

THE ACTIVIST



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RESULT OF NOMINATIONS CALL (NMC)

In accordance with Rule 24.6 of the Rules & Standing Orders of the Rail & Maritime Transport Union the Union called for nominations for the position(s) of:

- North Island Ports (A member of a North Island Port Branch of the Union)
- South Island Ports (A member of a South Island Port Branch of the Union)
- Northern North Island Rail (A member employed within KiwiRail Group - e.g. Freight, Network (Ontrack), Passenger, Tranz Metro, CT Sites and Mechanical (Incl Westfield AAM and Loco/Wagon depots). The Northern Rep covers all KiwiRail Group worksites north of a straight horizontal line drawn across the North Island at a point of the Porotarau Tunnel,
- Central NZ Rail (A member employed within KiwiRail Group - e.g. Freight, Network (Ontrack), Passenger, Tranz Metro, CT Sites and Mechanical (incl EMU Depot, Hutt Shops and Loco/Wagon depots). The Central NZ Rep covers all KiwiRail Group worksites south of a straight horizontal line drawn across the North Island at the Porotarau Tunnel and north of a horizontal line drawn across the South Island at Seddon.
- South Island Rail (A member employed within KiwiRail Group - e.g. Freight, Network (Ontrack), Passenger, Tranz Metro, CT Sites and Mechanical (incl Hillside and Loco/Wagon depots). The Southern

South Island Rep covers all KiwiRail Group worksites south of a straight horizontal line drawn across the south Island at Seddon.

- General (A member not employed within KiwiRail Group or a Port branch member. The General Rep is a member of the Union employed within NZ in any area not covered by the Rail or Port representative position (employed by Veolia Transport, Toll Networks (Tranz Link), NZ Bus – Go Wellington, Cityline Hutt Valley, Taieri Gorge Rail, Mt Maunganui Cosmopolitan Club, Orica NZ Ltd, Pinnacle Corporation, CRL Energy Ltd, Farmers Industries Ltd, Goodman Fielder, Gough Forklifts, Halls Refrigerated Transport).

The Following is the outcome of the nominations call;

North Island Ports – Dave Marden was the only nomination received.

Dave Marden is Declared Elected Unopposed.

South Island Ports – Ruth Blakely was the only nomination received.

Ruth Blakeley is Declared Elected Unopposed.

General – William (Bill) Sweeney was the only nomination received.

Bill Sweeney is Declared Elected Unopposed.

Northern Rail –Bernie Snook (incumbent) and Barry Simpkins were nominated. **A ballot to be conducted.**

Central Rail – Kasia Kurene, Howard Phillips (incumbent) and Wally Wallbutton were nominated. **A ballot to be conducted.**

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

Southern Rail – Doug Blakie (incumbent), Marty Duncan and Tim Spence were nominated. **A ballot to be conducted.**

Congratulations to Ruth on being re-elected onto the NMC for a new 2 year term.

Welcome aboard to Dave Marden and Bill Sweeney on being newly elected onto the NMC for their first 2 year term, congratulations guys.

Thank you to Bernie, Barry, Howard, Kasia, Wally, Doug, Tim and Marty for standing for the remaining positions, may the best person win in the ballot contest.

Ballot papers will begin to be issued out of National Office the week commencing Monday 20 June and MUST be returned by 5pm Friday 15th July 2011. Please ensure that you vote as instructed on the ballot paper to ensure that your vote counts and above all –

PLEASE ENSURE YOU VOTE!

MECHANICAL RESTRUCTURING – KIWI RAIL

KiwiRail has released a restructuring proposal for Hillside with the proposed loss of 41 (out of 172 workforce) positions and a discussion paper for the whole division which foreshadows possible job losses at Hutt Workshops of up to 20 positions (out of 186 workforce) and 10 positions (out of 32 workforce) from Professional Services Group in Wellington station.

Wayne Butson attended the Hillside all up meeting and briefed members on the process and drew their attention to the relevant clauses in the MECA.

