

THE ACTIVIST



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ANOTHER KICK IN THE GUTS FOR THE WEST COAST - KIWI RAIL

KiwiRail have put a proposal to the RMTU to slash eight LE jobs and two RO jobs in Westport and Otira as a result in the reduced number of trains running because of Solid Energy's cuts in production.

Our members are looking hard at the proposal and we have until early next week to respond with any counter proposals we can think of. A 'couplings' meeting will be held in Arthur's Pass today and will be attended by representatives from Christchurch, Greymouth and Westport.

Regardless of what we say, it appears that KiwiRail is determined on cutting jobs – but this determination doesn't mean that it can't be done in a fairer way. One demand we have put to KiwiRail is that a nationwide call for voluntary redundancy goes out and we try and match up Coasters who are willing to shift to the consequent vacancies.

We know there are people in rail nationwide who are at a point in their careers where they would welcome the opportunity to leave the business with a few dollars whilst some of our West Coast brothers are only at the start or mid-way through their working lives.

In the meantime, messages of support will be greatly appreciated by our branch members on the Coast. This part of New Zealand has had it extremely tough in recent years and has been buffeted by tragedy at Pike River and economic dislocation made worse by a do nothing John Key National Government that has no strategy to foster regional prosperity in our country.

AND THE TARANAKI... TOO

In Taranaki, the shift of some Fonterra freight away from Whareroa to the new plant at Pahiatua, the loss of work on the Kapuni Branch and the closure of the Stratford - Okahukura line back in 2009 are the reasons KiwiRail are giving for downsizing the Locomotive Engineer establishment numbers, disestablishing the Rail Operator roles at Stratford and combining the depots into Whareroa. This has caused considerable disruption and stress during the consultation phases. The main focus of the RMTU is to ensure the process is fair and to avoid any compulsory redundancies. Understandably there are many questions members have as to why this has occurred and why KiwiRail have moved LE's and trainees into the Taranaki region in the last few years when it was well known that the new Fonterra plant at Pahiatua was being built and that the new plant would have an effect on the Taranaki train plans. The amalgamation of the depots in to Whareroa also presented major issues with assurances given by past managers (regional and national) that any downsizing of Stratford establishment numbers would be done by natural attrition but now that is not the case. To ensure fairness the loss of work per depot, Stratford and Whareroa, a work content review was undertaken prior to amalgamating the depots. This made sure that the actual loss of work was recognised per depot to avoid technical redundancies. As part of the consultation phase, work that had been taken off the Taranaki and put on the Palmerston North roster was returned which saved one disestablished position. The final result in Taranaki was two LE's positions disestablished for each depot and the three Rail Operator positions from Stratford. Members whose positions have been disestablished are currently looking at their options outside of the Taranaki and KiwiRail have identified some potential positions in other depots.

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

ARE YOU A VOLUNTEER FOR REDUNDANCY?

KiwiRail have stated that they will be approach depots that the affected members wish to go to and ask if any LE's would be willing to take voluntary severance to make roles available for the surplus Taranaki or West Coast members.

We are keen to know if there are LE's that would consider taking voluntary severance from anywhere in NZ to make room for those whose positions have been disestablished and who wish to stay with KiwiRail. There are no guarantees that KiwiRail will agree to every application but it would certainly assist if we were aware of potential options.

We will continue to make sure the process is fair and avoid any compulsories redundancies where possible.

LYTTELTON PORT SENTENCED

At the Christchurch District Court yesterday Judge John Strettell awarded reparations of \$75,000 and a fine of \$63,000 - total penalties of \$138,000.

The Lyttelton Port Company pleaded guilty in June 2015 to charges of failing to take all practicable steps to ensure the safety of its employee at work.

Brad Fletcher died in August 2014 after the collapse of a scissor lift during his work in maintenance.

Brad Fletcher was the President of the Lyttelton Branch of the Maritime Union and had worked for many years at the Port, and was a highly respected member of the local community.

Since Brad's death the RMTU has lead a determined campaign for improved H&S within the Port and the creation of joint industrial forums. Matters came to a head during a H&S stoppage at the port during December 2014.

