

THE TRANSPORT WORKER

MAR 2025

The journal of the RMTU
– NZ's largest specialist
transport union



Cover Image

Transdev Wellington members triumphant after successful industrial action. Pictured on the steps of the Wellington Cathedral after a report back meeting on negotiations

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Stand Up! Fight Back!

Welcome to the first edition of *The Transport Worker* for 2025.

We say this every year, but this is an important year for the RMTU.

Our elections have started. Our longstanding National President, Aubrey Wilkinson, was elected unopposed – well done Aubrey and thanks for your continued Leadership for the RMTU.

Congratulations to the Rt Hon Winston Peters, he was appointed Minister of Rail in December 2024. Minister Peters has been very supportive of Rail in the past. When he was part of the 2017 – 2020 coalition Government, we saw support for a number of large projects including but not limited to - the rebuild of Hillside Railway Workshops, the significant procurement of quality DM's locomotives, the new Waltham mechanical depot, the plan for Rail enabled ferries and the refurbishment of the EF locomotives.

Minister Peters has also spoken against privatisation of rail including the ferry's.

KiwiRail management have approached the RMTU to propose an approach to the MECA renewal this year. They are proposing a “dates and rates” approach. Dates being term of



General Secretary Todd Valster

the MECA and rates being the General wages and allowances increases. This is opposed to a full remit process going both ways. The benefits for members covered by the MECA is there would be no claims coming towards us.

We need to understand the environment –

Parties within the current coalition Government are less than supportive of Rail,

The economy is flat,

Freight growth is not what is required, some growth but not enough,

Above rail needs to be self-sufficient and not rely on funding.

280 KR workers have left KR in recent times either through restructures or voluntary redundancy, this may continue.

The dates and rates proposal has been discussed with the RMTU KR bargaining team, the Industrial

◀ Councils Reps with general support. The RMTU bargaining advocate, myself, has also been addressing RMTU KR members at branch meetings.

The downturn in the economy and passed significant weather events has also affected our Port members. The downturn in Oil and Gas is affecting our Port Taranaki members. Port Napier has struggled to get over the effect that Cyclone Gabrielle had on the region. The competitive Stevedoring environment is triggering a race to the bottom approach with C3 removing the Hatch person safety critical role on Log Ships. Uncertainly over the ferries is affecting Centreport and Marlborough Ports. These are tough times.

Lastly, on behalf of the RMTU, I wish to thank Mike Regan for all the hard work he has done for the RMTU over a 25 year period. Mike has produced approximately 100 Transport Workers and every thing else we have needed designed and published, Thanks Mike, enjoy your retirement from the RMTU.

Take Care and Be Safe
—Todd Valster. 🇳🇿



General Secretary Todd Valster and Otago Women's Representative Rebecca Huack meet with Barbara Edmonds, Spokesperson for Finance & Economy, and Savings & Investment, at the NZ Labour Party National Conference

Hi Todd and the team

Many thanks for the parting gift - we will certainly enjoy the meal.

Twenty five years, I calculated last week, and not a dull moment. I learnt heaps over those years as we all endeavored to create a lively, readable magazine. By and large I believe we succeeded. Some of the more outrageous demands took longer to accomplish - but we found solutions.

I hope all goes well with you and the Union and that the Union remains strong

Best

Mike

After 25 years in the port operations industry with C3 Limited and 15 years as an active member of the Rail & Maritime Transport Union, I am writing to formally resign my membership. As I move on from the industry, I want to take a moment to express my sincere gratitude to the RMTU for its unwavering support, advocacy, and camaraderie over the years.

I also want to acknowledge Te Kupenga Mahi for its important role in advocating for tikanga Māori within our workplaces and the wider industry. The commitment to upholding Māori values and ensuring cultural respect has been inspiring, and I have been proud to witness and support this progress.

Being part of the union has been an invaluable experience, and I truly appreciate the dedication and hard work of everyone involved in improving conditions for workers. I have great respect for the collective efforts of the RMTU and the positive impact it continues to have.

Wishing the union, Te Kupenga Mahi, and all its members the very best for the future.

Ngā mihi nui,
TeRoimata Rangī

RMTU Digital Update

The team and the NMC have been working away in the background to start the ramp up to electronic voting.

This was very clearly mandated from the members, and was heard loud and clear at both of the last 2 biennial conferences. We are pleased to say that it is now underway with some trials, this being the RMTU election year is the best time to really sink our teeth into it. Our first trials will be using Vero Voting, and you will likely have already experienced a vote or 2 by the time this magazine is out. The other system we will be trialling as approved by the NMC is BigPulse voting. Vero Voting does give us the option of a hybrid voting system, meaning that we can send out electronic votes to all those we have email addresses for, and potentially

mobile numbers. But importantly also allows us to send out paper ballots for those that we only have a physical address for. Whilst you may get a little bit of voter fatigue due to the number of elections, we do ask you to keep an eye out for those votes, and to ensure that you vote and have your say. The higher that participation the better the test, and the clearer the results are. The electronic voting however is only for Branch Elections, NMC and industrial council elections. We are waiting to hear from the lawyer to find out if we can ratify collective agreements, strike ballots etc, using these systems. The RMTU website is currently being rebuilt so information will be more secure and easier to find. Look out for a new and improved RMTU website in the coming months. 🌐

Scan me!



For electronic voting to work well the RMTU needs your current email address to send you voting information. Please update your contact details by scanning the QR code above

New Face at the RMTU National Office

We welcome to the team a new face from the South Island. Anske Scheepers has joined our team as Reception / Administration Support and will be assisting the Union and members in various areas. Anske comes from a varied background but has a passion for organisations working to make a difference in the community. Her last position was with a charity that focusses on hearing loss prevention which aligns with her interest in the well-being of others. An advocate for “getting the job done,” she looks forward to contributing to the continued success of the Union and its members.

New to Wellington, she enjoys spending time with her two children and husband, which includes fishing and seeing what Wellington has to offer.



Farewells & Retirements



Andrew ‘Andy’ Sherman
Team Leader—36 years service

Iosefo ‘Joe’ Gabriel
Remote Control Operator
50 years service



Peter ‘Captain’ Mataro
Remote Control Operator
49 years service

Friends and Whanau of the men attended the farewell event at the Wellington Freight depot. The RMTU wishes them a well earned, happy and healthy retirement, thank you for your service to rail.



Robin ‘Biggles’ Maindonald

After 29 years of loyal service to the RMTU is retiring to enjoy his boat and harass the fish off the Taranaki coast. Biggles has spent many years on the branch executive serving in all roles and as a delegate Biggles was also our conference photographer, we wish him all the best in retirement.



Destine Hull

Destine has taken voluntary redundancy at Port Taranaki after spending considerable time serving the union. Destine has been in many roles as a delegate for Comms and Security, branch secretary, branch president and women’s rep. Destine has also been an integral part of the bargaining team in recent years. Destine leaves to continue her work as a sculptor with her partner producing colossal works made from steel.

We wish Destine the best of luck

Workers' Memorial Day

28 April 2025

2 8 April is International Workers Memorial Day where we “remember the dead and fight for the living”. The theme for this year is “Look After Injured Workers, Support Their Future.” Getting injured (from work or non-work activities) is a pain, not just for the obvious reason but because Injured workers can struggle to access timely diagnostic (CT/MRI scans) and medical treatment such as surgery. Workers can be off work for an extended period while they wait. In the worst situations, injured workers who are employed by employers in the Accredited Employer Programme such as Kiwirail and Lyttelton Port are denied ACC cover by their employer (via their third party Administrator such as Work Aon or Wellnz), delayed diagnosis and treatment and are medically retired or dismissed by the employer for being off work for too long. The RMTU’s lawyers have seen an increase in cases where workers are being treated badly, particularly by third party administrators such as Work Aon.