Media coverage was supportive and can be accessed as below;

TV 1 6.00pm news report

<http://tvnz.co.nz/national-news/kiwirail-under-fire-over-job-cuts-1-48-video-4218334>

TV 3 6.00pm news report

[http://www.3news.co.nz/KiwiRail-job-losses-could-have-been-](http://www.3news.co.nz/KiwiRail-job-losses-could-have-been-avoided/tabid/309/articleID/214418/Default.aspx)

[avoided/tabid/309/articleID/214418/Default.aspx](http://www.3news.co.nz/KiwiRail-job-losses-could-have-been-avoided/tabid/309/articleID/214418/Default.aspx)

Wayne Butson interview

<http://www.3news.co.nz/KiwiRail-job-cuts-a-betrayal---union/tabid/369/articleID/214541/Default.aspx>

Audio of an interview with Dave Kearns from Hillside

<http://www.3news.co.nz/Fears-for-South-Island-economy-following-KiwiRail-cuts/tabid/376/articleID/214521/Default.aspx>

YOU CAN HELP

You all know the stupidity of cutting skilled jobs in a sustainable industry. It's bad for our members and their families. It's bad for Dunedin. It's bad for New Zealand.

We need you all to get behind your fellow members.

Here are three things you can do RIGHT NOW to support your fellow members:

- Spread the word amongst your members, your friends and family. We'll help with material to do this but in the meantime word of mouth is best.
- Send a message of solidarity to the Hillside members. Hold a meeting of your members at smoko and pass a resolution of support something like – "This meeting of RMTU members at [insert site] condemns KiwiRail's plan to slash jobs at Hillside Workshops and calls on the Company and the National-Act Government to invest in jobs and skills at Hillside". Send that message to the delegates at Hillside – they will pass it on to the members there.
- E-mail your MP and tell him or her what you think about this. Don't use a Company e-mail address. The MP's addresses are
firstname.lastname@parliament.govt.nz

Let's get behind our fellow UNION members.



KIWI RAIL JOB LOSSES COULD HAVE BEEN AVOIDED – UNION

Proposed KiwiRail job losses in Dunedin could have been avoided if the government and KiwiRail had made sure major rail manufacturing projects were carried out by New Zealand rail workers, their union said.

KiwiRail will today announce to workers a proposal to cut 41 jobs at its Hillside workshop in South Dunedin. Workers have until 1 July to comment on the proposal.

"The Transport Minister needs to front up and take responsibility for these proposed job losses. Inaction from Steven Joyce and KiwiRail has led to this situation," Rail and Maritime Transport Union General Secretary Wayne Butson said.

"Today's proposal is the direct consequence of KiwiRail not bidding for the \$500 million rail construction job for the electrification of the Auckland rail network, despite a comprehensive BERL economic case backing a local build supported by the Otago Chamber of Commerce, Dunedin City Council, unions and MPs."

"KiwiRail sending the job for 300 new container flat top wagons to an overseas firm last December hasn't helped matters either."

"Steven Joyce's assurances last May that 'there will be lots of work for these guys, there's no doubt about that' have amounted to nothing, and now the local rail workforce and the wider Dunedin engineering sector is paying the price."

"The government was faced with a choice. As KiwiRail's shareholder they had options available to them to enforce strong local procurement rules."

"Instead, the Transport Minister has sat by and let this work go overseas."

Wayne Butson said it was silly for KiwiRail to tender a job from one part of the business, which could easily be carried out by another part of the KiwiRail business.

"What needs to change is KiwiRail's tendering rules, and this change needs to come from Parliament, to make it clear for crown entities like KiwiRail that buying

local must always be the first option where possible."

"If government procurement settings do not support local industry, then we simply won't keep good manufacturing jobs in New Zealand."

Background notes re Electric Multiple Units:

KiwiRail has \$500 million to purchase 38 three-car electric multiple units and 13 locomotives for the Auckland rail network. Last May, Chambers of Commerce, local government and unions commissioned a report setting out the economic benefits of building Auckland's new trains in KiwiRail's Dunedin and Lower Hutt workshops. BERL estimated that local construction would add between 770 to 1270 additional jobs and \$232 to \$250 million to GDP. The BERL report is accessible here: <http://www.berl.co.nz/1166a1.page>

Background notes re: Steven Joyce's comments:

When Steven Joyce rejected the BERL report on the Close Up programme last year, he held out hope that the 300 flat top wagons would be built locally.