TALLEY'S DISPUTE

The Meat Workers Union members have voted overwhelmingly to commence strike action at Talley's plants after the collapse of Collective Agreement bargaining. The

key issue is seasonalisation/tenure. Talley's say that all meat workers are employed only for the current season and are then terminated. For the next season there is no seniority hiring arrangement, management can choose who they hire, and on what basis, regardless of service.

In truth Talley's simply want a deunionised workforce, total control. There will be a picket at AFFCO Manawatu on Monday 10 August 7.30am to approximately 9.00am. RMTU support onsite would be appreciated.

There will be a rally in Parliament grounds on Tuesday 11 August 9.00am to 10.45am. All Wellington members are requested to attend and show their solidarity. Who knows when we may need their solidarity with KiwiRail?

NEGOTIATIONS PROGRESSING WELL IN PORT OF TIMARU

There have been two pieces of bargaining underway in the port of Timaru over the last few weeks: Prime Port and Quality Marshalling.

The Prime Port members ratified their collective agreement on Thursday 6 August, securing a 4% wage increase over two years and, critically, a clause that guarantees workers a minimum of one weekend off a month. This latter gain was something dear to the hearts of our members who have endured three so-called 'restructures' over the last four years, some of them being made redundant twice and losing terms and conditions along the way. The long march back to a work-life balance has begun and it started because the members stuck together, recruited new workers to the RMTU and backed their negotiation team. A huge thank you to Murray Cadegan and Roy Hislop for stepping forward to attend the talks on behalf of their workmates and fellow members.

Our Quality Marshalling members' negotiation team are meeting the Employer on Monday 12 August in Christchurch. We are close to finalising a deal. One area where we need membership to increase is in the Bay of Plenty. We are currently trying to negotiate an agreement that covers the whole country, including the Bay but unless workers there join the RMTU before Monday this is going to be a challenge. So, if you're employed by QM in the Bay, do yourself a big favour and **sign**



an RMTU membership form and get it to us before 10.00 a.m. on Monday when we sit down with the boss.

RAIL SAFETY WEEK 2015

Rail Safety Week is an annual Australasian wide initiative where rail operators and other organisations across New Zealand and Australia come together to raise awareness about rail safety and encourage safe behaviour around trains and tracks.

This year Rail Safety Week will run from 10-16 August 2015. This year's theme is 'Expect Trains'. The week of action will be launched at an event in Wellington Rail Station on Monday 10 August starting at 0930hrs. All invited!

JUST AND FAIR CULTURE PROJECT – IS THE TRAIN ABOUT TO LEAVE THE STATION?

Members may remember that the RMTU and KiwiRail have been working on this project on and off for over two years. It now looks like the train is about to leave the station and the project is on the way to being implemented.

RMTU and KRG have jointly developed training for Union Delegates and Managers on the Just Fair Culture programme. The course is being piloted in Christchurch on 13 August with the JFC working group. If the pilot is successful the training will be rolled out nationally.

Fingers crossed that this is it and we can implement a programme that has the potential to transform the way we deal with the outcomes of incident investigations and the subsequent management of risk in KRG.

10,000 MORE KIWIS WITHOUT A JOB IN A YEAR

National's complacent approach to the economy has seen 10,000 more Kiwis unemployed compared to last year, says Labour's Finance spokesperson Grant Robertson.

"Today's unemployment figures show that there are now 148,000 New Zealanders out

of work, 10,000 more than this time last year.

"These are not just numbers. That is an extra 10,000 people and their families who are struggling to find the work and income they desperately need.

"National's Budget hopefully predicts an ongoing fall in unemployment in the next five years. That's been proven wrong already. Employment growth needs to keep pace with population growth and migration, and it isn't.

"National seems content to let the economy drift along, despite economists openly raising the prospect of recession. From 'rock star' to recession in six months shows how much of a mirage the much-trumpeted growth figures have been.

"Global dairy prices plummeted yet again this morning and ANZ's commodity index had its biggest monthly dive ever yesterday and is the lowest it has been for six years.

