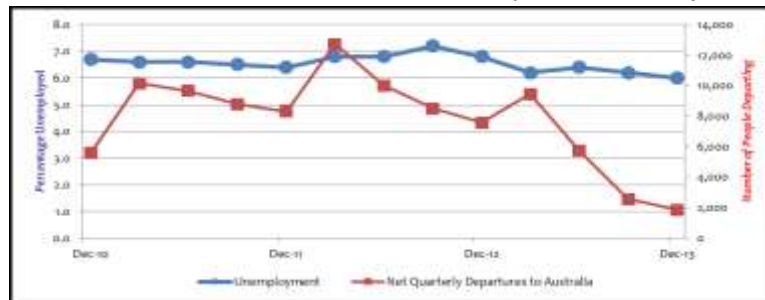
We await advice as to when the company is available for the next meeting.

Separate to the CA Bargaining the 3 Unions (RMTU, Guild and AMEA) with the Port of Tauranga are meeting with the Port Company to work thru a new Drug and Alcohol agreement. The next scheduled meeting is on 19 May.

LATEST ON EMPLOYMENT

It appears that Oz is no longer seen as the destination of choice by Kiwi's whereas unemployment remains under this Government's "let's buy, build and export everything to China policy. Not to mention the politicians (at least Collins and

Williamson) being prepared to do as much as possible for their Chinese friends!



MANUFACTURING POLICY WELCOMED

"The announcement of Labour's manufacturing policy is very welcome," says CTU Economist Bill Rosenberg. "Just as many other developed countries are realising, having a strong manufacturing sector pays off in good jobs, retaining skilled workers, increasing productivity, and strengthening exports of both goods and services." said the CTUs Economist Bill Rosenberg.

"We particularly welcome moves to boost the use of government procurement to support local firms, broaden the objectives and tools of monetary policy, and a capital gains tax. These can have wider benefits. Specific sector policies are also vital." Rosenberg said.

"In assisting businesses, it is important that Labour is pledging not to compromise workers' rights, which is in contrast to the current Government's approach. Improved employment laws are essential to ensure the benefits of a growing economy improve workers' wages and conditions." Rosenberg said.

CAMPION FLOUR MILL

The RMTU will be initiating bargaining for a collective agreement with Champion (Mount Maunganui) on the 30th May on behalf of members employed there.

KIWI RAIL LTD TRACTION & SYSTEM CONTROLLER VARIATION

Members employed by KiwiRail Ltd who fall within the KiwiRail Ltd / RMTU Collective Agreement 2012-2015 as Traction & System Controllers have voted to accept the proposed Collective Agreement Variation by 83.33% and the Union authorised to sign the variation on behalf of those RMTU members.

TRANSDEV AUCKLAND LTD CUSTOMER COMMUNICATIONS OFFICERS VARIATION

Members employed by Transdev Auckland Ltd who fall within the Transdev Auckland Ltd / RMTU Collective Agreement 2012-2015 as Customer Communications Officers have voted to accept the proposed Collective Agreement Variation by 100% and the Union authorised to sign the variation on behalf of those RMTU members.

EUROTUNNEL WANTS TO DOUBLE CROSS-CHANNEL RAILFREIGHT

Eurotunnel has announced a series of incentives and price reductions aimed at doubling cross-Channel railfreight between Britain and continental Europe to 5000 trains/year by 2018. The Eurotunnel Incentive for Capacity Additions (Etica) programme, introduced in May 2013 to provide aid for new intermodal services, has "succeeded beyond expectations" with railfreight traffic increasing by 10% in 2013 and a further 13% in the first quarter of

this year, reversing a steady decline in traffic. Etica will now be extended to cover five other types of traffic: new automobiles, food and drink, consumer goods, logistics, and manufactured goods. Eurotunnel will cut its rates during off-peak hours by 25% and will reduce its surcharge for accessing the Channel Tunnel during maintenance periods from three to two nights per week. There are currently only between eight and 10 freight trains running through the Channel Tunnel each day compared with the 30-40 envisaged when it opened in 1994 meaning around 40% of capacity is unused.

BITS AND BOBS

- As at today's date there are 14 Gen II DL locomotives in service operation (green Card), 3 awaiting testing or test results (yellow Card) and 3 (red Card) that are not ready. Work is continuing to set up a red zone in Hutt Shops for the asbestos removal from all the locomotives. The stripping of the DL locomotives will be done by imported Chinese labour from CNR. The asbestos stripping from the parts will be done by Clean Air services and the refitting of the parts back into the locomotives by the Chinese labour.
- Reminder - The AGM for the Linwood Loco social club is on Saturday 3rd May at the Glenbrye tavern 3pm Subs can be paid on the day \$20.
- Containers through Primeport Timaru has grown by 25 to 30% during the first 4 months of operation.
- Things look good for our Port Chalmers members with the Port Company announcing a 14% increase in profit.

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

SAFETY FIRST!

