

THE ACTIVIST



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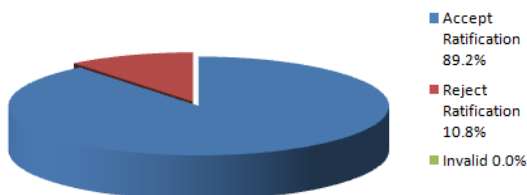
TOLL NETWORKS (TRANZ LINK) LTD COLLECTIVE AGREEMENT

The result of the recent ratification ballot is as shown below. The procedure agreed by members at the commencement of the bargaining was that the ratification vote would be a simple majority of the votes cast by members attending the meetings called to discuss said provisional settlement.

SUPPORT the Ratification: 89.2%
REJECT the Ratification: 10.8%
Invalid: 0.0%

89.2% OF MEMBERS WHO VOTED, DID SO TO ACCEPT THE RECOMMENDED SETTLEMENT

TOLL NETWORKS CA BALLOT 2011-2012



As the majority of votes cast by members employed within Toll Networks (Tranz Link) Limited voted in favour of ratifying the proposed settlement, the Union has been authorised to sign the Collective Agreement on behalf of RMTU members employed by Toll Networks Limited.

ROGER AWARD NOMINATIONS CALLED

Nominations for the famous Roger Award are now being called. Tranz Rail was a notable winner in the past along with other diabolical corporates. Who knows KiwiRail may be nominated this year????

Here are the links to the forms, in both Word and PDF.

<http://canterbury.cyberplace.co.nz/community/CAFCA/publications/Roger/2011Nomination.doc>

<http://canterbury.cyberplace.co.nz/community/CAFCA/publications/Roger/2011Nomination.pdf>

MMP HAS GIVEN VOTERS MORE POWER

MMP has given voters more power, not less, and a return to a voting system that concentrates power in a small number of marginal seats would be a mistake, Campaign for MMP said today.

Campaign for MMP spokesperson Sandra Grey said that some voters would look unkindly on the latest round of electoral arrangements, from both sides of politics.

"We know that pulling in one or more MPs on the coat tails of an electorate win if a party hasn't reached 5% is seen as unfair by some. The electorate deals taking place mostly relate to parties below this threshold."

But she said going back to First Past the Post or one of its derivatives like Supplementary Member, was too great a risk to take.

"New Zealanders voted to get rid of First Past the Post because they were sick of hundreds of thousands of votes counting for nothing, and because successive governments made significant economic changes without a mandate from voters."

"It is important we debate the aspects of MMP that irk some people. A vote to keep MMP is the quickest way to do this as it locks in a full review of the system."

"It is easier to make MMP better than to risk going back to a system which lets a party with only 30 or 40 per cent of the vote run the country."

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

"New Zealanders voted to bring in MMP because they wanted a real choice based on their vote, rather than the lottery of where they might live in the country."

"A return to a system that concentrates power in a small number of marginal seats, and takes away the influence of hundreds of thousands of voters is a step too far."

JOYCE IS THE ONLY ROADBLOCK TO DECENT PUBLIC TRANSPORT

Transport Minister Steven Joyce is the only roadblock to decent Auckland public transport, the Green Party said today.

The Green Party was responding to Auckland Mayor Len Brown's call for road tolls and congestion charges to fund transport projects.

"At the local body elections, Aucklanders voted for better public transport, but Joyce has been telling them they can't have it ever since," Green Party transport spokesperson Gareth Hughes said.

"Auckland shouldn't have to go it alone to fund smart public transport projects. The Government needs to come to the party with funds.

"Joyce is actively discouraging public transport in Auckland. His decisions produced a serious funding shortfall, increased rail track access charges, and increased public transport fares.

"It's not smart to be spending our money on motorways when we know traffic on our roads is falling, petrol prices are increasing and rail patronage has grown more than 20 percent in the last year."

Mr Hughes said money that was ring-fenced for spending on motorways would be better spent on public transport projects like the CBD rail link.

"The Government needs to take a balanced approach to transport funding so Auckland doesn't have to implement road tolls and congestion charges.

"By spending money on public transport options you give Aucklanders more choice about how they get around.