"National has squandered opportunities to support genuine regional economic growth by adding value to local industries and supporting the growth of new ones.

"John Key and Steven Joyce have simply been content to bask in the glory of high commodity prices and lean on the Canterbury re-build.

"It was never good enough, and now the 'rock-star' economy is on the skids they are simply in denial. The 10,000 more Kiwis trying to get a job deserve better," Grant Robertson said.

EXPERIENCED DELEGATES TO GET INTENSIVE TRAINING IN THE BAY OF PLENTY

More than half a dozen experienced delegates from our Rail and Port Branches in the Bay of Plenty will undergo an intensive five day training and education programme in two blocks over the next six weeks or so.

The Council of Trade Unions Course is aimed at new full time union organisers and experienced delegates and the brightest and the best of the RMTU will be working alongside our brothers and sisters from the Service and Food Workers Union, Unite, MUNZ, the Tertiary Education Union and the Meatworkers Union. This is a great opportunity for our people to compare and contrast their



experiences our comrades in the wider movement.

South Island Organiser John Kerr will be facilitating the course in Tauranga and is looking forward to being part of something that is aimed at building confidence and enthusing union activists. The course commences on 18 August.

Topics to be covered on the course are:

- The Organising Cycle – a planned approach to organising worksites
- Communication Techniques to assist with recruitment
- Finding and developing workplace activists
- Time Management
- Developing and Maintaining worksite plans
- Social Unionism
- Techniques for educating members

NEW PRICE SHOCK FOR DAIRY PRODUCTS

Dairy prices fell 9.3 percent in the overnight global auction, the 10th successive fall this year. The benchmark price of whole milk powder took a dive of 10.3 percent to \$US1590 per tonne.

Fonterra is expected to announce a sharp reduction in its farmgate milk price for 2015/6 today, potentially shaving billions off farmers' total income for the year and putting more downward pressure on an already cooling economy.

A continuing slide in prices will have implications for both our rail and port members as it will mean less product to transport and so it is not just farmers crying over the spoilt milk!

WAIKATO RAIL BRANCH IMPOSE SAFETY RULE

After a long intense discussion at our last branch meeting the Waikato Rail branch of the RMTU have determined that the continued running of trains north of Palmerston North with limited or no Dynamic or Regenerative braking is an

accident waiting to happen so feel under the H&S Law that we must act.

The members have determined that 3 categories of operation be established immediately in the interest of H&S.

1. Trains with a single loco and no working dynamic or regen Brake the load must not exceed 650 tonnes (750 tonnes if Loco weight included)
2. Trains with 2 Loco's and no working dynamic or regen brake must not exceed 1200 tonnes (1400 tonnes if loco weight included)
3. Trains with 2 Loco's and 1 working dynamic or regen brake working Load not to exceed 1520 tonne (1320 tonnes if Loco weight included)

INTEREST RATES AND THE ECONOMY

Over the past three months the Reserve Bank has reduced the Official Cash Rate from 3.5% to 3.0%. This is good for those with floating rate mortgages - they will follow the OCR down and drop by up to three quarters of one percent. The market is expecting that there will be at least two more cuts.

There is no doubt that our economy is slowing. This can be seen by walking around our capital city or our provincial towns. The dairy industry is seeing its payouts more than halved. Our export sector is doing better (including apples, wine and tourism) but dairy makes up a large portion of our export dollars. The slowdown is beginning to be seen in our unemployment figures - they have inched up from 5.3% to 5.9%. Inflation is at historical lows, also a sign of an economy with issues.

AUCKLAND EMU DOOR LOCKS

Auckland EMU's Door locks between the Drivers cab and the saloon are being changed on all the Auckland EMU's. RMTU delegates raised concern with what was installed as it did not self-lock and the potential of a passenger entering the cab. One of our LE's certainly had a frightening experience when this did occur. Transdev management have been given a reminder to take the delegates more seriously and to give the concerns they raise proper consideration in the future.