The Minister said: "There will be lots of work for these guys, there's no doubt about that, because they do a lot of things well and there's a big rolling stock replenishment and replacement exercise that's coming down the pipeline (Steven Joyce, Close Up, May 3 2010)"

Despite this, in December last year the contract for this work went overseas, like the Auckland Electric Multiple Units.

The Close Up interview is here: <http://tvnz.co.nz/close-up/get-kiwis-do-locomotion-3509198/video>. (The comments noted above are at 9 minutes 59 seconds.)

HAVE YOU MOVED RECENTLY?

To ensure members who fall within the coverage of the ballot positions get the opportunity to vote for their preferred candidate please let National Office know your new mailing address or update your details online www.rmtunion.org.nz by Wednesday 15 June 2011.



JOYCE CREATES JOBS OVERSEAS BY SELLING OUT NZ WORKERS

Steven Joyce must take the blame for another 41 Kiwis being put out of work by this Government's policies, Green Party Co-leader Metiria Turei said today.

The Government gave KiwiRail \$500 million dollars to build 38 new carriages for Auckland's electrified rail network. KiwiRail, with ministerial approval, tendered the contract overseas despite a strong economic case for building the carriages in New Zealand prepared by Business and Economic Research Limited (BERL).

"This contract should have gone to the workshops in Hillside in Dunedin and Woburn in the Hutt Valley," said Mrs Turei.

"That would have kept skilled New Zealand workers in jobs - building rail carriages for Auckland public transport in our own backyard seems a no-brainer.

"In Dunedin, the unions, local government, and the chamber of commerce, all supported the project.

"Yet despite all the evidence setting out the economic benefits and social advantages of building these trains here at home, KiwiRail has shortlisted firms from South Korea and Spain to do the job.

"Instead of creating jobs in Dunedin and Lower Hutt, KiwiRail is creating jobs in Seoul and Madrid with the full backing of Mr Joyce," said Mrs Turei.

PUBLIC WILL PASS ITS OWN JUDGEMENT ON MOTIVES OF ANTI MMP LOBBY

The public will pass its own judgement on the motives of a new group set up to try and take away proportional representation, Campaign for MMP said today.

A Sunday newspaper has today reported that an anti MMP group is due to begin its

campaign against the current voting system, ahead of the November 26 referendum on MMP.

"New Zealanders voted to bring in proportional representation in the 1990s because they were sick of their votes counting for nothing," said Sandra Grey, Campaign for MMP spokesperson.

"Under our old system, the National Party supporter in a safe Labour area saw their votes totally wasted."

"The same applied for Labour supporters in National areas, and supporters of smaller parties also."

"Our group is mobilising public support to keep MMP, through stalls, leafleting, online outreach and speaking to groups."

"We're concerned, but not surprised to see that once again a small group from big business and a few lobbyists are rallying to take away a fair voting system, where every ones vote counts."

"But in the end, the public will make up their own mind about the motives of these narrow interests, and what they hope to gain from an end to proportional representation," Sandra Grey said.

PM SIGNALS MORE ATTACKS ON WORK RIGHTS

The CTU has said it is not surprised that the Prime Minister has signaled further attacks on work rights if they are elected in November.

John Key told the Seafood Industry Council conference today that the Government is planning further changes to employment law but would not say what they would be.

Peter Conway, CTU Secretary, said "we have already seen a raft of changes including removal of appeal rights against unfair dismissal, restrictions on union access to workplaces and making the fourth week of annual leave tradable for cash. There is legislation in Parliament making meal and refreshment breaks negotiable and the ACC scheme is under sustained attack."

"The Government should spell out the further changes they are planning so that voters have a clear indication."

"Every change enacted so far has made things tougher for workers when things were already tough from the recession."

Peter Conway said, "the Government cannot claim that the 90 day provision has helped people into jobs. Since the Government first introduced this law youth unemployment has gone up from 17.9 percent to 27.5 percent and the number of long term unemployed has gone up from 19,200 to 40,200 people."