"Mr Joyce needs to stop being a roadblock and start helping Auckland become a smart sustainable city," Mr Hughes said.

CALL FOR NOMINATIONS KIWI RAIL NETWORKS INDUSTRIAL COUNCIL!

Nominations are **NOW** called for positions on the KiwiRail Networks Industrial Council.

Current Representatives are:

- Mobile Plant - Jerry Hohepa
- Scale 1 - Kevin Jones
- Sigs, Comms, Traction - Phil Kearns
- Structures - Buzz Terrey
- Trackworker - Vacant
- Track Supervisor - Hopa Bell
- Train Control Geoff Young
- Union Organiser Scott Wilson

Union policy as determined by Annual 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. There are no NMC members who qualify for any KNIC positions.

We now call for the following positions from members who fall within the categories of representation;

Trackworker position

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

Infrastructure Track Supervisor (incl Ganger)

If you hold a position of Leading Hand, ganger or foreperson in any area of KiwiRail Networks operation 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 Networks then you are eligible for nomination to this position.

Infrastructure – Bridges and Structures

If you are employed within the Bridge gangs or structures specialised area of KiwiRail Networks then you are eligible for nomination to this position.

Infrastructure – Mechanical Group

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

Operations – Train Controller

If you are employed within the Train Control specialised area of KiwiRail Networks then you are eligible for nomination to 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 Networks then you are eligible for nomination to this position.

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee.

Correctly completed **Nominations must be received in the Unions National Office no later than 1700hrs 1st September 2011.** This can be by post, fax or scanned image via email. If faxed or scanned the original must be sent to National Office in a timely manner.

EXCHANGE RATE AND LABOUR MARKET CHANGES? GOVERNMENT SHOULD COME CLEAN

The CTU has reacted to comments made by the Prime Minister this morning that the Government is looking at labour market 'reform' as an option to address the high exchange rate.

Peter Conway, CTU Secretary, said that it appears the Government is positioning to launch further attacks on work rights which will reduce the ability to bargain for better wages.

"We have been increasingly concerned that the Government has abandoned any attempt to build a 'high wage, high skill, high value economy' and instead is advocating for a 'competitive' economy based in part on weakened rights for workers."

Peter Conway said the Government should come clean on these changes rather than hint at them in response to further volatility in the exchange rate.

"Alternative measures from the Reserve Bank to directly control use of credit, restrictions on bank reliance on overseas funds, and moves to a pegged exchange rate against a basket of currencies are the sorts of measures the Government should be exploring, not further attacks on work rights."

CALL FOR NOMINATIONS KIWIRAIL PASSENGER INDUSTRIAL COUNCIL!

Nominations are called for positions on the KiwiRail Passenger Industrial Council.

Current Representatives are:

Scale 1 - Vacant

Loco Engineers - Hayden Smith

Train Manager (Long Distance) - Brian Armstrong

Train Manager (Urban) - Harvey Paterson

Yard Operations - Hayden Harwood

Union Organiser - Wayne Butson

Union policy as determined by Annual 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.

There are no NMC Representatives eligible at the call for nominations and accordingly we now call for the following positions from



members who fall within the categories of representation;

Loco Engineers

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

Train Manager (Long Distance)

If you are employed in an on-board services capacity (Long Distance) by KiwiRail Ltd in Passenger Group then you are eligible for nomination for this position.

Train Manager (Urban)

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

Scale 1

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

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee.

Correctly completed Nominations must be received in the Unions National Office by 1700hrs 1st September 2011

COURT DECISION ON THAI RAILWAY WORKERS' DISMISSALS SPARKS CRITICISM

Railway unions from the Asia Pacific region have expressed concern over a court decision in Thailand that is set to see seven union leaders dismissed and facing a substantial damages suit.

During the Asia Pacific railway section committee meeting in Bangkok on 29-30 July, unionists unanimously passed an

emergency resolution criticising the decision of the Central Labour Court on 28 July. It backed an appeal by managers of the State Railway of Thailand allowing the dismissal of seven leaders of the State Railway Workers' Union of Thailand (SRUT) to go ahead. It also enables the company to pursue a claim for damages of 15 million THB (US\$504,355), which it levied against the union leaders.

