

THE ACTIVIST



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LYTTELTON OFFICE TEMPORARILY EVACUATED

Due to the pending demolition of the earthquake damaged RMTU Lyttelton Office, the Port Branch Secretary and the South Island Organiser have evacuated until the building is replaced with a Portacabin type structure. We're unsure how long this will take but in the meantime members can contact Lyttelton Port Branch Secretary Heiner Benecke on 027 446 8779 and South Island Organiser John Kerr on 027 246 4941. We've set up camp in the RMTU office at KiwiRail Middleton Yard Operations Depot but can arrange to meet members in Lyttelton if required.

RALLY IN SUPPORT OF DUNEDIN CADBURYS WORKERS

The union representing almost 400 Dunedin workers facing the loss of their jobs as multi-national owner Mondelez looks set to shift production overseas is holding a rally this coming Saturday and has asked former Hillside delegate and Otago Rail LE David Kearns to speak in support of their members.

Kearns was one of the Branch Executive who waged a long campaign to try and save jobs and stop Hillside closing. That battle became a symbol of the fate of manufacturing under the do-nothing Key-English National Government and put the RMTU on the front page of every paper and on the TV screen in every living room in New Zealand. Etu, representing Cadbury workers, has asked Kearns to speak at a rally being held this Saturday 11 March in the Octagon in Dunedin.



Whilst Hillside's manufacturing facilities were closed, the heavy lift maintenance facility remains open and is expanding operations after the recent Kaikoura earthquake. David Kearns was part of the RMTU team that successfully put Hillside in the public eye; build organisation and support in his union and the wider movement and community; persuaded opposition parties to amend their policies around government procurement; and - we are sure - reminded National that any attempt to close Hutt Shops would mean an even harder battle right on the doorsteps of Parliament. We know he will inspire Cadburys workers and their allies in the fight to save their jobs.

We encourage all RMTU members in Dunedin and nearby to attend the rally and give voice to our fellow workers at Cadburys. Saturday 11 March 1100-1300, The Octagon, Dunedin.

RADIO DEBACLE AT LYTTELTON PORT

Lyttelton Port Company is calling in technicians from Tait Electronics after RMTU and MUNZ members threatened to pull the Red Card over the botched introduction of a digital communication system last weekend.

The switch from analogue to digital radio has been fraught with difficulties and members believe they are at increased risk of serious harm, because of technical problems with the radio system, in the event of an incident.

Frontline management did the right thing last weekend and listened when health and safety representatives raised the issue. The port continued operations using the analogue system and at the time of writing

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

is getting the manufacturers technical staff to meet with members so they can hear first-hand what the problems are.

All this could have been avoided had LPC senior management worked with the RMTU at the outset when procuring the new system.

We have extensive experience of radio systems in safety critical areas in a far more complex and demanding environment than Lyttelton port and some of our most experienced officials are communication systems experts in their day job. The Canterbury Rail Branch has members who maintain and upgrade KiwiRail's communications, including Tait radios, across the South Island and who would have been all too glad to assist port management and our members had they been approached.

Sometimes the workers do really know best...

SCOTT WILSON PASSED AWAY

It is with a heavy heart and immense personal sadness that we advise that our past Northern Regional organiser Scott Wilson has passed away after a long battle with cancer but surrounded by a loving family. Scott was a great organiser for this Union during difficult times and did exemplar work whilst heading up our participation in the Networks Industrial Council. He was a loss to this union when he left for personal reasons and he is now a true loss to us all. Scott was diagnosed with a terminal cancer condition last year, ever the pragmatist he chose to keep the matter private and focus on living.

Below is a statement that his wife Hel has requested we distribute amongst members. There will be no funeral.

RIP Brother - gone but never to be forgotten!

Goodbye from Scott Wilson

When Scott was diagnosed with a terminal condition last year, ever the pragmatist he chose to keep the matter private and focus on living. He had excellent care from his equally pragmatic (and dry witted) oncologist but does not want people focusing on the cancer that killed him, he is/was more than that. A loyal friend, loving father, skilled tradesman, committed unionist, real babe, avid reader, greenie, cowboy, pagan pilgrim, intrepid adventurer, superb cook, and lately he added knowledgeable nut farmer / swine herd to his list of accomplishments.

He chose to spend his final days at the farm with the people he loved, and who love him. He died as he lived, on his terms. In accordance with his wishes there will be no funeral, rather his ashes will be carried to Cape Finisterre to be scattered off the end of the world.