NAPIER CRANE DRIVERS

A deal has been agreed for the settlement and renewal of the Port of Napier Crane Drivers collective agreement. It is a 3 year deal and (2.85, 2.95, 3.0%) are the increases per annum. The deal also see's the creation of Senior Crane Operator's, these members are identified as the "simulator trainers" for the new simulator to be in operation at the port.

MEMBERSHIP DATABASE UPDATES

The RMTU membership database is an important tool in contacting Union Members or ensuring members are kept up to date with the latest information. We are concerned at the number of "unknown" or "return to sender" envelopes returned to National Office as part of this year's officer elections. We remind members that if you wish to exercise their rights and participate in the decision making aspects of the Union they should ensure they inform National Office of any change of address or contact details as soon as possible. This includes any change of designation or employer.

Branch Secretaries hold "update of membership forms" that you can post or fax in or alternatively for immediate action members are reminded to utilise the update of membership details link on our website www.rmtunion.org.nz.

For example – All national Union elected positions are up for election this year and so there may be votes conducted by mail. If we have the incorrect address info you will not get a vote as you will never receive a voting paper. **Update now!**

RUATANIWHA DAM MAY BE UNNECESSARY - SCIENTIST

The Ruataniwha Dam which is to be planned to be built in the Hawkes Bay in face of considerable opposition may not be needed because there could be an abundance of groundwater in deep aquifers

of the Ruataniwha plains, a former GNS Science team leader says.

Opponents argue that the Ruataniwha simply doesn't make economic sense when you look at other major irrigation schemes around the country. Additionally taxpayers have already forked out \$25 million in set up costs without a single sod being turned and farmer sign up to the scheme is still low.

THE LEGACY OF INTEGRATED TICKETING

The integrated ticketing system introduced to Auckland at the end of 2012 has caused many problems for RMTU members.

Auckland Transport effectively turned riding the trains into an honour system and turned train platforms into hang out spots for groups of youths who have no intention of riding the trains. This has contributed to numerous assaults, threats and abuse as our Train Manager and Ticket Inspector members carry out their daily duties. We have even had some LE's assaulted and spat on recently.

A meeting was held recently where the RMTU made our expectations very clear to Transdev, that groups of youths need to be removed from the platforms by the security officers, that Train Managers should be allowed to only use their local door as required and that our members are demanding a greater security presence to help act as a deterrent.

AND WELLINGTON TICKETING

In the category of it beggar's belief Wellington Regional Council has just released a fact sheet on its plans for integrated ticketing in the Capital and it states that; the wider benefits that are expected from a successful IFT system include:

- increased use of the Metlink public transport network
- evidence of modal shift, particularly from peak car-based journeys
- improved passenger satisfaction

• "Auckland Transport effectively turned riding the trains into an honour system and turned train platforms into hang out spots for groups of youths"



- **increase in revenue, including as a result of reductions in fraud**
- reductions in service provision and administrative costs
- accurate data enabling better capacity and network planning
- faster boarding times providing better journey time reliability
- wider contribution to city life and identity

Our experience in Auckland of the implementation has been far from the bullet points above with revenue bleeding heavily, passenger safety being compromised both on and off the train. We are sure that the Wellington GWRC are aware of the Auckland issues but are blindly thinking that "they will do it better". Sadly it is the ratepayer that always end up paying the piper!

CALL FOR NOMINATIONS – KIWI RAIL INDUSTRIAL COUNCILS

Nominations are called for following Council Representatives:

- **KiwiRail Freight Industrial Council, and**
- **Interislander Industrial Council, and**
- **KiwiRail Mechanical Industrial Council, and**
- **KiwiRail I & A Industrial Council, and**
- **KiwiRail Metro Industrial Council.**

The Joint Industrial Councils have governing terms of reference signed by the Union and KiwiRail Ltd. They are intended to be the escalation centre for industrial issues which arise during the course of the employment relationship on a day to day basis which have not or cannot be resolved at a local or branch level or issues that have national significance. The term of office is 2 years.

Union policy as determined by Biennial Delegates Conference requires that any member of the Union's National Management Committee (NMC) who is eligible for nomination to a position on an Industrial Council shall be deemed to have been elected to that position.