The resolution reaffirms the unionists' support of the railway workers and the SRUT, who refused to operate unsafe trains in October 2009, following three major accidents that led to the seven fatalities. It was noted that reports have revealed that 90 per cent of trains failed to comply with safety legislation.

They also expressed their support for six Hat Yai union branch leaders who had already lost their jobs and urged management not to proceed with further dismissals while legal proceedings were taking place; the SRUT is set to submit a further appeal to the court in the next two weeks.

Mac Urata, ITF inland transport section secretary, said: "We will be highlighting with the International Labour Organization the fact that the Thai government has not ratified core conventions guaranteeing the right to strike. Railway unions around the world are deeply disturbed by the fact that the court supported the management's view that safety mechanisms such as 'vigilant devices' are only supplementary, when elsewhere they are considered essential."

Mahendra Sharma, ITF Asia Pacific regional secretary, added: "The judgement is very harsh and an attempt to destroy the strongest trade union in Thailand."

CTU VOTE FAIRNESS ELECTION WEBSITE - HTTP://UNION.ORG.NZ/VOTE-FAIRNESS

We are pleased to advise that we have a new website up and running for the election campaign.

The site has two main sections, one, the Issues: will take you to the issues we have identified as being important issues in for



election in November. Each of the issues has some broad bullet points and some further information for more in depth analysis. Most of the pages have a downloadable graphic, and/or a PDF that can be printed off, or put into union publications and used as required.

And second, the resources: compiles all of the resources found under each of the issues in easily downloadable format.

There are also cartoons, important dates, updates, and we include some You Tube clips from our Fairness at Work campaign. A few more will be added during the campaign.

We'll be updating the website frequently throughout the campaign as issues arise or as new statistics or policies etc are released, please let us know if you have suggestions for content throughout this period. Please note that we have done a very brief update re cost of living but will revise that content more thoroughly in next few days.

All of the information and resources on the website are available for reproduction for use. Please note that all promoters are subject to the requirement in the Electoral Act 1993 to include their name and address on any election advertisement, which may include any materials you use from this site. Please see www.elections.org.nz for further information.

INCREASE IN 15-19 YEAR OLD YOUTH UNEMPLOYMENT UNACCEPTABLE

The youth union movement, Stand Up, is deeply concerned about youth unemployment numbers released today.

Spokesperson James Sleep says Minister of Social Development Paula Bennett continues to let 27.6% of 15-19 year olds and 11.2% of 20-24 year olds fall through the cracks and get left behind.

"So much for being ambitious for New Zealand. These statistics confirm that Paula Bennett is standing by doing nothing while young kiwis continue their ongoing struggle to get into sustainable work, education and

training opportunities. As many as 77,000 young people are in this situation".

Groups such as the Mayor's Taskforce for Jobs have been advocating for a range of initiatives that have been proven to work, but the Government hasn't been listening.

"Paula Bennett has continually ignored the advice and recommendations of these groups and has refused to guarantee funding for programmes like Youth Transitions Services." says Sleep.

Paula Bennett is not one to shy away from touting her record and actions to fix the problem, but the numbers aren't improving.

"It's time for Paula Bennett and the National Government to take immediate responsibility for the tens of thousands of young unemployed New Zealanders and take bold action"

Sleep says it's time to get them into work, education or training and stop leaving them behind.

CALL FOR NOMINATIONS KIWIRAIL FREIGHT INDUSTRIAL COUNCIL!

Nominations are called for positions on the KiwiRail Freight Industrial Council.

Current Representatives are:

C T Site - Garesh Sukha

Locomotive Northern - Barry Simpkins (NMC)

Locomotive Central - Wally Wallbutton

Locomotive Southern - Murray Dunlop

Terminals Northern - Dean Ngatai

Terminals Central - John Maguren

Terminals Southern - Doug Blakie - NMC

Union Organiser - Todd Valster

Union policy as determined by Annual 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.



As a result Barry Simpkins fills Locomotive Northern and Doug Blakie fills Terminals Southern positions on the council and no nominations will be called for these positions.

We now call for nominations for the following positions from members who fall within the categories of representation;

C T Site

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

Locomotive Central

If you are employed by KiwiRail Ltd as a Locomotive Engineer in the Central Freight Region then you are eligible for nomination for this position.