Goodbye Scott, we miss you love

Matt, Kate, Fran and Hel



SUCCESS WITH SICK PAY AT TRANSDEV AUCKLAND.

A Union member had sick pay withheld with the justification being instructions that appeared on a memo had not been followed. This member had phoned in and followed the clause as set out in the CA

notifying the company "as early as possible on the first day of absence". After initial attempts to resolve this were unsuccessful this member stuck to his guns and escalated this concern and finally his missing sick pay was paid. His appreciation by thanking all those involved was well received. This was a good result for a member who knows and understands the CA.

EMPLOYER FACEBOOK PAGES, CAVEAT EMPTOR!

Facebook posts by workers have had serious implications for their employment. Most employers have IT policies that can mean what you post can be held against you. We now see employers starting Facebook pages and inviting workers to join. Clearly that would not be the place to have a rant but also by liking, friending or joining these pages, it does open up individuals Facebook pages to employers. Your pages may have old or current content that you may not want your boss snooping around at.

One option is to have a Facebook profile/log on for specific purposes, like a work FB profile and a private FB profile and never the twain shall meet.

ENGLISH STUMBLES ON SUPER AGAIN

National's flip flop on superannuation will hit a generation of younger workers and unfairly penalise those who already struggle to work to 65, says Labour Leader Andrew Little.

"This decision hits the generation that has had to pay for their tertiary education and are missing out on buying their own home because of the housing crisis. Now they will have to wait two years longer to get their superannuation.

"I have spent 20 years of my life working with people who struggle to get to 65 now before they retire because of the physical nature of their work; that hasn't changed. Now Bill English wants them to wait another two years. Life expectancy may have changed, but bodies still wear out at the same rate, they always have done. It's not right, the case does not stack up.

"This is about giving the appearance of doing something when it's really nothing at all. It's totally political. They have even pushed out legislating for this until next year and it doesn't take effect until 2040.

"If this was about affordability, there's one thing Bill English could do and give people a sense of comfort and that's resume

contributions to the New Zealand Superannuation Fund which is now \$20 billion short thanks to National's freeze.

"This is a ham fisted, clumsy and a completely botched piece of decision-making which is the hallmark of Bill English's leadership.

"Labour's policy is very clear. There will be no change. A Labour Government I lead will keep the age of entitlement at 65 and we will re-start contributions to the New Zealand Superannuation Fund," says Andrew Little.

MECHANICAL INDUSTRIAL COUNCIL UPDATE - KR

A change to the format now has this Industrial Council holding our meetings around the depots again. Tuesday and Wednesday this week saw us in Palmerston North. The meeting started with a guided tour through the mechanical depot buildings, this made us visible to the members we represent and offered the opportunity for many conversations with us learning more about their specific area and for them to ask questions regarding the council and the projects we have been working on. All reports back indicated this was a welcomed change that we plan to continue.

The council heard updates on current projects HPHE at Hutt Workshops, the Service Standardisation and two other projects that were established using HPHE principles Hotworks and Rule 126. Phase 1 of Hotworks is nearing completion with a national rollout being planned, this project identifies minimum PPE requirements, a JSA process and improved first aid stations. This is all designed to minimise the chance of members receiving burn injuries and overalls catching fire.

Trials started this week in Westfield for improvements to Rule 126, with a new lockout switch fitted to a DL loco and a lockbox trial for all working on road 1. We are also hoping to have a lockout device for the knife to trial. Separate communications will be forthcoming with greater detail.



At the request of the RMTU the council also reviewed reported accidents/incidents and near misses with a view to better understand the cause of these incidents. The last 2 years has seen 284 reports, including 14 LTI's logged into IRIS, stats show good reporting coming from members at the Hutt and low LTI's in comparison when compared to the depots. Many causes were identified including environment, tooling, maintenance, PPE and others. Unfortunately many causes were not able to be identified due to a lack of information entered in but also the limitations of the IRIS programme itself. This work will continue with a report back at our next meeting, which will be held at the Hutt workshops at the end of May.

HEADS UP - BIENNIAL FORUMS 2017

Women's Forum 13 June 2017 and Ports Forum 14-15 June 2017

At the 2016 Biennial Delegates Conference it was agreed that the Biennial Ports Forum would be extended by one day to facilitate a one day Women's Forum. The Forums will be held in Wellington 13-15 June 2017.