This year’s WMD theme is “Look after Injured workers- support their future”, there are two parts to this. The first part is about making sure injured workers are receiving their legal and contractual entitlements.

KiwiRail and Transdev Wellington members are covered by an agreed contract with the Union called the “Illness, Injury Management Programme” (IIMP). The IIMP provides

injured or ill people with safe alternative duties where it is possible. The goal is to keep workers connected to their workplace and help them rehabilitate back into their original role or an alternative role. Medical retirement is the last resort, and only if it is not possible to return to

in the CEAs. Bay of Plenty Port members have expressed their concern about cases where their members have been terminated on medical grounds without the safety-net of medical retirement compensation. (See BoP Branch notes at the back of this edition). RMTU Ports Delegates

will be discussing the issue of medical retirement compensation at the Ports Forum in July.

The second part of the WMD theme is “support injured workers future”. The RMTU provides legal support for workers who have been unreasonably declined ACC cover for work related injuries. If you know a member in this situation, please contact the Union for advice.

Unfortunately, the union has seen a hardening in the attitude by employers towards injured workers in recent times including a reluctance to provide alternative duties to keep workers connected to the workplace.

Workers tell the union, “One of the worst things about being injured is to be stuck at home and feeling forgotten”.

It does not take much to make a phone call to stay in touch with people who are off work from injury or illness, staying connected is important. WMD events are happening around the country on 28 April. Please contact our Branch to find out what is happening in your area. 🌐



WORKERS MEMORIAL DAY 28 APRIL
Mourn for the dead, fight for the living.

**LOOK AFTER
INJURED WORKERS
SUPPORT THEIR FUTURE**

EVENT: _____ TIME: _____

work. The Collective Employment Agreements in rail provide medical retirement compensation for workers in that situation. These contractual provisions are vital for looking after injured or ill workers. The Railways Welfare trust enables workers to claim back 80% of medical expenses up to \$1575.00 (GST incl) per year.

In Ports, they do not have medical retirement compensation provisions

Health & Safety

High voltage electric shock hits KiwiRail Worker and Martinus Contractor in Auckland

KiwiRail has completed its investigation into the electric shock traction incident which severely injured a KiwiRail Traction Mechanic and injured a Martinus Contractor in September last year. The traction mechanic suffered severe electric shock and burns to his neck, chest and arm from coming into close proximity with the Auckland overhead electric line (OLE). The Martinus Contractor who was operating the Hi-Rail Elevated Work Platform at the time of the incident was also injured with burns and lacerations. The two were both inside the 'bucket' on an elevated work platform doing a line inspection when

they were shocked by the 25 000 volt electric overhead.

The men didn't touch the line but were close enough for the electricity to "jump", hitting them. A member of the public heard a loud bang and alerted the emergency services. The investigation identified glaring gaps in the system for managing the risk including an over reliance on administrative (paper based) controls and lack of compliance with electrical safety standards. The Hi Rail Elevated Work platform (EWP) used at the time of the incident had a metal bucket which was not insulated. The NZ Code of Practice for High Voltage Live line work requires two methods of protection including the use of

insulated gloves and sleeves and an insulating barrier inside the bucket of the EWP.

The investigation found no evidence that key staff had the necessary electrical qualifications and competency for their role and there was no KiwiRail procedural requirement to test the line to check it was isolated before working near it. Again, the lack of procedure does not comply with electrical safety standards. The Union has asked KiwiRail why these important safety systems were not in place. WorkSafe NZ is currently investigating the incident. 🌐



Artificial Intelligence (AI) and Intrusive Workplace Surveillance

AI assisted surveillance is being introduced to an Eco-store workplace in Auckland to make work "safer" following a serious harm incident of an Eco-store worker.

WorkSafe NZ recently accepted an Enforceable Undertaking (EU) from Eco store Company Limited to introduce an AI surveillance tool to detect non-compliant events following the serious harm injury of an Eco-store worker. An Enforceable Undertaking is an agreement between WorkSafe, and a duty holder (Eco store company in this case) made under the Health and Safety at Work Act 2015

(HSWA). They are used by the Regulator (WorkSafe in this case) as an alternative to prosecution.

The injury happened at Ecostore's Pakuranga operation. A worker sustained chemical burn injuries when a pressurised hose carrying a hazardous liquid disengaged from its clamp, spraying the substance into the air and hitting the worker's eyes. A WorkSafe investigation found that a hose clamp failed, the worker had not been adequately trained, and he had not been provided with the appropriate PPE for the task. The manager did not supervise the washing of the employee's eyes after the incident,

nor consult the Safety Data Sheet (SDS) for the chemical substance and allowed the employee to keep working without consulting the first aider. The worker didn't receive medical care until later that evening. In the aftermath of the incident the worker is undergoing trauma counselling for which the prognosis is an extensive timeline recovery, and that he has ongoing problems with his eyes and suffers headaches which is treated with medication.

As part of Eco store's enforceable undertaking agreement with WorkSafe they've introduced a new AI surveillance tool will to detect

“non-compliant events”.

The Victorian Trades Hall Council’s (VTHC) in Australia expressed their concern with the Eco store situation, they said “It is concerning that a Regulator has signed off on a proposal that essentially introduces a new hazard for the employees in the workplace – constant surveillance and automated systems linked to disciplinary actions are examples of a psychosocial (mental health) hazard. Indeed, once the employer has the surveillance hardware in place there is also little to prevent them from using it to monitor other priorities

such as workload, work speed, downtime and performance management”.

The use of technology, including sophisticated forms of surveillance, as well as the use of artificial intelligence and algorithmic management have proliferated in recent years. These technologies vary across industries and include call-time logging, eye-tracking or technologies that can track time-on-task.

The RMTU’s H&S Organiser Karen Fletcher says it was wrong for WorkSafe to accept a surveillance tool in the enforceable undertaking because surveillance doesn’t prevent

accidents and doesn’t stop people from being injured, it simply records it. Whilst surveillance can assist an employer investigate noncompliance with rules it is no substitute for a proper safety system. In the Eco store case, the company admitted that some of their workers had not been trained in chemical safety and emergency response dealing with chemical spills. These technologies pose significant risks to workers health and safety and regulation hasn’t caught up. 🌐

Why Rosters in Ports are so important?

Most people in this 21st century would see the right to know when you are working and not working to be a basic human/worker right. However, in our ports and particularly in the stevedoring space that has not been the case for many years. For many when the allocation of work models in ports is explained to them they are incredulous and do not understand how Stevedores can plan a life when they don’t know when they are working.

How did we get to this point? The allocation of labour on ports and particularly in stevedoring has always been subject to shipping. To explain this, it means waiting for a ship to confirm arrival and then allocating appropriate labour to it. This practice has been in place as long as ships have transported goods for trade. New Zealand has just struggled to join the modern world and there is a number of factors at play:

- We are geographically isolated, making it difficult and expensive for vessels to service our ports.
- We are small, whilst we export

most of what we produce on a global scale we are small fry.

- We service massive shipping companies who hold all the power.
- We allow ourselves to give in to a competitive model where shipping companies can play ports off against each other to secure the best price.
- Shipping companies impose a work to completion from arrival model.
- Port workers have been keen to chase dollars by working huge hours.

We see a new era dawning where regulators are looking closely at fatigue and its effects on safety. In recent years we have seen industry guidelines for fatigue risk management in ports and now an Approved Code of Practice. Now compliance is mandatory, and this allows for a new way of thinking about labour allocation.

A roster allows for labour to be available whenever it is needed rather than have everyone wait for the work to arrive, so it requires employers to change their approach to how work is allocated. A roster allows workers

to be able to plan life outside of work. As every shift worker knows, the line between home and work can become blurred over time with shift work affecting mental and physical health, relationships and performance. Shift workers find it hard to participate in extracurricular activities like sport and social gatherings which can aid health and give life balance.