Locomotive Southern

If you are employed by KiwiRail Ltd at a Locomotive Engineer within the Southern Freight Region of NZ then you are eligible for nomination for this position.

Terminals Central

If you are employed by KiwiRail Ltd at a Terminals Site in the Central Freight Region then you are eligible for nomination for this position.

Terminals Northern

If you are employed by KiwiRail Ltd at a Terminals Site in the Northern Freight Region then you are eligible for nomination for this position.

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee.

Correctly completed Nominations must be received in the Unions National Office **by 1700hrs 1st September 2011**

ITUC DEEPLY DISTURBED BY DECISION OF THAI LABOUR COURT

The International Trade Union Confederation (ITUC) denounces the decision of the Thai Labour Court which

upheld management's right to dismiss seven officers of the State Railway Workers' Union of Thailand (SRUT) for their part in a safety-related industrial action two years ago. The court further allowed a fine of 15 million Thai Bhat (353,000 €).

Because of the utter lack of safety measures in the railway system, which included maintaining a fleet of trains that were mechanically unsound and the practice of pushing train operators to work for weeks on end with little to no rest, there were two train derailments and one fatal accident (which killed seven and injured many others) within just a few days of each other in October 2009.

Management refused to work with the union to address these problems, which left workers no other option but to initiate an industrial action on October 16 to demand better, safer conditions for workers and the public. In response, management of the State Railways of Thailand (SRT) sued the union lost earnings and fired the union leaders who initiated the action, evidence not only of management's complete disregard for health and safety but a deep-seated anti-union animus. Sadly, accidents continue in the rail system due to management's disregard of their obligations to keep the system safe.

"Trade unionists should not have to pay for the poor decisions of management," said ITUC General Secretary Sharan Burrow. "We are deeply troubled by the court's decision and fully support the trade union's appeal." The ITUC urges SRT not to fire these leaders before or pending the appeal.

The ITUC represents 175 million workers in 151 countries and territories and has 305 national affiliates. Website: <http://www.ituc-csi.org> and <http://www.youtube.com/ITUCCSI>

ITF PRESS RELEASE: 'SHOCK AND DISBELIEF' GREET THAI LABOUR COURT DECISION

The ITF has responded with 'shock and disbelief' to today's Thai Labour Court decision to allow the dismissal of seven leaders of the SRUT railway workers' trade union for their part in a safety-related



industrial action two years ago, and the imposition of a THB15 million fine against them.

The union officials are being punished by the management of the State Railways of Thailand (SRT) for their part in industrial action taken in October 2009 to publicise the deplorable safety failings on the network which led to two derailments and one fatal accident in four days that month. The accident killed seven and injured many others. The driver had had one rest day in the previous 30 days. The driver's 'deadman's handle' system was not working, and, unbelievably, only 20 per cent of locomotives were even equipped with such a fundamental piece of equipment, according to the union.

ITF general secretary David Cockroft said: "The ITF is calling into question the independence and fairness of the court in reaching this decision. We are concerned by the judge's statement that basic safety devices found worldwide on trains are nothing more than 'supplementary devices'. We are similarly sceptical about his having ignored the fact that a recent civil court case, involving a mother who lost her daughter in a railway crash that led to the industrial action, found against the management of SRT, to the tune of THB1 million."

According to the ITF the injustice of this whole affair is exacerbated by legislation that refuses to allow legitimate industrial action in public enterprises. The union will appeal today's decision and the ITF strongly cautions the SRT not to try and sack the men before the appeal can be lodged.

CALL FOR NOMINATIONS INTERISLANDER INDUSTRIAL COUNCIL!

Nominations are called for positions on the Interislander Industrial Council.

Current Representatives are:

Ferry Operations (Outside) North - John Finch

Ferry Operations (Outside) South - Allan Robinson

Scale 1 (inside) North - Liz Connell

Scale 1 (Inside) South - Tania Haraki

Union Organiser - George Laird

Union policy as determined by Annual 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.