National Office will cover the cost of one Women Delegate attending the Women's Forum and One Ports Delegate attending the Ports Forum. All costs (Wages, travel and accommodation) for Observers will be the responsibility of the Branch they represent. Branch Secretaries are asked to formalise their representation and to advise numbers of attendee's to National Office as soon as possible. Suggestions for agenda items are encouraged from branches.

FEMALE URINE COLLECTION TRAYS

In June 2014 the Union reached agreement with KiwiRail that the above item would be available for women members to use as part of the Drug and Alcohol testing regime. The Drug Detection Agency (TDDA) advised the parties, at the

time, that they would implement the protocol nationwide immediately.

Imagine our surprise when attending the Wellington Branch meeting yesterday to be confronted by a woman member complaining that no women's device was available for her sample to be taken. When she complained she was advised by the van operator "that the cups have never been stocked by him, there were none in his van and he didn't think there were any in use nationwide. Emails flew following this and TDDA had this to say.... *"currently getting the TDDA branches and vans re-stocked with these, (some have them, some don't), and once this is achieved, (it will be in place by 3 March 2017), I will also update the Kiwi Rail SOP to ensure that these are offered to any KiwiRail female donor. Apologies that this has slipped off the radar at our end, adding it to your SOP will ensure that it is not lost moving forward."*

Morale of the story: Stand up for your rights and demand the appropriate tools to do the job! This is the web link to the tool....

<http://www.uslmedical.co.nz/Home/Product/6829/Propax-MSU-Urine-Tray.aspx>

LOCKABLE TOILET AT NEWMARKET

A workable solution has been reached for our Transdev members who will be rostered to have breaks at Newmarket Station. A Lockable toilet is now being provided and clear instructions for the number of people using the meal room. This was great work from all involved from our Delegates, H&S Rep and all those members who gave feedback and the mandate to tour delegates. In a short time the position for our members was improved, this will be reviewed after the roster and timetable change comes into effect on March 12th.

WORKING PEOPLE DELIGHTED WITH UNANIMOUS SUPPORT FOR DOMESTIC ABUSE SURVIVORS

Working people congratulate Green MP Jan Logie on successfully getting her proposed law, which will make a real difference to the



lives of people who are experiencing domestic violence, over the first hurdle.

CTU Secretary Sam Huggard is delighted that the proposed law received unanimous support last night in Parliament for its first reading, "this is a hugely positive first step. There is much work to be done to ensure that MPs continue to support this really important law change."

"What this law change does is provide 10 days of paid leave in any calendar year which could be used for medical appointments, legal proceedings and other activities related to family violence. Already provision for paid leave exists in some collective agreements, but for working people without access to collective organisation in union, there needs to be a minimum legal right also."

"What Jan's proposed law change does is make life a bit easier for those going through an extremely difficult time. As a nation we are growing in our commitment to addressing and reducing our appalling rates of domestic violence. This law change is part of the solution," Huggard said.

2017 SAFEGUARD AWARDS- TIME TO NOMINATE!

RMTU nominated H&S Reps have a winning track record with the Safeguard Awards. Last year congratulations went to RMTU members Laurie Collins (Lyttelton Port Company) and Ian Dixon (Kiwirail) on being awarded finalist status in the most influential employee section and to our Transdev Auckland members for their involvement in the employee participation lead SPAD project which was awarded finalist status in the best significant H&S initiative by a large organisation category.

This is an opportunity to acknowledge the commitment and perseverance of Safety Reps. These Awards are a small way to acknowledge Safety Reps and convey Union appreciation for the work they do.

How to nominate someone,

The judging panel will be looking for details of initiatives which took place primarily in 2016. The entry should be reasonably brief (just a few pages) that explains how the nominee has made a positive influence to H&S. They also like it if the nomination comes with a few endorsements, e.g. from the manager/supervisor and the Union.

Below are links to both the 'how to enter form' and 'entry form'

<http://www.safeguard.co.nz/databases/skin/safeguard/images/content/adhoc/Awards2017/2017EntryPack.pdf>

The closing date for entries is 3 April 2017. The awards will be presented at a Gala Dinner at Sky City Convention centre in Auckland on the 31st of May.

Let us know if you put a nomination form through. Please send this notice far and wide.

GOVERNMENT STATISTICS RELEASED - SHOWS GENDER PAY IMBALANCE NEEDS URGENT ACTION

Research released today by the Ministry for Women 'Empirical evidence of the gender pay gap in New Zealand' makes a useful and timely contribution to understanding the factors causing the gender pay imbalance.

