

THE ACTIVIST



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Interislander, iRex and Ferries Update

As of March 31 iRex was formally wound up with the loss of around 70 jobs. The government have instructed Kiwirail to cancel the construction of new vessels, this is an alarming position from the government.

The citizens of New Zealand continue to receive ambiguous messages around the direction of this government. There is a lot rhetoric around saving money, however this does not save money. Estimates say that we could end up facing a bill of around one billion NZ dollars to cancel this project. This will be paid in penalties to the ship builders and their sub contractors. There will also be penalty payments to contractors doing work on the shoe side infrastructure.

All this money will be apid out for absolutely nothing , it is hard for the Activist to comprehend how this can be seen as saving money.

In the meantime KR have started the Freshco project, this is looking at extending the life of the ageing fleet and how to improve shore side facilities that are up to 60 years old.

In the meantime a MAG (Ministerial Advisory Group) is reviewing the options for Interislander , it will be difficult to see what solutions they can come up with. The fear will be that the advice is to sell it off. Not a great solution for a number of reasons , not the least of which is who would want to buy it.

So fingers crossed for now lets see where this goes but the time is right for our members to flex their political strength and to make their voice heard.

Why do we need Interislander?

This is an interesting question, Interislander is a really important part of our rail network, we live on a group of islands with a treacherous body of water between our two main islands:

- Interislander carries dangerous goods, Bluebridge does not.
- Interislander is a part of state highway one
- Interislander links the rail network in the North and South Islands, essentially making one rail network, without rail enabled ferries we have two rail networks and this would possibly influence the viability of rail operations in the South Island.
- Interislander is vital to our tourism and is an iconic journey, the lack of modern facilities is a poor look for our international tourists.

Lets support our Interislander people

Lets take a moment to recognize the stress and pressure our Interislander people are under at the moment. When we have disruptions they are often the subject of abuse from passengers.

They are worried about the future of their jobs and they are working in poor conditions with often sub-standard equipment. The facilities are often old or temporary and there really is no knowledge of what the future will bring.

So please if you have the opportunity send a message of support to our Interislander people and if you travel on the ferries give them a shout out.



Just Fair Culture Training

(KiwiRail members only)

The Just Fair Culture training is jointly developed and co-delivered by KiwiRail and the RMTU. The course has recently been refreshed and tailored to a one day course.

The objective of the course is for Delegates, H&S Reps, Managers, Zero harm and HR to learn how to apply the Just Fair Culture guide, including understanding the principles of natural justice so people are treated fairly following a safety incident.

Following a safety incident, the goal is to understand 'what went wrong', so safety systems can be improved to avoid the same thing happening again. Understanding why the person did what they did is key to the process.

This course is essential for Union Delegates, H&S Reps, HR and Managers. To register for the course contact your Regional RMTU Organizer, or H&S Organizer Karen Fletcher at the RMTU national office .

Dates and Locations

Tauranga **14 May.**

Christchurch **11 June**

Greymouth **25th June**

Palmerston North **23 July**

Dunedin **6 August**

Hamilton **3 September**

Wellington **17 September**

Auckland **15 October**

the principles natural justice so people are treated fairly following an incident.

Assault on Staff -Auckland One Rail

A Train Manger was knocked unconscious by a member of the public onboard an Auckland metro service last week.

This comes less than 2 two years after a Train Manager was stabbed at Sylvia Park Train station in Auckland.

Wellington's metro operator Transdev recorded an increased number of aggressive behaviour incidents towards staff by members of the public in March.

The rise in violence and aggression towards staff is very concerning.



International Workers Memorial Day 28 April

On APRIL 28 WMD we "remember the dead and fight for the living" by organising events around the motu to commemorate the day. The theme of this years poster is "fatigue kills, stand up for safer work rostering". The quote on the poster is from the RMTU's fatigue survey of Loco engineers who fell asleep whilst driving home from work. The first line of defense against fatigue is good rostering that provides you with enough opportunity to get sleep well, live and recover from the cumulative effects of shiftwork. It's a shared

responsibility to manage the risk. At the moment there's too much emphasis on it being a workers issue to manage. Another reason the organize a Workers Memorial Day event is to discuss the chilling implications of the Coalition Governments promise to 'reform health and safety law and regulations'. The Government's recent attack on WorkSafe NZ by slashing their budget does not bode well for what's coming down the line. Our union will fight against the watering down of health and safety standards of workers.

Transdev Wellington- Waka Kotahi annual safety assessment

Waka Kotahi are starting their safety assessment of TDW on 30 April 2024. Transdev Wellington Delegates and H&S reps are invited to speak with the safety assessors on Thursday 2nd May at the **RMTU Office Level 1, Tramways Building 1 Thorndon Quay from 10am-12pm**. Biscuits provided.

Transdev/Hyundai Rotem MECA

RMTU is starting to gear up towards negotiations for a new MECA this year. There will be a stop work meeting on Monday 8th April at 12 noon at Loaves and Fishes 2 Hill Street to discuss claims for the coming wage round.

When McKinsey comes to town!

Interestingly Kiwirail have engaged McKinsey, who are an international management consultancy. They have been engaged to do an assessment of KR to see where the opportunities are for KR to move forward.

The concern for the Activist is that this is a company that operates under the radar, has little accountability as they maintain that they only advise.

They have however been linked to some of the worlds biggest scandals and commonly slash costs by reducing scheduled maintenance and reducing safety measures. Watch this space.

Government Policy Statement on Transport

Once again the government struggles to give a consistent message, they are creating a policy with a number of contradictions. The big impact for our members is the huge reduction in funding for Rail, the budget has been slashed.

There are many other contradictions for New Zealanders in this document. The activist has lost count of the number of times that pot holes were mentioned.