There are no NMC Representatives eligible at the call for nominations and accordingly we now call for the following positions from members who fall within the categories of representation;

Ferry Operations North

If you are employed by Interislander in Ferry Operations (Outside) in the North Island then you are eligible for nomination for this position.

Ferry Operations (outside) South

If you are employed by Interislander in Ferry Operations (outside) in the South Island then you are eligible for nomination for this position.

Scale 1 (Inside) North

If you are employed by Interislander in an occupation which works predominantly inside within the North Island of NZ then you are eligible for nomination for this position.

Scale 1 (Inside) South

If you are employed by Interislander in an occupation which works predominantly inside within the South Island of NZ then you are eligible for nomination for this position.

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee.

Correctly completed Nominations must be received in the Unions National Office by 1700hrs 1st September 2011



CALL FOR NOMINATIONS KIWIRAIL MECHANICAL INDUSTRIAL COUNCIL!

Nominations are called for positions on the KiwiRail Mechanical Industrial Council.

Current Representatives are:

Auckland Metro Maintenance - Paul Riddell

Electric Suburban Wellington - Howard Phillips NMC

Hillside Workshops - Jim Kelly

Hutt Workshops - Terry Duffy

North Island Depots - Rudi Brens and Shane McNae

South Island Depots - Tim Spence

Union Organiser - Vacant

Union policy as determined by Annual 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.

As a result Howard Phillips will fill the Electric Suburban Wellington position on the council and no nominations will be called for this position.

We now call for nominations for the following positions from members who fall within the categories of representation;

Auckland Metro Maintenance - TAMM

If you are a Mechanical Engineer or other trade employed by KiwiRail Ltd in the TAMM business in Auckland then you are eligible for nomination for this position.

Hillside Workshops

If you are employed by KiwiRail Ltd in Hillside then you are eligible for nomination for this position.

Hutt Workshops

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

North Island Depots (2 positions)

If you are employed by KiwiRail Ltd in a North Island Loco, wagon or other 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 other mechanical depot then you are eligible for nomination for this position.

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee. The nominee must be a Union member.

Correctly completed Nominations must be received in the Unions National Office by 1700hrs 1st September 2011

RICH LIST HIGHLIGHTS POOR POLICY CHOICE

The minimum wage would be \$15.60 if it had increased at the same rate as the wealth of the richest New Zealanders the Green Party said today.

The NBR rich list shows a 20 per cent increase in the combined wealth of the richest 150 New Zealanders. A 20 per cent increase to the \$13 minimum wage would see it jump to \$15.60. Nearly 275,000 people earn less than \$15 an hour in New Zealand.

"We need fair policies, like immediately raising the minimum wage to \$15 an hour, to reduce income inequality in New Zealand," said Green Party Co-leader Metiria Turei.

"While the NBR celebrates the richest New Zealanders getting richer it is important to remember that one quarter of all New Zealand children are growing up in poverty, that's about 270,000 kids.

"John Key was quick to give tax cuts to the wealthiest New Zealanders, but has been slow to help the poorest and their children.

"It isn't fair that Westpac CEO George Frazis reaps around \$5000 a week in tax cuts while someone on the minimum wage only gets an extra 25 cents an hour.



"What we need is a poor list. An annual document that sets out the challenges of living on less than poverty wages in New Zealand and highlights the growing gap in income inequality."

The latest OECD report on income inequality shows New Zealand has one of the highest rates out of the developed countries. We rank 25 out of 34 countries for income equality and the report notes that since the mid-80s we were one of the countries that income inequality grown most strongly in.

"The NBR rich list serves as a wakeup call on inequality in New Zealand. We need policies to raise the income levels of the least well off," said Ms Turei.

Metiria Turei will launch the Green Party's plan to bring 100,000 children out of poverty by 2014 in West Auckland next Wednesday, August 3.

OECD report on income inequality
www.oecd.org/dataoecd/27/60/47570121.pdf

WORKSITE SAFETY AND EFFICIENCY IMPROVEMENT REVIEW

The following was received in a letter from KR Networks.

Further to the KiwiRail Network Industrial Relations Council (KRNIC) meeting held last week, we would like to invite you and RMTU area representatives, to be determined, to attend a workshop on the Worksite Safety and Efficiency Improvement Review. The workshop will be held in mid to late August.