KiwiRail Freight Industrial Council

Following the recent NMC election, Barry Simpkins will fill the Locomotive Northern position and Mike Williams the Locomotive Southern position.

Nominations are called for:

Locomotive Central – Incumbent Les Perrin.

Upper North Island Terminals – Incumbent Dean Ngatai.

Lower North Island Terminals – Incumbent Rick Barnes.

South Island Terminals – Incumbent Marty Duncan.

C T Site – Incumbent Antoon Whiu.

Position Description:

Locomotive Central

If you are employed by KiwiRail Ltd as a Locomotive Engineer in the Central Freight Region (Taranaki, Palmerston North, Hawkes Bay, or Wellington) then you are eligible for nomination for this position.

Upper North Island Terminals

If you are employed by KiwiRail Ltd at a Rail Terminal Site in the Northern Freight Region (Northland, Auckland, Waikato, Bay of Plenty or King Country) then you are eligible for nomination for this position.

Lower North Island Terminals

If you are employed by KiwiRail Ltd at a Rail Terminal Site in the Central Freight Region (Taranaki, Palmerston North, Hawkes Bay, or Wellington) then you are eligible for nomination for this position.

South Island Terminals

If you are employed by KiwiRail Ltd at a Rail Terminals Site in the South Island then you are eligible for nomination for this position.

C T Site



If you are employed by KiwiRail Ltd at a designated CT Site anywhere within NZ then you are eligible for nomination for this position.

Interislander Industrial Council

There are no Interislander Representatives on the NMC and therefore all positions on the council are open for nominations.

Nominations are called for:

Scale 1 (Inside Wellington Terminal) – Incumbent Chris Hanna.

Scale 1 (Inside Picton Terminal) – Incumbent Tania Haraki.

Ferry Operations (Wellington Outside Terminal) – Incumbent John Finch.

Ferry Operations (Picton Outside Terminal) – Incumbent Vern Steele.

Position Description:

Scale 1 (Inside Wellington Terminal)

If you are employed by Interislander in an occupation which works predominantly Inside the Wellington Terminal then you are eligible for nomination for this position.

Scale 1 (Inside Picton Terminal)

If you are employed by Interislander in an occupation which works predominantly Inside the Picton Terminal then you are eligible for nomination for this position.

Ferry Operations Wellington Outside Terminal

If you are employed by Interislander in Ferry Operations Outside the Wellington Terminal then you are eligible for nomination for this position.

Ferry Operations Picton Outside Terminal

If you are employed by Interislander in Ferry Operations Outside the Picton Terminal then you are eligible for nomination for this position.

KiwiRail Mechanical Industrial Council

There are no KiwiRail Mechanical Representatives on the NMC and therefore

all positions on the council are open for nominations.

Nominations are called for:

Train Examiner Maintenance – Incumbent Shane McNae.

Hutt Workshops – Incumbent Paul Morrison.

Wellington EMU Depot – Incumbent Danny Singh.

Servicing Mechanical – Incumbent Logan Kahui.

North Island Depots – Incumbent Rudi Brens.

South Island Depots – Incumbent Guy Miller.

Position Description:

Train Examiner Maintenance

If you are employed by KiwiRail Ltd in a TXM Role in freight group anywhere in New Zealand you are eligible for nomination for this position.

Hutt Workshops

If you are employed by KiwiRail Ltd within Hutt Workshops then you are eligible for nomination for this position.

Wellington EMU Depot

If you are employed by KiwiRail Ltd within the Wellington Tranz Metro EMU Depot then you are eligible for nomination for this position.

Servicing Mechanical

If you are employed by KiwiRail Ltd in a servicing role in a Locomotive Depot anywhere in New Zealand then you are eligible for nomination for this position.

North Island Depot

If you are employed by KiwiRail Ltd in a North Island Loco or Wagon Mechanical Depot then you are eligible for nomination for this position.

South Island Depots

If you are employed by KiwiRail Ltd in a South Island Loco, Wagon or Waltham Passenger depot then you are eligible for nomination for this position.

KiwiRail I & A Industrial Council



There are no KiwiRail I & A Representatives on the NMC therefore all positions on the council are open for nominations.