"This knowledge is especially important given there has been no progress in fixing the gender pay imbalance since 2002. Women are gaining higher qualifications yet unfairness remains," CTU President Richard Wagstaff said.

"This research is a call to action for employers about the role of both conscious and unconscious barriers that prevent women getting paid fairly. It shows that discrimination plays a very large part in the gender pay imbalance."

"This is especially timely given the work the State Services Commission and CTU unions are doing to develop principles in the state sector that address these very issues."



"Paying Women equally can only be achieved when we have fair pay systems that are transparent and free of bias," Wagstaff said.

HOLIDAYS ACT AND PORTS

Members will recall that a little while ago there was a great deal of publicity about the Police's failure to correctly pay its staff according to the Holidays Act. Specifically, much of the heat and light appeared to be concentrated on the payment of leave, given that police work 24/7 and have varying amounts of pay per pay period because of penal rates and overtime.

The Council of Trade Unions (CTU) and the Labour Inspectorate did a great of work on this matter and the Labour Inspectorate identified a number of types of employer as being 'at risk' of making the same errors as the Police. These include district health boards, airlines and ports – in other words, large unionised employers that work 24/7 where workers enjoy payments negotiated by their unions to reflect the anti-social and long hours they put in.

The RMTU has engaged with both Transdev and KiwiRail to confirm they have been paying their staff correctly. KiwiRail have been getting it right, and we are in the final stages of working with Transdev in Auckland which will resolve issues there.

On the South Island, Lyttelton Port commissioned a report by an independent accountancy firm and had that peer reviewed by a law firm just about the time we raised the matter with them. Full marks to LPC, they have been working with us to unravel some very complicated information and we are now at the point where they are scrutinising a small number of members pay histories as examples. They have informed us that the Board has been informed of the exposure the company has to a considerable amount of back pay. What this will mean for individuals we don't yet know and we certainly don't advise that members go out and spend money that they don't yet have however we are confident that there will be payments owing to many.

We have started to engage with other port employers, asking the pertinent questions that were provided by the CTU at a course late last year. This is a complicated business and nothing will happen overnight but members are encouraged to keep a close eye on developments. We will inform you through your branches and via RMTU publications.

DELEGATE TRAINING IN CHRISTCHURCH

We have training scheduled for this Thursday, 9th March, in Christchurch and delegates and active members from Christchurch and Otago Rail Branches, as well as Lyttelton and Nelson Port Branches will attend. The training will cover the delegate's role, RMTU structure, organising around issues and representing members. We are also looking at incorporating a visit to the local Spanish Consulate in support of Spanish Dockers, who are under attack from the Spanish Government, in order to deliver a letter of solidarity. We are mindful that there is quite a bit of pent up demand for training on the South Island, particularly in Southland, and are planning to schedule this as soon as possible.

RMTU MEMBERSHIP DATABASE UPDATES

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

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



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

DELEGATE TRAINING IN WELLINGTON

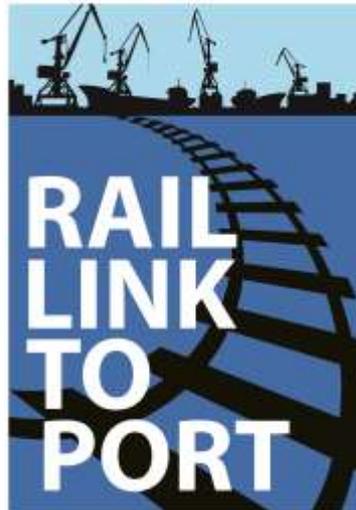
We are holding a two day delegate course at Woburn for our Transdev and Hyundai Rotem delegates on 21 & 22 March at KiwiRail's Woburn training centre. Delegates will shortly receive their invitations, if they haven't already. The training is important as both groups of members have collective bargaining later this year. This is an Employment Relations Education Leave approved course. Invited Members are strongly encouraged to attend.

PUBLIC CONSULTATION ON THE DRAFT OF AS/NZS 4760

The existing standard for Saliva testing for drugs, AS 4760 2006, had its Australian National Association of Testing Authorities (NATA) accreditation suspended due to significant technical issues. A standards review committee was put in place and started meeting in early 2015 to work on an updated standard that will be fit for purpose. The new standard will also be an Australia/New Zealand Standard. The benefits of oral fluids (saliva) testing are that there is a higher likelihood of detecting recent use as opposed to historical use and this form of testing is less invasive e.g. no toilet required. The review committee's work has reached the stage that the draft standard is now out for public consultation. The period for public consultation ends 27 April 2017.