Rosters are a critical component in fatigue risk management, particularly in ports and rail. Effective rostering can help mitigate the risk of sleep impairment and reduce fatigue among workers, which in turn can decrease the likelihood of accidents and incidents related to exhaustion.

The principles of good rostering are simple enough but can be difficult to apply to a 24/7 operation but there are some important things to remember:

1. When switching from night to day shifts a worker needs two nights in bed.
2. No backward rotating rosters without sufficient rest to adjust.
3. Restrict the maximum number of shifts in a row

4. Restrict single days off

Problems can occur when instituting a roster, often a roster requires more workers to populate it in order to provide full coverage and ensure Fatigue Risk Management is effectively implemented. Employers need to realise that to achieve these goals there will be a cost and accept that this is the cost of doing business 24/7. The best way to mitigate these costs is to be busier, if work is consistent and plentiful rostering becomes easier. Pressure needs to go on to the employer to get out there and find the work that is their job, not the workers.

Employers can easily become obsessed with guaranteed hours and workers who do not meet their guarantees, but a change of mindset around the cost of labour versus the cost of sales needs to be adopted in

order to maintain the relationship. Workers can, where able, be provided with other duties, this can be problematic where the worker is paid at a higher rate than the job they are doing, creating problems for managers blowing out their labour budgets and failing to meet KPI's. The competitive corporate model often does not allow for transfer of labour as managers must compete to meet their targets.

However, ultimately the money all comes and goes from the same bucket and in the end makes little difference. The advantage for the company is that they retain skills which are often expensive to train.

The effects of fatigue are now well known, we know that shift workers are more likely to suffer from heart disease, cancer, mental health issues, chronic illnesses, be injured and lose

their relationships. The evidence is in a shift workers' life expectancy, the rubber hits the road when they die too young.

There is a need to look at ourselves as sometimes the workers can be keen to do the extra hours and make the money. This is best mitigated by continuing to ensure that the workers we represent are well paid and don't need to work excessive hours to make ends meet. The employer needs to ensure there is big enough pool of workers that the available work can be doled out fairly.

Rosters now have been or are being worked in most ports, some of the Stevedoring companies are a little slow on the up take but the message is clear. We cannot continue to work our port workers to death. 🇳🇿

PORTS RETIREMENT PLAN ARE YOU A MEMBER?

The Ports Retirement Plan is open to all port workers.

The plan has an external administrator and contributions are invested with four fund managers.

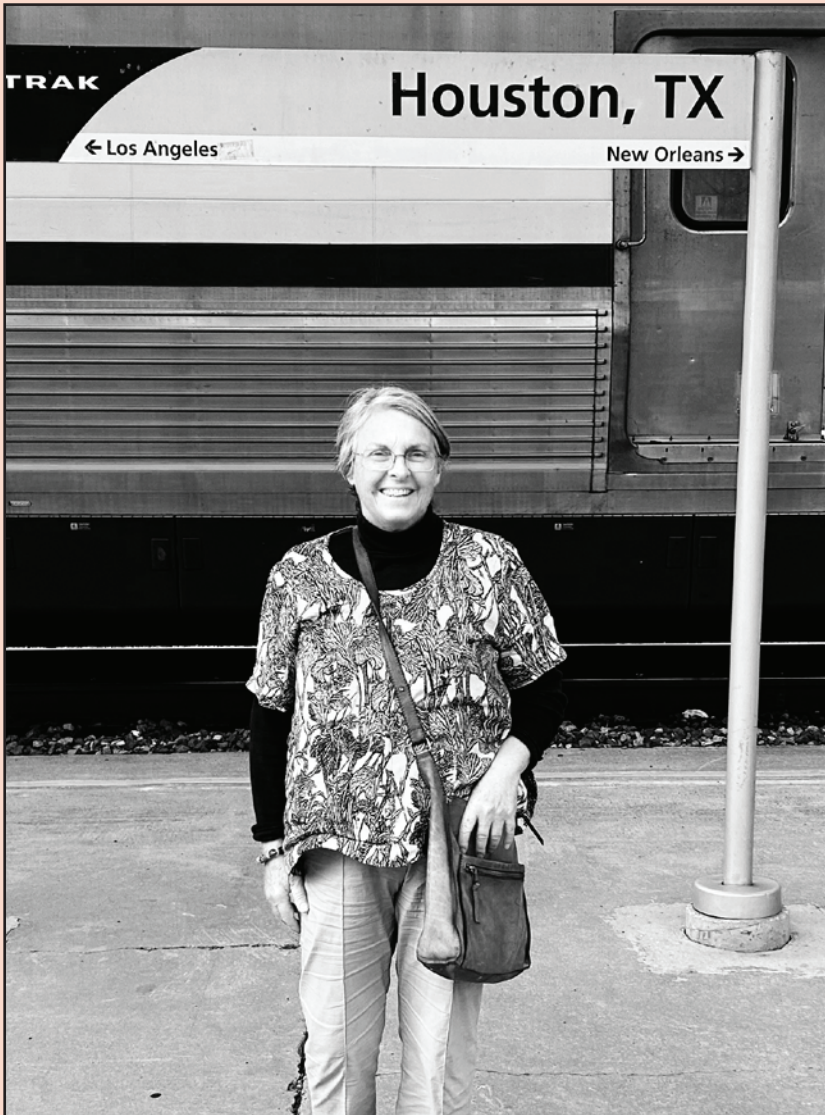


**Ports
Retirement
Plan**

Download a copy of the Product Disclosure Statement from our website:

www.portsretirement.org.nz

Issuer: Ports Retirement Trustee Limited



Hazel Armstrong travelling from New Orleans to Los Angeles

Introduction by
Hazel Armstrong

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In October 2023 Bob and I took the Sunset Limited train from New Orleans to Los Angeles. The loco and carriages were old (the loco was built in 1993), the staff told us that the funding for new trains went to the north-east, and they were the poor cousins of the south.

The onboard service staff and Loco engineer said they hadn't had a pay increase for a long time and the negotiations were protracted, so we were pleased to see that in August 2024 they had won a significant pay increase and that Former President Biden increased funding across the entire AMTRAK network of \$2.1 billion and for the Sunset Ltd it can now run daily rather than 3 times per week.

The Sunset Limited

A travel story across the United States by Bob Kerr

The Sunset Limited leaves Union Station New Orleans on time at nine in the morning. We make our way through shunting yards full of freight wagons, past parking lots and warehouses catching the early morning sun. Slowly the train rises above the factories and the freeway off ramps gaining height to cross the Mississippi River on the Huey P Long Bridge. Huey Long, the populist Governor of Louisiana was a man in

a hurry: 'I'm for the poor man - all poor men, black and white, they all gotta have a chance. They gotta have a home, a job, and a decent education for their children.' Long was assassinated in the Louisiana State House in 1935, the year the bridge was completed.

There is a gentle descent back to swamp level on the west side of the river. We are traveling one year before the US presidential election. Biden time. We will spend two nights on

the train and cross five States: Louisiana, Texas, New Mexico, Arizona, and California. Louisiana is green. Green trees shade the down at heel wooden houses and trailer parks that back onto the track. There are green rice fields. The train crosses lakes and bayous lined with green moss-covered oaks and cypress trees.

I've bought along my sketch book. The second floor observation car with its big windows provides a splendid place to record the journey. I like

drawing on trains. The movement of the train often adds unintended improvements to the drawing and you have to be slap-dash and draw fast because there is a constant stream of new landscapes moving past: a machine shop in the sugarcane fields outside New Iberia; an empty parking lot in Beaumont.

In the next seat sits Ben. He is traveling with his son and wife to a conference on domestic violence in Los Angeles.