Nominations are called for:

Infrastructure Bridges & Structures – Incumbent Lou Watene.

Infrastructure Mechanical – Incumbent Jerry Hohepa.

Infrastructure Track Supervisors – currently vacant.

Operations Scale 1 – currently vacant.

Operations Train Control – Incumbent Geoff Young.

Infrastructure Trackworker – Incumbent William Lanigan.

Infrastructure Sigs, Comms, Traction – currently vacant.

Position Description:

Infrastructure – Bridges and Structures

If you are employed within the Bridge or Structures gangs specialised area of KiwiRail I & A then you are eligible for nomination to this position.

Infrastructure – Mechanical Group

If you are employed within the track machine and mobile mechanised groups, plant fitter specialised area of KiwiRail I & A then you are eligible for nomination to this position.

Infrastructure Track Supervisor (incl Ganger)

If you hold a position of a Track Supervisor, Ganger, Leading Hand or Foreperson in any area of KiwiRail I & A operation then you are eligible for nomination for this position.

Operations – Scale 1

If you are paid under payscale 1 of the MECA and employed within the clerical, administration, codes and standards and technical areas of KiwiRail I & A then you are eligible for nomination to this position.

Operations – Train Controller

If you are employed within the Train Control specialised area of KiwiRail I & A

then you are eligible for nomination to this position.

Infrastructure Track Worker position

If you are employed by KiwiRail I & A as a track worker/maintainer (other than leading) anywhere within NZ then you are eligible for nomination for this position.

Infrastructure – Signals, Comms, Traction

If you are employed within the Signals, Communications, Traction specialised areas of KiwiRail I & A then you are eligible for nomination to this position.

KiwiRail Metro Industrial Council

There are no KiwiRail Metro Representatives on the NMC and therefore all positions on the council are open for nominations.

Nominations are called for:

Locomotive Engineer – Incumbent Michael Nicholson.

EMU Depot – Incumbent Keith Whittaker.

Scale 1 Operations – Incumbent Dave Sharma.

Scale 1 Sales & Communications – Donna Campbell.

On Board – Incumbent Harvey Paterson.

Yard Operations – Incumbent Glen Hughes.

Position Description:

Loco Engineer

If you are a Locomotive Engineer employed by KiwiRail Ltd in Metro Group then you are eligible for nomination for this position.

Mechanical

If you are a Mechanical Engineer employed by KiwiRail Ltd in Metro Group then you are eligible for nomination for this position.

Scale 1 Operations

If you are employed by KiwiRail Ltd in a role in Operations which is paid under payscale 1 in Metro Group then you are eligible for nomination for this position.

Scale 1 Sales & Communications

If you are employed by KiwiRail Ltd in a role in Sales & Communications which is paid under



payscale 1 in Metro Group then you are eligible for nomination for this position.

On Board

If you are employed in an on-board services capacity by KiwiRail Ltd in Metro Group then you are eligible for nomination for this position.

Yard Operations

If you are employed by KiwiRail Ltd in a Terminal Operations capacity in Metro Group then you are eligible for nomination for this position.

Nominations MUST be in writing on the official Nomination Form and contain the signed consent of the candidate, be proposed and seconded by financial members (Rule 1) of the Union from the equivalent industry designation or operating area/sector.

Official Nomination Forms are available on the RMTU Website www.rmtunion.org.nz or from the National Office by contacting Julia on 04-499-2066, or emailing julia@rmtunion.org.nz.



Correctly completed nomination forms must be received by the National Returning Officer at the National Office of the Rail & Maritime Transport Union, PO Box 1103 Wellington 6140 no later than 1700 hrs. on Friday 21 August 2015.

In the event that there is more than one nomination for any position, a postal ballot shall be run. Nominees must have their photo and a short promotional statement of up to 150 words to the National Office no later than 1700 hrs on Friday 28 August 2015. Electronic receipt of this information is preferred.

Please ensure you advise National Office if you have changed addresses or your designation in the Company since the last RMTU mail-out. Call RMTU 04-4992066 or alternatively update your details online www.rmtunion.org.nz or email julia@rmtunion.org.nz.