The purpose of the workshop is to discuss the Controlled Network Worksite Safety and Efficiency Improvement Project.

These are the Terms of Reference;

Controlled Network Worksite Safety and Efficiency Improvement Project

8 July 2011

1. OVERVIEW

1.1 Construction and maintenance activity occurring on mainline track while trains are running has a

number of risks which must be managed by appropriate controls.

1.2 An increase in reported incidents involving near collisions, safe working violations and procedural non compliances which could have lead to collisions between people, machines and moving trains has occurred over the 2010/2011 financial year.

1.3 KiwiRail requires assistance to check and validate the safety risks and controls around this type of activity and seeks an improved understanding of safety performance on worksites on its rail corridors.

1.4 Very importantly KiwiRail needs to significantly improve the efficiency of safe working in the rail corridor while also achieving the essential reduction in the number of incidents referred to in 1.2 above and ensuring that improved practice is fit for purpose as one size does not fit all.

2. SCOPE

Stage 1

2.1 Gain an understanding of current safe working systems for work site protection, the risks they control and how they are applied in practise

2.2 Gain an understanding of a sample of worksite operational practices and the interface with safe working systems.

2.3 Identify gaps and areas for improvement

2.4 Propose changes to engineering and procedural controls to effectively manage these risks, including training and on-going assessment requirements to confirm that the controls are effective.

2.5 This project will be closely monitored by the Project sponsor at regular intervals throughout the duration of the project.

Stage 2

An implementation programme to be confirmed



3. CONSIDERATIONS

To deliver on the objectives outlined in Section 2 .1 and 2.2:

- 3.1 Review risks which are evident at main line worksites on an operating railway.
- 3.2 Review current practises and performance, identify gaps and areas for improvement. This will include a focus on planning and management of work as well as actual working practices in the field. In addition, change management process within KiwiRail and the influence of psychosocial issues such as fatigue, drugs and alcohol, pressure of work and safety culture.
- 3.3 Benchmark safety controls against those used in other sectors and also against those used in overseas railways. Benchmarking comparisons to be agreed with KiwiRail prior to the audit commencing.
- 3.4 Review interface arrangements within worksites and between worksites and KiwiRail's National Train Control Centre and train crews. The efficiency of these interfaces and how they affect productivity are key to this project..
- 3.5 Provide prioritised recommendations which assess the benefits and costs (from a safety and productivity perspective) of proposed changes to current work practices.
- 3.6 Review interface arrangements between KiwiRail and rail infrastructure service providers, including contractors and internal parties; third parties accessing the rail corridor including local bodies and utility providers.
- 3.7 Review training requirements including on-going competency assessment.
- 3.8 Undertake effective engagement with rail infrastructure service providers, including contractors and internal parties; third parties accessing rail corridor including local

bodies and utility providers. This may take the form of a series of focus or liaison groups with the various service providers.

- 3.9 Propose recommendations to improve main line worksite safety performance.

4. MANAGEMENT

- 4.10 The project sponsor is the KiwiRail Safety Licence Management Team. Contacts in the first instance are Karen Paterson and Ian Cotton.
- 4.11 A Project Steering Group of KiwiRail representatives and an external operational safety expert will provide direction to the project
- 4.12 The Project Manager will be appointed by KiwiRail from the Network Business Unit PMO
- 4.13 The deliverables, milestones and hold points are to be agreed at the outset prior to the project commencing.

Outputs are envisaged to include a short report with safety and ,efficiency recommendations, a (bowtie) risk analysis, an audit report on the safety controls. benchmarking conclusions directly relevant to KiwiRail and clearly defined affordable and pragmatic next steps to secure implementation in Stage 2 of the Project.

The Stage 1 deliverables will be delivered to the Project sponsor by 31st August 2011.

BITS AND BOBS

- International Solidarity - RMTU members join the Union AID project. So far the project has helped poor and oppressed workers in South India, and Burmese in Thailand. Now Gareth Morgan through the Morgan Foundation will match Union donations dollar for dollar up to \$30,000 a year. If you have not joined this project please visit www.unionaid.org.nz and check out the inspirational work being undertaken.

Let's Be Safe Out There!