"The cost of living has gone up, wages are not keeping up, and meanwhile the Government keeps attacking the rights of New Zealand workers. What we need instead is to lift incomes through a minimum wage of \$15 an hour, a stronger platform for industry collective bargaining, and increases in productivity which are shared with workers."

"Attacking work rights while giving tax cuts to those on the highest incomes is not a constructive plan for New Zealand and is fundamentally unfair."

KEY SAYS WAGES TO RISE

Wages are tipped to rise strongly over the next two years, Prime Minister John Key says.

Speaking ahead of Thursday's budget Mr Key said it would forecast strong wage and employment growth.

Mr Key would not say by how much wages were expected to rise but said Treasury was forecasting wage growth to outstrip inflation. That suggests growth of around 4 or 5 percent a year.

But he admitted Treasury had been overly optimistic in last year's forecasts and there was an element of "a finger in the air" with such forecasts.

KIWI RAIL MID TERM WAGE INCREASE

Following the release of the recent Consumer Price Index (CPI) numbers the

Union and KiwiRail have agreed that the mid term wages and allowances increase payable under the MECA shall be 2.6%. The increase will be paid to members in the first pay following 1 July 2011.

HEALTH & SAFETY AWARDS

On 1 June, at the annual Safeguard Health & Safety Awards, Greg Chaffey from Fonterra, Maitua, won the NZCTU, Ross Wilson Most Influential Employee Award. Greg is a tanker driver from Edendale, he is a workplace health & safety representative, a Union Delegate and member of the Dairy Workers Union Runanga/Fono.

Greg is actively involved in audits, first aid and permits to work. He regularly challenges management and has ensured health and safety reps are involved in all incident investigations. He has persuaded colleagues to do safety training in the off-season, and has championed design changes to the plant to make it safer.

Sandra Crews from the NZCTU had the pleasure of meeting Greg at the awards and describes him as "down to earth, passionate and totally dedicated to encouraging workers and management engagement in health and safety". Greg said that he could not have undertaken his health & safety role without the full support of Dean Morrison, Fonterra's Edendale Depot Manager who always makes resources and time available for him to address health & safety matters. Greg believes that it is important that everyone in the workplace works together on health and safety.

On the night Greg delivered a great speech giving special thanks to the CTU and the Dairy Workers union. Mark Apiata-Wade, Dairy Workers Union organiser came from Hamilton to support Greg and a well harmonised Waiata, "te Aroha", was delivered by Mark, Sandra and Anne-Marie McNally from the EPMU in support of Greg's win.

The NZCTU has been involved as a sponsor of the Safeguard, Health & Safety Awards since they began in 2004. Each year the CTU puts forward a judge to join a panel of five which includes the Department of Labour, ACC, Safeguard and industry. This



year Sandra Crews, Health & Safety Organiser was involved in judging 120 nominations over 13 categories and presented the "Ross Wilson" award to Greg. In previous years Karen Fletcher and Tina McIvor, both Health & Safety Organisers, have also been judges for the awards.

DAY OF NATIONAL SIGNIFICANCE - 6 JULY 2011

The Save Kapiti group will be staging a March on Parliament against the motorway of 'National' significance that is being bulldozed through their 'Community of National Significance'.

There are several other communities of 'National Significance' around New Zealand who are directly affected by the (so called) Roads of 'National' Significance projects, and the closure of our regional railways AND there are a great many more of us 'People of National Significance' out here who are generally concerned about the 'road' our current government is taking us down.

Please consider getting together with others in your area to discuss these issues , and get photos of yourselves (with placards etc) to send with messages to your MPs to let them know that you want to see an approach to the provision of transport infrastructure that better serves the needs of the communities and environments that they are supposed to serve and more appropriate to the post peak oil age that we are already heading into.

Save Our Rail Northland will be meeting in Whangarei on Thursday the 16th of June 2011 to come up with some ideas for actions that we can carry out wherever we happen to be on the day.

NELSON ACC MEETING

Everyone is invited to attend a meeting with Chris Hipkins (Labour's ACC spokesperson) and Labour List MP Maryan Street on

Friday 24 June 2011 at 5-30pm in the Victory Community Health Centre Meeting Room. (Diary this now!)