Signed:

Howard Phillips

National Returning Officer

UNEMPLOYMENT UP SLIGHTLY AT 5.9 PERCENT

The unemployment rate increased to 5.9 percent in the June 2015 quarter (up from 5.8 percent), Statistics New Zealand said today. At the same time, there were 7,000 more people employed over the quarter (up 0.3 percent).

"Even though employment grew over the quarter, population growth was greater, which resulted in a lower overall employment rate for New Zealand," labour market and household statistics manager Diane Ramsay said.

"Despite lower quarterly growth, this is still the 11th consecutive quarter of employment growth, making it the second-longest period of growth since the period between 1992 and 1996," Ms Ramsay said.

Over the year to June 2015, employment growth was still fairly strong (at 3 percent) with 69,000 more people employed. The manufacturing industry showed the strongest annual employment growth.

"This is the first time since the December 2013 quarter that the construction industry has not been the largest contributor to annual growth in employment," Ms Ramsay said.

The vast majority of growth was in Auckland (29,600 people), where the annual employment growth was driven by retail trade and accommodation, followed by construction. Bay of Plenty had the second-highest employment growth, with 11,000 more people being employed over the year.

Annual wage inflation, as measured by the labour cost index, was 1.6 percent, compared with annual consumer price inflation of 0.3 percent.

MIC MEETS

The Mechanical Industrial Council was held recently in Auckland. The RMTU presented a proposal for an allowance to be paid for both the Wheel Lathe and Cab controlled overhead cranes. KiwiRail will consider our proposal and respond before the MIC meets again.



Delegates were also informed of a plan to introduce a crew of Chinese workers in Westfield to work on the DL locomotives; this comes on the back of redundancies to our members due to the fleet transition to EMU's. KiwiRail said that the Chinese will be undertaking rectification work at no expense to KiwiRail but this would be little comfort to those who have been made compulsorily redundant and would have preferred to remain employed with their rail mates!

There were set timeframes for action but those have well passed. High engagement from reps but low performance by KiwiRail!

KIWI RAIL (FREIGHT) INDUSTRIAL COUNCIL (KIC)

The next KIC meeting will be held in Wellington on the 19th & 20th August. This forum has been reset with a dedicated minute secretary and new KiwiRail Chairperson that is determined to whittle the issues down. KiwiRail tell us that the minutes, action points and associated attachments can be found on the Freight wiki intranet site.

The last KIC meeting was held in May and in addition to the minutes a joint communication was put out to update members on key issues which included –

- The ballast steeping issue
- Roster structures and FAID
- Excessive hours – busts
- Safety gaps between wagons
- Footstep installations
- Random vigilance cycle installation update
- Auto couplers retrofitting
- DSG screen and speed indicator light
- TSR action plan
- Lieu day/GORP & ARSH interpretations

- Yard Team Leader pay alignment with LE Team Leaders (KR Perspective)
- Brake Set up for Multiple Locomotives
- Hand safety and trial of new gloves

An extra day was added to the KIC meeting for a Mechanical workshop to specifically focus on the outstanding mechanical issues. There was

high engagement from the reps but to date there has been no reported action, responses or feedback from KiwiRail on the issues raised. There

were set timeframes for action but those have well passed. High engagement from reps but low performance by KiwiRail!

BITS AND BOB'S

- Transdev Auckland have announced that they are intending to become a Zero harm employer. If only it could be achieved by simply announcing it!
- A further two days of Transdev bargaining for the renewal of the Collective Agreement has occurred this week. Good progress was made.
- Demolition of the plant 4 and 5 buildings at Hutt Workshop has commenced.
- A dispute is brewing over Train Control meal and rest breaks in light of the new law. Both KiwiRail and RMTU have obtained legal advice.
- Tractor sales for the first half of 2015 have fallen by 17%. This stat is regarded as a barometer of the health of the rural sector of NZ
- Latest info shows that thousands of criminals serving sentences from the comfort of their own homes are breaching their electronic monitoring