To download review this draft standard and make comments, go to the following site <https://sapc.standards.org.au/sapc/public/listOpenCommentingPublication.action> and scroll down until you find "AS/NZS 4760 Procedures for specimen collection and the detection and quantitation of drugs in oral fluid".

TRANSPORT MINISTER CUT THE PORK BARREL POLITICS IN NORTHLAND IT'S A BRIDGE TOO FAR



Transport & Economic Development Minister Simon Bridges needs to show the people of Whangarei/Northland some long overdue respect. Jetting in here last Friday sweet talking up a four lane highway South of Whangarei between Oakleigh and Port Marsden, at some vague future timeframe and estimated cost of between \$400 to \$500 million dollars is mere electioneering, a political stunt.

We saw similar antic's from National prior to their routing by NZ First leader Winston Peters during the Northland by-election. Incidentally, Northlanders are still waiting for them to come good and get cracking on the rest of those 10 bridges offerings, served up in that pork barrel laden campaign.



While the Minister waxed lyrical to a gleeful Whangarei Mayor about economic development opportunities, did he explain the detail? The devil is always in the detail, like the thick end of the wedge sees a Spanish multinational corporation, clouded by corruption allegations in Europe is the preferred bidder for the new toll motorway between Warkworth and Puhoi. So with

this latest announcement potentially hundreds of millions of taxpayers' money goes sailing off to Spain rather than

circulate locally stimulating Northlands economy.

Under the National Government's open flood gate migration policy will there be many, if any jobs for the locals? We already have a large logging truck operator in Whangarei housing migrants in a shanty town at his depot, more than likely because rental properties are at a premium. Will this become the new normal should foreign workers flock in to do the work?

If the roadworks on the North side of the Brynderwyn Hills is any indication, where the budget has been over blown by \$3 million prior to its projected completion date of November last year, and it is still not finished. At how much more cost one has to ask?

Spare a thought for the residents of Otaika Valley road close to Oakleigh, who last year were frustrated and angry, some threatening to block the narrow winding road to logging trucks after a spate of roll overs if action wasn't taken. And still they wait.

For the Transport Minister to say "The announcement was not bad news for rail in Northland, but there needed to be stronger demand for rail services in the region before any major investment was made on upgrading rail lines."

Well Minister if you had bothered to attend a public forum on Rail in Northland last year, rather than send your first term Whangarei MP Shane Reti, you would have heard a local saw mill operator say "The rot started 10 years ago when the deep water port was moved to Marsden without any requirement for a rail link."

His company supplies close to 500 tonnes of wood chips and sawn timber to national and international markets daily, and rail would be an option if the Marsden link was there.

The last word to heed with an election looming goes to New Zealand First leader Winston Peters who says "His party would reinvigorate rail freight and lines and build a link to Northport to handle Auckland freight, the neglect of rail around New Zealand has become a national disgrace. We must restore such state assets and stimulate the economy in the regions."

FULL MEMBERSHIP MEETING LYTTELTON PORT BRANCH WEDNESDAY 15 MARCH

This meeting will be held from 1400 to 1530 at St Marys Church Hall at the corner of Truscotts and Martindales Roads. It is a paid stop work meeting as per our collective agreement. This means that if this is a time

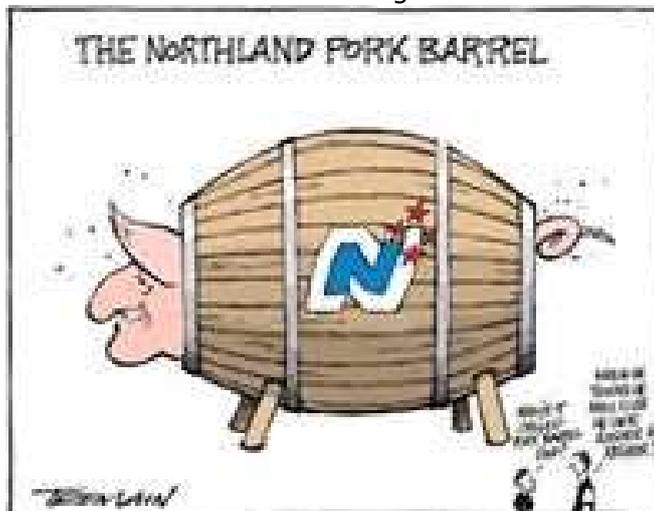
you would normally be working you will be paid if you attend. We are required to given the employer a copy of our attendance register and we are also required to ensure that manning is provided so operations can continue. This does not mean that there will be no disruption, just that skeleton

staffing levels have to be observed. Please inform your manager now of your intention to attend and contact your delegate should you experience any problems. LPC have been formally notified so there should not be any major issues.