Hazel Armstrong (spokesperson for ACC Futures) will also be present.

The purpose of the meeting is to talk to the Labour Party representatives about the concerns of workers, health practitioners and unionists regarding the proposed privatisation of ACC and the other changes National has made to the ACC scheme AND to discuss what Labour and the Labour led opposition can do to help preserve NZ's unique 24 hour no fault/no blame accident compensation scheme.

Nelson has been chosen for this meeting because it is the electorate of Hon Nick Smith who is Minister for ACC. He has already overseen changes which are detrimental to claimants and health practitioners. There is considerable concern that plans to privatise the work account and/or enable employers to manage work and non work accidents will seriously erode worker's rights and entitlements and create a real problem for health practitioners.

The idea of convening this meeting came from a meeting of the CTU's Health and Safety team and trainers. As the locally based trainer, I have taken on the task of organising this.

Please, would you respond as soon as possible confirming (or not) your attendance and giving me the names and email address of others who would like to attend. I hope you don't mind but I have made this 'reply requested' so I can follow up those I don't hear from!

Thanks, hope you can make it and look forward to hearing from you.

Ian Paterson, 027 220 5663, 03 546 6530, ian@ts.co.nz

CBD RAIL LOOP NEEDS BIG DONOR LOBBY GROUP

The independent review of the CBD rail loop released by Auckland Council is well-informed by a number of internationally credible transport experts, but clearly the Government is only interested in transport



projects supported by big donors like the Road Transport Forum, said the Green Party today.

Today the Government and the Auckland Council simultaneously released reviews of the original business case for the most important rail project in Auckland. However, the reports had opposite conclusions.

Auckland Council, Auckland Transport and their independent advisors are strongly of the view that the business case for the CBD rail loop is robust, while the Ministry of Transport, Treasury and the New Zealand Transport Agency have questioned the benefits.

"It's obvious that the Government's bias towards new motorways and against passenger rail is at work in their review," said Green Party Transport spokesperson Gareth Hughes.

"Most of the Government's new billion dollar motorways were announced before business cases were even completed, and they are continuing with the projects even though their own analysis has shown the Holiday Highway and Transmission Gully to have lower benefits than their costs.

"The CBD Rail loop has a strong business case that has been reviewed by a number of internationally respected independent experts, including the UC Berkeley Transportation Centre and Pricewaterhouse Coopers," said Mr Hughes.

"Motorways don't solve congestion, and they won't reduce transport costs when oil prices are sky high.

"Aucklanders have been flocking to trains with growth well over 10% a year, and as oil prices have hit record highs, traffic volumes on state highways are down.

"We need the CBD rail loop as soon as possible, and we support the Auckland Council's decision to go ahead with the designation.

"New Zealanders may need a well-funded lobby group to persuade the Government to make intelligent transport funding decisions, because all the independent analysis in the world isn't likely to change Joyce's mind," said Mr Hughes.

SAVE ACC FROM NATIONAL'S PRIVATISATION PRESCRIPTION

The CTU says that these changes announced this morning aren't about increasing choice, they're about selling off the work account. There is no evidence that the changes will have either cost savings or better safety outcomes. ACC is proven to have cheaper administration costs, lower levies and fewer disputes than the Australian system, and better rehabilitation outcomes for clients.

Peter Conway, CTU Secretary said "Claims will be contested much more strongly and workers will be left fighting both their employer and their employer's insurer to avoid coverage of an accident. We know that international private schemes have an average of 19-24 month delays for legal resolution of claims - this will not improve safety, rehabilitation or the efficiency of ACC."

"Insurance companies will aggressively price initially to cherry pick clients and cases leaving ACC to pick up the losses of companies that go under and take on cases that the private insurance companies won't cover. Increasing insurance costs will lead to pressure by business on Government to reduce entitlements further, dismantle disputes processes and allow more and more parts of ACC to be shifted to the private sector - this is just the beginning," said Peter Conway.