'I'm Menominee,' says Ben, 'our people are from Wisconsin.'

'How do you say hello in Menominee?' I ask.

Ben writes in the back page of the sketch book, *pōsō*. 'That's hello and also see you later.'

During the night the train crosses much of Texas. In the early morning I pull back the curtain and watch the sun rise. The green of Louisiana has been replaced by the browns and golds of the desert. In a startling moment the land falls away as the train crosses the Pecos River viaduct.

'This is José, your dining car attendant,' says the intercom. 'Passengers in car number two should come to the dining car for breakfast. That's us. We make our way through to the dining car where José sits us with Ted and Larisa from Washington, Ted is a lawyer. As a young man he worked for Eisenhower. Larissa is grey haired and elegant and getting a little forgetful, 'But it's hard for her to get lost on a train.' says Ted. 'Train travel means we can still holiday together.'

Ted shows us a photograph of his granddaughter. She is carrying a mean looking military rifle, dressed in full army kit ringing a polished brass bell.

'You ring that bell when you graduate from the Westpoint Military Academy.' says Ted. He is enormously proud of his granddaughter.

'I'm a Republican,' says Ted, 'and I think that Donald Trump is the most

despicable person on earth,'

The train is now following the border with Mexico. The border across which Trump had insisted, 'They are bringing drugs. They are bringing crime. They are rapists. We need to build a wall.' His solution is that he will build that wall, '... nobody builds walls better than me, believe me and I'll build then very inexpensively. I will build a great, great wall on our southern border, and I'll make Mexico pay for that wall. Mark my words.'

At lunch there is a fresh rose in a vase in the middle of the table. José seats us with Rubén. Rubén works for Facebook in San Antonio. He is an ethics adviser. He is taking the train to a conference on ethics in San Francisco. He is concerned about the increasing attacks on un-documented immigrants.

'My mum arrived here in the 1960s without documents,' he says, 'It's madness, undocumented workers contribute \$97bn in federal, state and local taxes, (he has all the figures in his head). 'Their removal would wreck local economies. It will push nearly 10 million US citizens into economic hardship.'

José brings lunch to our table. A grilled cheese sandwich for me, the savory chili for Hazel and crisp chicken Caesar salad for Rubén.

Who is going to pick this lettuce when all the un-documented farm workers have been rounded up?' asks Rubén. 'Unemployment is only around 4%.'

The afternoon and the Chihuahuan Desert slide by, becoming tangled with images of the wild west that arrived on the TV in our living room via re-runs of *Bonanza* and the High Chaparral and the country and western songs played on late night request sessions. In the late afternoon we come into El Paso. I know about El Paso. Marty Robbins sang about it in a chirpy little ditty

celebrating American gun violence.

Out in the West Texas town of El Paso

*I fell in love with a Mexican girl
Nighttime would find me
in Rosa's cantina
Music would play and
Felina would whirl*

But Felina makes the mistake of talking to a handsome young stranger and it doesn't end well.

My challenge was answered in less than a heartbeat

The handsome young stranger lay dead on the floor


The rail tracks are now feet away from the border. Through the fence you can see the Rio Grande. It is not very grand. You could wade across and only get your ankles wet.

The train lives up to its name with a spectacular sunset as we pass through Deming. We arrive at Union Station in Los Angeles at five thirty in the morning. On the platform I see Ben.

'Pōsō.' I say.

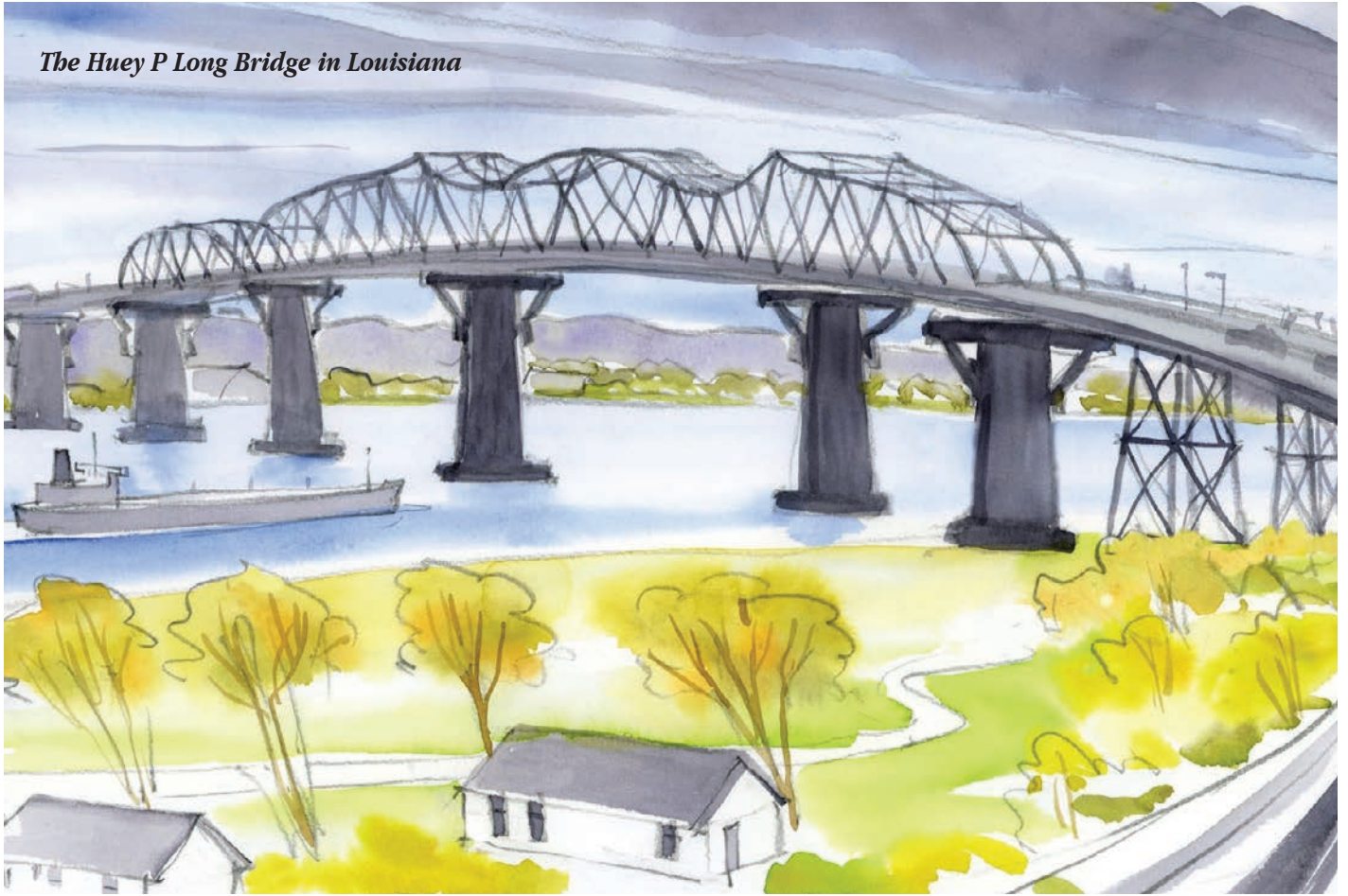
'See you later,' he replies.

Dennys restaurant is just opening, we are the first customers for breakfast. Out in the carpark the homeless are stirring. A homeless man shambles into the restaurant and comes up to our table and asks for money. The waitress asks him to leave. He ignores her. A security guard arrives. She takes her taser out of its holster and points it at the homeless man. He knows just how far to push; he heads back out to the parking lot. The waitress brings our coffee, pancakes with maple syrup and eggs on toast.

'Sorry about that,' she says. 