The meeting will discuss our forthcoming bargaining later this year. The General Secretary and South Island Organiser will be in attendance together with your Branch officials.

KR MECA PAY SCALE 7 REVIEW - UPDATE NUMBER 1

The first meeting of the KR/RMTU project group reviewing Pay Scale 7 (Terminal



Operations employees) met in Wellington, 9 February 2017.

The RMTU representatives are Dean Ngatai, Hamish Paton, Rick Barnes, Logan Kahui (not available for the first meeting), Grant Agent, Marty Duncan and Todd Valster.

The KiwiRail representatives are Paul Ashton, Rangi Rarere and Telai Sefesi

At this meeting the team agreed the terms of reference for the review. These are:

1. A review of the current pay scale identifying obsolescent pay codes and designations,
2. An analysis of recruitment and retention trends and identifying any issues with recruitment or retention,
3. A summary of current and future requirements for Rail Operators and Remote Control Operators,
4. An analysis of skills and competencies for Rail Operator and Remote Control Operator roles and identifying differences by location,
5. The development of a progression structure recognising the different roles, service and competency requirements and
6. The development of a pay structure aligning to the progression structure.

The team also agreed on:

- The information to be collected prior to the next meeting to assist with this review, and
- A target date of 30 June 2017 to complete this review and compile a report including recommendations covering the elements in the terms of reference.

To achieve this the team agreed to meet on a monthly basis between now and the end of June. The team also confirmed to send out agreed communications to stakeholders after each meeting.

Any recommendations to change pay scale 7 will be the subject of a ratification process as provided for in clause 32.4 of the MECA (change during currency).

The next meeting of the project team is on Wednesday 15 March 2017

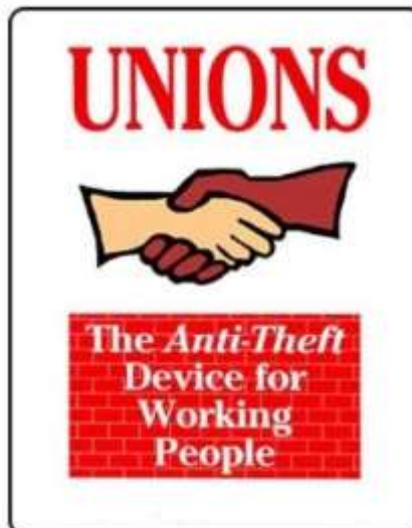
AT DRAGGING THEIR HEELS ON AUCKLAND CONTRACT

Transdev Auckland still do not appear to have a signed contract with Auckland Transport for the running of the Auckland trains after June 30 this year. This has led to many members asking a lot of questions but they have been assured that their CA gives them protection under the "same or more favourable" should the situation change.

Even though preparation is under way for our CA agreement negotiations with Transdev Auckland this year, the lack of a signed contract has slowed this down.

DC LOCOS DOWN SOUTH

Since the Southland and Otago Rail Branches red carded a number of DC Locos as lead locos late last year considerable progress has been made in addressing the concerns raised. A group of key delegates, including representatives from the LE, RCO and Mechanical sectors have been working with management. Several locos are parked up in Hillside for diagnostic and remedial work by our very capable mechanical members and KiwiRail has purchased equipment for measuring vibration and assessing Whole Body Vibration (WBV) and is currently running a series of tests to establish benchmarks and so forth. The next meeting for the working group on this matter is 31st March.



HOLIDAY HIGHWAY BUDGET BLOW-OUT SHOULD SPELL ITS END

A Green government would immediately halt Simon Bridges' eye-wateringly expensive motorway expansion between Warkworth and Wellsford and redirect funding to high-value projects like rail to Mount Roskill or the North Shore, the Green Party said today.

Government answers to written questions show the Warkworth to Wellsford motorway is now estimated to cost between \$1.4 and \$1.9 billion with a Benefit Cost Ratio of 0.25. When it was originally proposed in 2009 the 24km motorway extension was expected to cost \$494 million. That figure was then revised to \$1 billion in 2012.