"We've heard the Minister this morning promising that workers will be unaffected, but we've already seen cuts to coverage on hearing loss and also requirements to return to work in an unfamiliar job or lose compensation. Full rehabilitation will suffer - we'll see workers being dismissed and removed from cover rather than being supported to return to work. Innovations such as ACCs Better @ Work won't work with multiple insurers and this type of innovation will be lost," said Peter Conway.

"ACC is the world's best accident and injury compensation scheme, it is unique and something New Zealand we should take pride in. Opening it up to private companies will make it more, not less, expensive to run. It will make it slower and more difficult



for injury victims to get payment, and it will not get people back to work quicker," said Peter Conway.

TPC WELLINGTON TAIC REPORT

Abstract: On the afternoon of 3 May 2010, the bulk log carrier TPC Wellington was loading logs in Port Marsden, Northland. When the chief officer entered a cargo hold that was full of logs that had been loaded at a previous port, he rapidly lost useful consciousness (lost the ability to hold on to the ladder) and fell from the ladder onto the cargo below.

The ships bosun had accompanied the chief officer to the cargo hold access and when the chief officer fell he alerted nearby deck crew before leaving to collect rescue equipment. One of the nearby crew members went to the hold access and on seeing the unconscious chief officer below, entered the hold with the intention of rescuing him. He too rapidly lost useful consciousness and fell from the ladder onto the cargo below.

The 2 crew members lost useful consciousness owing to the combined effects of an oxygen-depleted atmosphere and the likely presence of toxic gases, both consequences of the organic decomposition of the logs in the closed cargo hold. The oxygen levels in the cargo hold were as low as 1% to 3%, which would cause loss of effective consciousness within 3 to 9 seconds, and total unconsciousness very soon afterwards, followed by death within 5 minutes. Both crew members were pronounced dead at the scene after they had been rescued from the hold access.

The dangers of the organic decomposition of logs and other organic cargos in enclosed spaces are well known in the international maritime community, and were documented on board the TPC Wellington, but in spite of this the high risk this posed to the crew had not been identified, no specific training had been given to the crew members to heighten their awareness of the risk, and no emergency drills had been conducted in

recent times for rescue from enclosed spaces.

The emergency response by the ships crew to the accident was not well co-ordinated, which reduced the possibility of saving the lives of the 2 men in the cargo hold.

Internationally a disproportionately high number of deaths attributable to entry into enclosed spaces has prompted a review by the International Maritime Organisation of what can be done to improve safety in this area. The Commission has not been able to make any new and meaningful recommendations to address this well known safety issue. The Commission will, however forward this report to the IMO and invite the appropriate committee to note the contents of the report for any future programmes to improve awareness of the dangers associated with entry into enclosed spaces.

Key lessons:

- Enclosed (confined) spaces can kill.
- Never enter an enclosed (confined) space unless you have checked the atmosphere.
- Always follow the correct procedures for entering enclosed (confined) spaces.
- Manuals and written procedures alone will not prevent accidents, but training and audit that ensures they are understood and are followed, probably will.

A Link to the Report: 2010-201 - <http://www.taic.org.nz/ReportsandSafetyRecs/MarineReports/tabid/87/ctl/Detail/mid/484/InvNumber/2010-201/language/en-US/Default.aspx>

BITS AND BOBS

- KiwiRail CEO Quinn advised during the Hillside meeting that the next batch of the flat deck wagons "are on the water" heading for NZ. Each wagon on the ship probably signifies a kiwi job to disappear as a result of it's arrival.
- In the KiwiRail company magazine Quinn when reporting his address to Hillside members "Not surprisingly, the case for building rolling stock at Hillside was

raised. This is an issue that has been debated for several months but my response has been consistent. We simply can't build new rolling stock fast enough or at a competitive enough price to meet our current demands and the targets we have set ourselves." We have to say that given the urgency of the demand for the new wagons, as expressed by Quinn, we found it amazing that the vast majority of the 35 new flat top wagons that Hillside had built were sitting idle in the Dunedin and Hillside rail yards some 2 weeks after being completed. So much for urgency! Or is it just an excuse for not having them made here?

- We are initiating bargaining for a Collective with C3 in the Wellington Region. New members!

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

"WE'RE STRONGER TOGETHER"!