■ Bob Kerr is a Wellington based artist and writer who has done a lot of illustrations for the Union and Hazel Armstrong is a lawyer and works very closely with the RMTU.

The Huey P Long Bridge in Louisiana



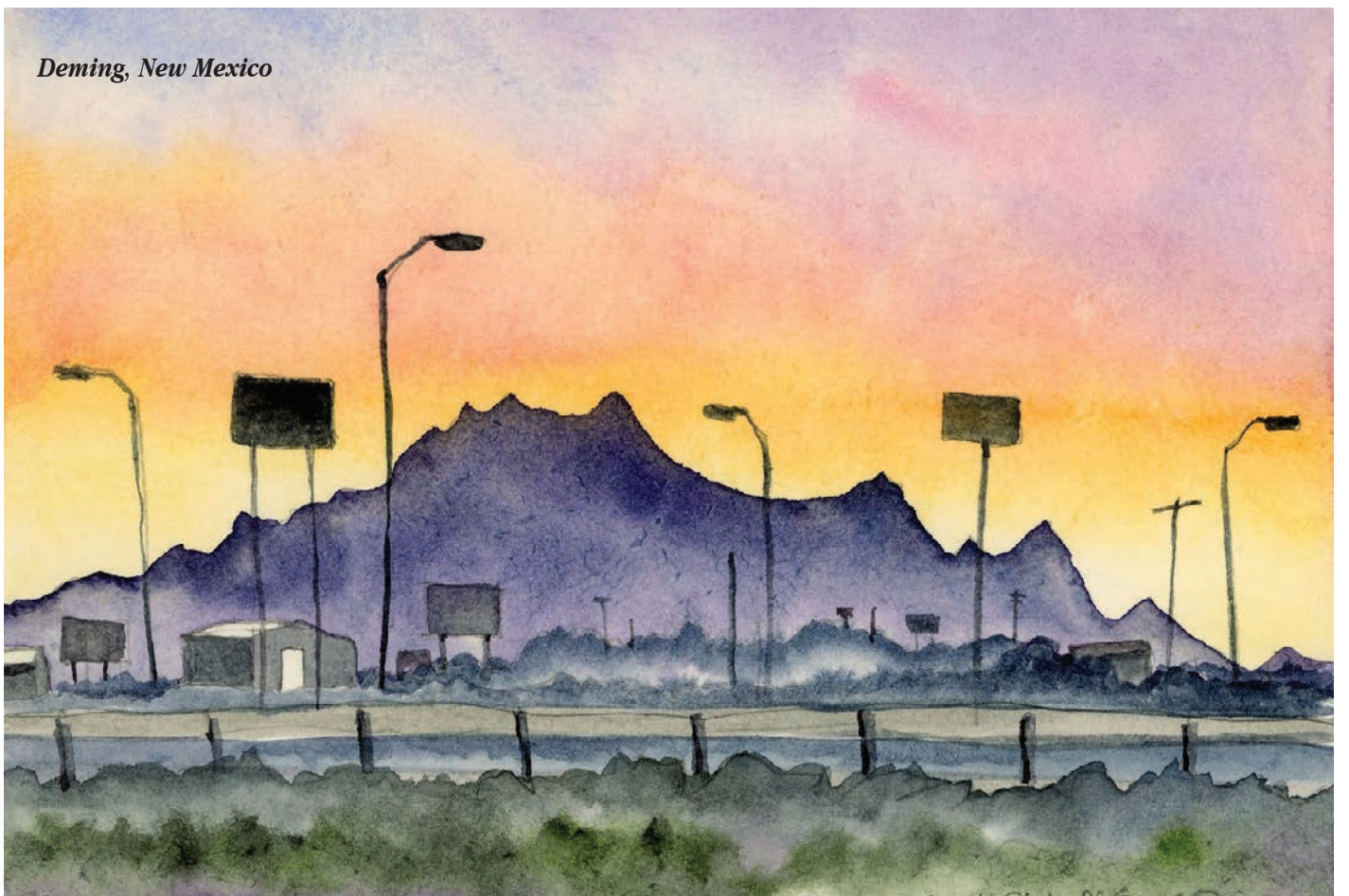
New Iberia Louisiana



Beaumont, Texas



Deming, New Mexico





Tramways—The forgotten cousin of trains

Over the past few weekends, I have taken advantage of the wonderful Auckland weather to explore the city with my 3 year old son on various train and tram rides. His favorite experience was, of course, the Thomas the Tank Day at Glenbrook Vintage Railway, but I believe that event is already well-publicised through Facebook.

I want to share a bit about our day trip on the Auckland tram. When I spoke with some Auckland friends, particularly fellow mums, they were all quite surprised to learn that we still have trams operating in the city. The tram we rode is called the Dock-line Tram, which runs every Sunday, on long weekends, and public holidays from 10 AM. For us, it was an incredibly affordable way to entertain my son while allowing him to ride on an old tram from the early 20th

century. The tickets cost \$2 for me and \$1 for my son, and we could ride for as long as we wanted.

I'm not writing this to promote the tram, but rather to discuss the



*RMTU Northern Organiser
Shirley Horne*

status of trams in Auckland. The tram yard is located in Wynyard Quarter, an area that was once an old dock but is now prime real estate. Unfortunately, this puts the future of the tram in Wynyard Quarter in jeopardy. It makes me wonder why we can't reintroduce something like the tram to help alleviate traffic in Auckland.

Anyone who lives in Auckland knows how challenging it is to navigate the CBD, especially with the council converting many roads into pedestrian-only areas and bike lanes. A tram could potentially offer a solution for getting around the Auckland CBD.

Lastly, for any parents with young children, I highly encourage you to take your kids on the Wynyard Tram ride before it's removed for new developments that may be out of our price range. 🌐



JA1250 boiler and firebox being removed



Tim Kerwin, Glenbrook Vintage Railway Operator

Glenbrook Vintage Railway

On the 15th of January, the Northern Region Organisers took a trip over the border into our other area Waikato for a visit to Glenbrook Vintage Railway, Tim, Aaron and the team welcomed us in, and showed us around their site. We got to gain some better insight into what they do and how they fit into the puzzle that is the NZ Railway network.

Whilst there we learned about the special task and equipment, they have that not only supports them, but also is used to help support other heritage operators throughout the country. One example is the wheel lathe setup they obtained from the old Parnell workshops, which is one of only a couple left to be able to use to maintain the heritage wheels and keep them running and up to code for years to come.

The team is mainly made up of volunteers that have an amazing passion, and an immense amount of

knowledge, experience and skill to be able to not only crew these trains, but to plan, to refurbish, maintain, all their own locomotives, wagons, buildings and track as well. Due to their unique setup, they are also able to provide their track for training for KiwiRail, and to utilise as a test area for new machines that KiwiRail have brought in, but due to limitations of track access cannot test and prove on the live network.

Whilst there we were able to witness the boiler and firebox of Steam Loco JA1250 being removed. This has not been done since 1996 and was a historical moment, this is a massive undertaking to refurbish a Steam Locomotive and to then bring it back to its glory and to then seek to restore to mainline service. Tim is nothing if not ambitious and told us that he and his team are looking to undertake what would normally take others up to 10years to achieve, he is hoping to complete this work in around a year's time. Hats off to

you Tim, and we hope to be there to witness the new boiler being fitted to JA1250 in the future.

The rebuilding and design of new boilers is something that many rail companies have struggled with, due to the standards of welding and boiler making changing over the years, the design has had to be redone, and custom made to suit. There are hundreds of various attachments, threads, bolts and fittings, that when the boiler is made must be in exactly the correct spot, otherwise the Locomotive will not be able to go back together. This is another testament to the wealth of knowledge, and expertise that the entire team at Glenbrook have.