"When Aucklanders are being told there's no money for urgent rail projects it's incredibly frustrating to watch Simon Bridges sink almost \$2 billion into an ineffective motorway expansion," said Green Party transport spokesperson Julie Anne Genter.

"If we took that \$1.9 billion dollars and invested it in mass transit we could put light rail from Wynyard quarter, up Queen Street, and all the way down Dominion Road and still have change left over.

"Instead Simon Bridges is choosing to throw tax-payers money down the drain. For every public dollar he spends on this motorway, New Zealanders will get just 25 cents of benefits back.

"There are legitimate safety and congestion concerns around Warkworth and Wellford, but it's been estimated that these can be resolved for less than a quarter of the cost of this proposed motorway with simple targeted road widening and barrier installations.

"I expect Simon Bridges is pushing ahead despite the cost hike because National made a big song and dance announcing the motorway back in 2009. He doesn't want to admit that his pet project just isn't worth the cost," said Ms Genter

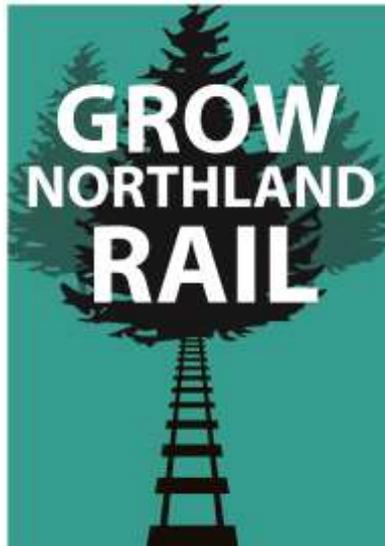
DL DIGITAL SPEEDOS AND DAS

Last September the issue of inaccurate digital speedos in the Dog and Lemon (DL) locomotives led to a Safety Alert being issued by the KIC LE reps. The main purposes of this safety alert was to make sure that LE's were aware of a risk of potential serious harm with the primary speedo (the one in front of the LE) not within code and to make sure LE's were aware of their rights and responsibilities. Having an accurate analogue speedo on one side of the dash and the Driver Advisory System (DAS) screen on the other side creates risk. To go some way towards mitigating the risk, the safety alert advised LE's to use the accurate speedo and avoid the need to look both left and right at the same time as checking authorities e.g. signals, CSP boards etc. Conflicting authorities and distraction with the use of DAS featured strongly in the risk assessment and Human Factors review when DAS was being introduced.

KiwiRail went on to covering over the digital speedos that were out of code until a software fix was in place. The reason why these speedos are out of code is the speedos cannot be adjusted when wheel wear occurs.

Locomotive wheel wear is predictable so it beggars belief that 7 years after the first DL locomotives were put in service, this is even an issue. Speedos are safety critical kit, clearly KiwiRail standardising the substandard defies logic.

To date the speedo software fix is not at the stage to be rolled out across the fleet due to other compatibility issues and no end date for resolution of this safety issue is in sight.



Information received for KiwiRail on the DL Speedo issue, 9 March 2017 -

What locomotives have out-of-code digital speedos?

- DL9037, 9043, 9129, 9135, 9158, 9204 all have out-of-code digital speedos
- These have been temporarily covered

What locomotives are predicted to have this issue soon (based on wheel size)?

- DL9066, 9112, 9164, 9170

What locomotives are running trial software?

- DL9095, 9233, 9020, 9014, 9354

- The comment here is that the trial SW resolves the digital speedo issue

- However, it is part of a SW bundle that affects other systems as well, there is further work to do to fix bugs that affect these other systems before a fleet-wide rollout can occur

When do we expect to have this issue resolved?

- Currently this is not clear as it requires all of the issues in the software bundle to be resolved
- Scott Murray is in Dalian this week and a key issue for resolution is this software development

Once resolved, will the Analogue and Digital speedos read the same?

- It is expected that the two speedos will read within 1km/h of each other once the SW rollout has been completed

Bulletin 49 – Analogue Speedo only to be used on DL locomotives

- Once this issue has been resolved, this will be removed from the DL Bulletin (both analogue and digital speedos will be able to be relied upon to determine speed)

Speedo Tolerance +/- 5km/h

- The intention is to reduce the current speedo tolerance from 5km/h to (hopefully) 2km/h
- This will be progressed across all fleets once the DL issues are resolved

Update 10-3-17: KR advises that a new software update will be installed into a minimum of three locos for one week's trial of running ASAP. This should see the loco's run 1000km's and give good baseline data results to support the installation into the outstanding loco's. PROGRESS!