It was also great to hear from Tim some of the historical information that he remembers and knows, we hope that he will become a regular contributor to the Transport Worker so everyone can benefit from the knowledge and interesting stories he has. 🌐



International Transport Federation Congress

Marrakech, Morocco, October 13-19th 2024

The ITF Congress was held in Marrakech, the Arab world region for the first time in ITF history. The ITF connects transport workers, trade unions and workers networks from 147 countries to secure the rights, equality and justice for their members. ITF

is the voice of over 20 million working women and men who move the world.

Myself (Rebecca Hauck- RMTU Women's Rep), Ratahi Ellis (NMC Ports Rep-Northern), Jas Giri (RMTU Auckland Rail Branch Rep) and General Secretary Todd Valster attended

ITF Congress 2024. I am extremely grateful to the Mighty RMTU for this once in a lifetime experience. Being a part of and participating in a transport global movement was inspiring and enlightening.

Delegates from transport unions across the globe met in Marrakech



to commit to organise around our 6 demands to build transport workers power internationally.

1. Accountability
2. Equality
3. Rights
4. Future of Work
5. Safety
6. Sustainability

Transport is the Lifeblood of our society.

The ITF has had much to do in the last 6 years. COVID had a huge impact in the supply chain of transport. And many weather disasters have impacted the supply chain as well.

From 2014 the ITF membership has increased by 50%. ITF represents over 20 million workers. Since 2018 we have increased the Arab numbers. Youth ITF members have increased by 75% since 2018. Women members for the 1st TIME EVER. . . 1 MILLION WOMEN!! Regions have grown, Africa is the biggest region. And has equal representation of women and men.

Asia-Pacific-Phillipines make the biggest delegation.

Stand out sessions I attended was led by the Dockers (port) Workers, who spoke of the importance of their work during COVID. They worked day in day out during these times, just as our port and rail workers did the same. We need to fight for respect and fair conditions. Ships move 90% of goods around the world. Young people have been subject to gender discrimination, women dockers experience more discrimination than men, their safety is at risk. The delegates called on the ITF to support young dock workers in their jobs, lives and future. Young workers are taking us forward. Promoting young and women workers is critical to moving forward.

Willie Adams of ILWU (International Longshore and Warehouse Union) of Canada. And 1st Vice Chair ITF Dockers was one of my favorite

speakers. He described comrades as the backbone and strength of the Docker Workers. We are like the special forces, we take no prisoners, we are militant.

In the Seafarers section, more and more women are entering into the Seafarer family. And with more women, the need for more protection around bullying, sexual harrassment and discrimination is vital. Women have set up their own networking groups so they can meet and stay connected online and in person.

The global landscape is changing drastically, we cannot leave our Seafarer sisters and brothers behind. Part of Maritime 'Just Transition', we need to make sure our Seafarers are respected, valued and protected. 5 women and 5 men make up the exec board for the ITF Seafarers.

The Equality for Transport Workers Live session was very interesting. Power House Mich-Elle Myers was on the panel. She spoke of how Equality is in our DNA. She pushed for a womens committee on the ITF, and won. 8% of women in Maritime Australia change policies to get women in the unions. If we don't make noise and change the rules, it won't happen. We need to force change.

The Women's Transport Session was one of my favorites. Since COVID the transport women workers have been there from the beginning to the end. Womens Transport, and workers are growing stronger unions. Campaigns for equality and rights have been supported by the ITF. Engaging in international policy, building meaningful participation and leadership. There is support from governments and unions and ITF Employers. Women speaking on all issues, strengthening the women with the ITF. Continuing the work that has already been going on. Creating a future that all women thrive. When women are united we are more powerful than you know. Warriors

of Light and Love. Remember you are not alone, keep building alliances, never forget to celebrate your achievements. ITF is the global voice of women.

Railways are a vital public service and an integral part of the global supply chain. At the Railways section of the ITF, we committed to:

Expanding our Safe and Sustainable rail campaign


Strengthening womens inclusion in rail

Raising International Standards in rail.

Rail makes up 1.6 million members in the ITF around the world. Investment in rail over the next 5 years is important. It's the greenest way to move products around the world.

The ITF are also in support of our Ukraine comrades and were saddened to hear that our Russian comrades could not attend ITF, for fear of being jailed. You dont have to be shy, or scared to support Ukraine. Because you are supporting people, the future and freedom. ITF stands with all workers who face oppression. Peace is union business.

From all the sessions and the plenary sessions, I met so many new people from around the world, exchanged details and did some amazing networking. With the world as it is today we need all the allies we can get to fight against the far right and neoliberalism and companies that don't care about their workers. The union movement is a global movement.

ITF moves the world, politically, emotionally and economically. We are the world—WE ARE ITF 

■ Rebecca Hauck is the National Management Committee Women's Representative, Otago Rail Branch Secretary and Otago Rail Women's Union delegate for the RMTU

Auckland Branch

Get Ready to Vote This Year!

Things will be progressing along for the bargaining with Auckland One Rail, the Auckland members will have experienced a vote on Vero Voting, for the Branch Secretary. We are looking forward to this being utilised more going forward, and allowing people to have their say. There will be quite a few votes needed this year, as this is election year for the RMTU. So please keep an eye on

your inboxes and SMS messages for all the votes that are coming, we want to see the maximum number of participants in all votes, so even though you may get voter fatigue, it is very important to participate and have your say. KiwiRail bargaining, Todd will have spoken with the industrial councils and been to as many of the branch meetings as possible to discuss this process with the members. For our CAF members it is ongoing

with the briefings with AOR management about how they see the merger happening and AOR views, how that plays out will be up for debate, and as that gets closer to the end of the year there will be more engagement with our CAF members about that. Team Global Express is fairly quiet but will get busier later in the year when the bargaining round comes up again. 🌐

Waikato Branch

A Tough Battle to the Start of the Year

The Christmas block of lines are in the past and another year is well underway In the Waikato. Freight volumes are down but Ruakura inland port and welcomed coal trains into Huntly are helping.

KiwiRail is allowing confusion to reign. RSAS and servicing in Te Rapa is still working with the threat of unnecessary workshop closures and the branch is absolutely committed to fighting these proposed job losses

but until the rogue Mechanical GM actually shows a document with the plan he is just a clueless manager with a lazy plan.

Locomotive drivers are dealing with signalling changes in Auckland that are a safety risk and our ops staff are toiling away in the dust bowl yards of Te Rapa and others. With the announced closure of Kinleith paper mill sure to create angst amongst our south Waikato members.

The NDT car produced a horror

run of 179 cracks between Hamilton and Pukekohe which is creating a lot of hard work in this section of track. Kiwirails reduced funding is making it impossible to replace this defective rail to the quality required. A derailment on the Rotowaro line has also made it a tough start to the year.

Thoughts have turned to the term of the collective ending in July and fresh elections for RMTU positions. Be sure to update your contact details for the unions databases. 🌐

Bay of Plenty Port Branch

Concern of Terminations due to Medical Incapacity

There's a real concern at the BOP RMTU branch regarding medical terminations and how they might be affecting both individual members and the workplace. It's crucial to

address the situation carefully to support your injured workmates and ensure fairness for everyone involved.

We believe rather than terminating someone due to injury or illness, it's important to explore reasonable

accommodations that could allow the injured worker to continue their role. This might involve adjusting their duties, providing ergonomic modifications, or offering where available, alternative positions



◀ within the company. Engaging in discussions with the employer to find solutions that help retain our injured workmates in their jobs while ensuring they are still able to contribute effectively. This can include flexible working arrangements, additional training, or adjustments to the work environment. Medical terminations, especially when happening frequently or without clear reason, can

erode trust and morale among the workforce. Open forums, meetings, or communication channels with management may help address these concerns and reassure members that their health and wellbeing are valued.

We need to be involved and work with management to prevent injuries in the first place, through better health and safety practices, injury prevention programs, and promoting

workplace wellness.

By focusing on supporting our injured workmate and ensuring transparency and fairness in how medical terminations are handled, we can work towards keeping RMTU members in their jobs and maintaining a positive, supportive workplace. 🌐

Hutt Workshops

Where to From Here, What's the Master Plan?

The New Year has commenced with a feeling of cautious optimism given the departure of a handful of staff who took the option of voluntary redundancy in the run-up to Christmas, and a smaller number who were faced with the black and white consequences of not adhering to one of our newer safety mantras of 'Working safely is a condition of employment'. We are sad that these people have moved on as they were part of the fabric that makes us a colourful workplace to come to each day, however change remains a constant in life. The wrap-up of 2024 for us was a little different in that the financial restraints within the company imposed some significant limitations on the final hoorah for the year however we were able to fit-in a couple of modest food shouts and an end of year 'prize giving' consisting of prizes that have been amassed, procured or donated – an electronic prize-wheel was used and winners names were displayed on the big screen for all to see. Prizes ranged from new tools to paddle boards!

With the relocation of our Mechanical Inventory cousins off-site to



New crane for plant 2 at Hutt Workshops

Seaview, a final farewell to Warehouse 1 (originally the foundry) was formalised with a small ceremony in December to mark its' passing prior to an environmentally oriented (ie. closely controlled) dismantling and demolition this year.

The workload across the site remains somewhat variable as some work gets off to a slow start whilst other projects are awaiting the

all-important sign-off before we can get our teeth into that work. We had a slow take-up on the offer of volunteers to work on a 3-car trainset from Auckland to be carried out in our Wellington 'Tunnel' facility however we got there in the end, with only a couple of loose ends to tie-up.

Outsourcing remains a background concern as the 'wheels-within-wheels' process appears to



◀ have people leaving compliance with some company protocols to the last minute requiring a measure of catch-up having to be applied to control the situation. For a company where money is reportedly tight, we have some crazy decisions being made that appear to cost us dearly. Of course, part of the problem is poor planning and communication within the fragmented organisation. I think back to a comment made by the General Secretary at a briefing last year where he indicated that some of the silos appear to be “impenetrable”.

Following-on from the drip-feeding of initiatives from last years Full Potential Assessment and the small number of voluntary redundancies, we wonder ‘where to from here’? No master plans have been forthcoming from EXCO.

As we write these notes, the Half

Yearly report was published. It was good to read that safety is improving however recent publications still have us in the red. I have been watching the triage process from the side-lines and have noticed that the ORA triage function has seemingly deteriorated since Zero Harm morphed into Safety, Health & Wellbeing. The triage process seems to take far longer and not meet the expectation of having high quality direct actions or incident investigations carried out. I had hoped that the restructuring would’ve followed the Union’s change mantra of being “Same as or better”. We can’t buy into the change in safety culture if we don’t experience transparency. The expectations were laid bare when we had the Mirror Walks so it is not unreasonable to expect our concerns to be addressed with any/all new safety initiatives.

We have made a recent request to management to have an update on our future over the short, medium and long-term (including contingency planning) – we expect this update to have been carried out by the time these notes are published.

Equipment renewals continue with the crane replacements underway in Plant 2 The old cranes have served us extremely well over the years however it is time to replace them and our maintenance team are overseeing this important project accordingly.

The MCC was scheduled for 5-6 March in Wellington so we hope we get an informative industrial update from Kasia and Myles who continue to advance our interests in a continuing professional manner.

Until next time – play by the rules and stay safe out there! 🌐

Nelson Branch

Collective Agreement Headed to Ratification

Giddy from Nelson. It has been quite the roller coaster for the Nelson Executive and Bargaining team since end of Oct last year when our CEA ran out. We have been a strong 6-person team this round and have gone back and forth over quite a number of bargaining days with the Port, I think this is the longest bargaining we have encountered here in Nelson! We have finally now had a presentation meeting to the members and it was agreed that we put it out for Ratification. On a positive note, we are going to be, in the words of our

illustrious Regional Organizer and leader Al, “guinea pigs” for the first online voting for the union! We are looking forward to this system being introduced and is a much fairer way to get to all the members and have a true representation of how everyone feels about the offer on the table. We update in the next transport worker about how it goes!

We have had a very slow year with shipping here, it has meant many reduced hours of work and income for our strong casual group of workers. The FT/PPT groups on the roster, generally speaking have found it a

great way to work. The idle time with lack of shipping has been a huge problem and cost for the Port, but are now able to use our Stevedore team throughout the Port in other divisions to cover their excess workloads, and to keep up with R&M jobs throughout the Port. We are looking forward to what they are predicting to be a busy season with apples and wine.

So welcome to 2025 everyone, all our best here from the Nelson team to you for what we hope will be a great year ahead. 🌐

Christchurch Rail

A Loss of Great Staff, and a Fight for Ferries

We are now quickly moving through 2025, and we look back at the people who left KiwiRail in the recent redundancies.

We lost 4 in network services in Canterbury Ian Gottenmeyer, Bob Day, Tracey Hill, Bruce Baxter.

All would have spent a large part of their lives working in Rail most over 40 years.

In other areas we lost Graham Lawn from Middleton operations Christchurch.

Jeffrey Lewis from mechanical Christchurch and long timer from Middleton operations Steve Evans.

Sadly, the whole redundancies seems to have been a farce the people name above would have had 250 years' service between them.

There were a whole lot of other senior KiwiRail staff who tried to take redundancy but were turn down who now feel aggrieved

So, we move on same old Rail fighting for money and its existence under a national government who by now must realise that they have made a whopper of a mistake with the ferries.

But will not back down under the economic politics of the day.

Funny how State highway one will

end in Wellington and may never be connected to the South Island in a meaningful way. Which will always be a railroad ferry for a full integrated transport systems that meets modern standards in the bold new world we think were heading for.

And remember they said we were buying a Ferrari when we only need a Toyota well they can't even buy a Toyota for the same money now.

The decision they will make this year could greatly harm the South Island and its rail network for future.

Let's us let them know what we think. 🌐

West Coast Rail

Tawhai Tunnel Reopened—Time to Play Catch-up

Greetings from the sunny West Coast where we have been in drought like conditions all summer and coal is king. The big news for the West Coast has been the re opening of the Tawhai Tunnel following a partial collapse in the middle of last year. While this was out, alternate loading came out of the old Pike River Siding, now known as Grey Valley siding at Ikamatua. During this time coal trains were down 25% and now we are playing catch up trying to run 3 loaded trains daily including weekends which has been a shock for some. One thing about the tunnel is now

it is very tight at the base and emergency exit procedures will be added to the local instructions and is being worked through.

The flip side to the line closure is that north of Reefton, Networks have been able to get in and carry out some much needed work unhindered and there has been some good progress made. Signal failure is still a problem on the Midland Line with a slip taking out a signal between Moana and Kokiri and Jacksons to Rotomanu signals still suspended tho a fix is on the horizon. Bridge works continue but how much money is left for more replacements in the future

remains to be seen.

Train running has in general been poor with locomotives being unavailable and breaking down frequently, roll on the DMs and some better train planning!

Looking back on 2024 the voluntary redundancy call is the worst this scribe has seen, and quite frankly weak. Now after the wash up the West Coast is short on the ground, which I suspect is the same in many depots. Stay safe out there, do your job right and if in doubt, call it out and stop. 🌐

Timaru Branch

Tough Staffing but Tougher Staff

So here we are well into the new year with changes and challenges for all of us in 2025.