PUT A TAX ON IMMIGRANTS – EXPERT SAYS

A tax expert says there should be a poll tax on immigrants of up to \$15,000 to help cover the cost of extra infrastructure and services needed by a growing population.

Mark Keating, a senior lecturer in tax law at Auckland University, says the Treasury last year estimated an extra \$100 billion would have to be spent over the next 10 years on

hospitals, schools, roads and services to cope with population growth.

"These figures suggest that New Zealand's existing population of taxpayers will shoulder a huge additional tax bill to settle and assimilate its record number of new immigrants," he said.

"New Zealand is a desirable country with excellent infrastructure and public services - immigrants get to share in all these benefits, so why shouldn't immigrants also contribute to them?"

He's suggesting a flat immigration fee of \$10,000 to \$15,000, with exemptions for refugees and those filling skill shortages.

"Imposing a tax on most other immigrants in return for their right to share in everything New Zealand has built up would be both reasonable and fair," he says.

Mr Keating has calculated that on current immigration figures, a tax of \$10,000 would



raise more than \$896 million a year, and at \$15,000 it would raise more than \$1.3 billion.

METHYL BROMIDE - BOP

The Environment Court refused an application by a company called Enviro Flume to set up on the wharf in Tauranga, on the basis that methyl bromide is harmful to people's health. Which leaves an interesting situation of a company called Genera already operating on the wharf using methyl bromide, but which has a lesser "recapture method" than Enviro Flume's which was rejected by the Environment Court. A community group has been set up to contest the need for methyl bromide to be used at all in Tauranga, more so on the wharf. Looks as though there will be a lengthy battle ahead!



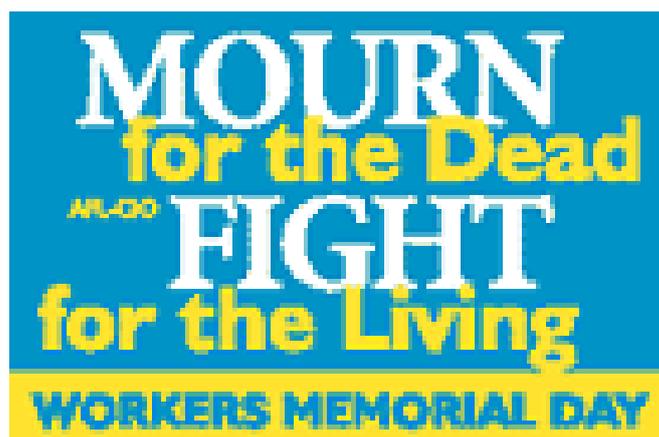
BITS AND BOBS

- The fire ravaged Midland Line will be opened to freight traffic on 20 March and to the Tranz Alpine on 22nd March. Given the damage sustained by the bridges and viaducts this early opening is a tribute to the work of the North and South Island structures and track gangs that have toiled to reinstate the line. Hat's off to the signals and comms guys as well for the restoration of the signalling and data links.
- Port of Tauranga - The negotiating team is working thru the Union claims for the renewal of the POTL / RMTU Collective Agreement, which expires on the 31st March. The

claims will be presented to POTL prior to the 31st.

- Port of Tauranga - The dispute over the introduction of a third Crane provider at Sulphur Point has been resolved at mediation. The settlement gives the Union a good platform for moving forward into the future.
- KiwiRail @ Sulphur Point - We have resolved the long running dispute with KiwiRail over team leader responsibilities at Sulphur Point with an interim payment of the team leader rate to the rail operators, with the aim to redo the job descriptions to reflect the new rate. Well done to the Sulphur point union members!!
- KiwiRail in Kawarau - We still have the stopping issue in Kawarau, KiwiRail has advised that they may have a solution, we will wait and see!!
- Kaimai Tunnel Focus Group - The Focus Group met on 7 March in Hamilton and worked thru a number of issues. The main being the unsafe access in and out of the tunnel for the LE's if there is a breakdown. After some debate which included the possible use of a red card it was unanimously agreed that the problem must be entered into IRIS, which was promptly done. Well done to the Union team.

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



SAFETY FIRST!