Timaru recently underwent terminal mapping, essentially time in motion on the operations side of things. Leading up to this we had all worked hard to decrease overtime mainly by not covering jobs if it can be done inhouse. The mapping produced a new roster which will reduce the headcount further and reduce penal rate shifts. We are currently in negotiations and hope to have it all finalised by the end of the month (Feb). All of us realise cuts need to be made but it certainly has had a negative effect on team moral. I just hope the company recognises the compromises we are making in the name of reducing costs when the next payround is upon us. VR has been offered but no one will be made to go, and with a number set to leave within the next 18 months we will need an injection of new blood sooner rather than later. I understand Invercargill has just been through the mapping and Dunedin is to be done very shortly, best of luck on that to our southern friends.

On the work front tonnage is still down, we have picked up some port to ct relocation work though and there is a sizable contract to start very soon with a major client, the first real new work in a very long time. Fairtons southern switchlock looks on track to be operational in March with the signals team beavering away doing a great job thanks team. Also



Ross Familton celebrating 40 years of service

thanks to our local gangers for all their hard work and being so good working in with us to complete their jobs to do lists.

On a happy note sole Oamaru shunter Ross Familton celebrated 40 years in rail in February with a BBQ at the Timaru depot (with steak!). Ross popped up to Timaru wearing his good clothes predicting a photo was on the cards, he also wanted a pic with all the team which was a nice touch. Ross started as a ganger working in that area for 15 years saying the money was great with plenty of extras. Unfortunately he developed white finger from using the vibrating tools where blood flow becomes restricted to certain fingers and he was about to leave rail but instead got a job as a shunter. At that stage there were 4 shunters on the roster,

now Ross is the only shunter there. Coming under the Timaru depot but living and working in Oamaru we don't often catch up with Ross so it was really good to see him and share a few stories. On a side note Ross is a very handy golfer so if you catch him down in Oamaru and need any tips I'm sure he would be more than happy to oblige.

A new DM loco is down this way and further south this month (Feb) for testing etc which is great. The sooner they can be brought into service the better, to say the current fleet is getting a bit tired is an understatement.

That's all from the Timaru depot, with Autumn just around the corner time to look at the wood pile and make sure we're all set for winter! 🌍

Otago Rail

KiwiRail Setting Everyone up to Fail

Kia ora comrades! 2025 is starting out to be a busy year.

Dunedin Operations will be under the pump with Port Otago ripping up the rail pad soon. The shunting plan will change considerably until the new rail pad is up and running.

From placing 29 wagons to placing 13 wagons at a time, the frontline crews will be busy to keep up with the demand and timeline of the freight schedules.

Kiwirail is in the process of doing a time and motion study around the country. Hitting Terminal Operations hard, and cutting shifts. Meaning less people to do the same amount of work required on a day to day basis, to save money. With the amount of Voluntary Redundancies, Retirements and restructuring that has been happening, now is not the time to be cutting shifts. Decades of skill and “tricks of the trade” knowledge walking out the door. All over the country we have “green” new staff doing the mahi, and still learning along the way.

Kiwirail is setting themselves as well as our people up to fail. Cutting shifts, putting more work on our people that have just had their training wheels removed is not ideal and not safe in our opinion. Where is the “Care and Protect?” Hillside Engineering is keeping busy with all the Bad Ordered wagons to be repaired and assembling the new IPA wagons soon to be replacing the PKD wagons. The “Grand Opening” of the site still hasn’t happened yet. The residents of Dunedin and the Otago Region are



Buddy, the most popular member of the RMTU in Otago

itching to have a look at this state of the art building. It was once the heart and soul of the community, the community that stood by and supported it not to be shut down and the same community that has supported it to be rebuilt. Kiwirail would be silly to not take this opportunity to show off the site. What a great Public Relations (PR) move it would be to a community that supports Kiwirail and it’s people.


Infrastructures and Track Maintenance have been busy with the summer “heats” coming on and those who have traveled up north to help out with the block of line since Boxing Day working on the Rimutaka Tunnel and the Wairarapa Line. Well done sisters and brothers for taking your christmas and new year holiday to help out the company.

TGE-Team Global Express are quite steady with the domestic freight, soon to possibly get busier when Port Otago’s Rail Pad is under repair. More freight than normal may be trucked from Port Otato to Dunedin. TGE are still looking for a delegate to fill the shoes of Dee Wetere who retired in December 2024.

Dunedin Railways have been in the limelight with all the cruise ships in Port Otago. The train picks up passengers from Port Otago, taking passengers from across the globe on the world renowned Taieri Gorge trip. “Buddy” the 4 legged crew member is the most popular union member amongst his comrades, the public and overseas travelers. Good on ya “Buddy”. But what’s not so good is our sisters and brothers are still working under “the big white tent”

The Kiwirail Cumberland Street Maintenance Depo is vacant, yes that’s right VACANT! So why are our members still working out of a tent? Beggars belief that Kiwirail can’t take off the blinders and look at the big picture. The relationship that could be built with Dunedin Railways, putting passenger trains back in the lower south island, a place for our frontline members to work, more sustainable and greener way to travel and commute.

It’s a win-win situation. Stay safe out there whanau and look after each other.

I Kotahitanga—In Unity 

RMTU Women Wahine Toa

Introducing the RMTU Womens' Council

The RMTU National Women's Council was formed at National Conference in October 2020. There are 6 elected positions plus the national Management Committee Representative (NMC).

The womens council organizes the programme for the Biennial Women's Workshop at Conference, the annual Women's Forum and events such as International Womens Day on 8th March.

For more information reach out to the womens rep in your area.



Christie Yule North Island Rail Womens' Rep

Kia ora everyone my name is Christie Yule and I have been with KiwiRail since 2019. When I started, I was the first female Rail Operator in Mount Maunganui yard. Since then, I am proud to say many more wahine have followed. I am now a Terminal Manager jointly looking after Mount Maunganui and Tauranga Terminals.

Working in the yard gave me a great understanding and appreciation for what it takes to ensure we maintain a safe working environment that is beneficial for all. An environment that is welcoming and promotes inclusion through understanding people's values, morales and passions, and not just their gender.

I have proudly been on the Women's Council representing North Island Rail since the inception of the Women's Council. I absolutely love this role!

Tarsh Hutley South Island Rail Womens' Rep

Hi, my name is Tarsh Hutley. I work in the various parts of the South Island. My position in kiwirail is rail protection officer. I'm the new South Island rail woman's rep in the woman's council.



Rebecca Hauck National Management Committee (NMC) Womens Rep

Kia Ora Comrades, My name is Rebecca Hauck and I live and work in Ōtepoti Dunedin as a Rail Operator and trainer for Kiwirail. My union roles are: RMTU National Management Committee Women's Representative, RMTU Otago Rail Branch Secretary & RMTU Otago Rail Women's Union delegate

I advocate for safety, respect, fairness, and inclusion in the workplace for all my sisters and brothers. It's Union Business!

Gemma Thomas North Island Ports Womens' Rep

Port of Tauranga, 4 years Security port protection Womens Rep for Port of Tauranga
Womens Council Rep for North Island ports
Bay of Plenty RMTU Branch Secretary



Zoe Smith South Island Ports Womens' Rep

Kia Ora folks! I'm Zoe Smith, I work at Port Otago down near Ōtepoti Dunedin as a cargo handler (mainly driving straddles). I'm the new South Island Ports Rep on the Women's Council, and can't wait to get stuck into it!

Nicola Fitzgerald Transdev Wellington Womens' Rep

Nicola Fitzgerald
Wellington Station
Locomotive Engineer
Transdev Wellington
Womens' Rep



Rita Hill Auckland One Rail Womens' Rep

Kia Ora I'm Rita Hill from Auckland One Rail I am a Tutor Train Manager on the passenger trains.

I have worked on the rails going on to 12 years this year, I am currently the Womens Rep for the Auckland Branch and I have been part of the National Womens Council for the past 4 years.

I look forward to the next 2 years working along side the rest of our amazing team.