Our new government is planning to build 14 new roads at a cost of 26 billion dollars. This will be funded by a mixture of Road user charges , government and private sector funding. Many of these new roads will be toll roads, so while we may have more roads . They will be more expensive to drive on.

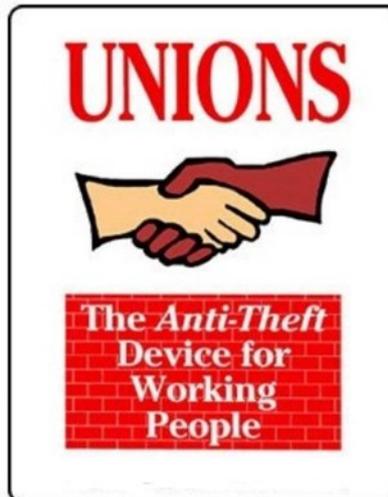
We are getting rid of speed humps, pedestrian walkways, cycle ways and raising speed limits however speed limits will be raised and all this will be paid for by increased enforcement. You guessed it, it is going to cost the motorist more when they are pinged for an infringement. In addition congestion charges in cities will be charged to the average citizen. Ultimately driving a vehicle will become beyond the reach of the average citizen.

Public transport does get a mention, but it needs to be more efficient and yes they want to charge people more for using it. As most of the readers of the Axctivist are shift workers they know that public transport is rarely an option for them.

No country in the world is currently winding back rail and coastal shipping in favour of building roads, once again our government is being reckless with tax payer money and serving big money donations to the cause.

Interestingly the Minister of Transport is laying a whole lot of performance criteria for the ministry whilst cutting their staff levels by 7.5%. Not hard to predict that those who are left behind will be worked into the ground in the hope these dream like policies can be implemented.

[GPS-on-land-transport-2024-Consultation-4-March-2023-.pdf](#)



Lyttleton Port bi Monthly meeting March 6th we presented certificates to Darryl Haines, Stu Marsh and Heiner Beneke, in attendance was Paul Corliss former Organiser and Russel Ringdahl .

A resolution was passed to explore a process that may lead to a MUCA with MUNZ, the branch believes that the first step would be for MUNZ to re-engage with the HPHE process immediately. The motion was passed 54 for and 22 against.

The branch also accepted an offer from LPC to resolve the marine night rate 72 for and 4 against.

There were also RMTU caps handed out to all members to keep the sun off those balding heads.

Port Nelson

continues with its roster trial for stevedores as we try to track down a roster that provides a life balance for our members and a cost effective solution for PNL that provides the ability to fully man their vessels and fulfil their contractual obligations to their customers. This has been an HPHE process and has been on the go for almost a year now. Congratulations to the patience of all as we work through the process to get the best outcome.

We continue to work on FRMS guidelines through out the whole business looking to provide adequate controls for all workers in the business. Areas such as security and warehousing all need adequate controls.

Work continues to iron out a few problems with pay and progression for stevedores, it is disappointing that the application and implementation of this process has been incomplete.

RMTU and PNL will negotiate the contract again later in the year.



In Memorium FUA IFI

The Activist takes a moment to remember the life of Fua Ifi who was tragically taken from us on March 4th. Tragically Fua had a heart attack and died whilst on shift working a night shift on a C3 log vessel at Port Nelson.

Fua had worked for both Port Nelson and C3 and had been a member since 2015, he was well known and loved by members from both C3 and PNL. We will miss his big grin and his infectious laugh. Tragically another shift worker is taken from us too soon.

Fua was 59 years old and is survived by his wife and two children.

C3

RMTU has initiated for bargaining with C3 in three new locations, Port Chalmers, Picton and Whangarei, the hope is to eventually have a national deal with C3 so

all our members can have an even training field.

Port Taranaki and RMTU is in the process of finalizing a 3 year deal with Port Taranaki, negotiations were concluded in a record time (2.5 days), it was a considerably easier process than it had been in the past.

A special thanks to all the delegates involved for finding a creative way to get a deal that was acceptable to all parties.

Trial of former Ports of Auckland CEO begins

The trial of former Ports of Auckland CEO Tony Gibson has begun. This is the first time a Chief Executive from a large company has been charged under the Health and Safety at Work Act.

Tony Gibson pleaded not guilty to two charges relating to the death of Pala'amo (Amo) Kalati who was killed at work in August 2020 after being crushed when a container was dropped during a lifting operation.

Ports- Maritime NZ extending coverage as Health and Safety Regulator

Currently Maritime NZ is the health and safety regulator for ship side only, whilst Worksafe NZ has responsibility for health and safety regulation on shore.

From 1 July 2024, Maritime NZ will take over the designation for the Health and Safety at Work (HSWA) legislation on both ship and shore sides of the port.

Maritime NZ is updating their operational policies and practice in relation to HSWA so that people will know what to expect from them.



Team Global Express

Formerly Toll are going through a nation wide re-structure. There about 170 jobs on the line nationally for our TGE members.

This is stressful time for our members facing redundancy in difficult times . This may be the tip of the iceberg as we see job losses starting mount in many different sectors.

The reality for domestic freight nationally at the moment is that it is on steep decline and it seems that freight companies are actively buying business. This has meant the loss of some key customers for TGE and consequently a resizing of their workforce.

Union Fee Charges from 1 May 2024

Following a resolution from the RMTU national management committee

\$9.30 per week for full-time members

\$18.60 per fortnight for full-time members

\$40.45 per month for full-time members

\$1.50 per day for daily casuals

\$4.65 per week or \$9.30 per fortnight for part-time employees working less than 20 hours per week

\$4.65 per week or \$9.30 per fortnight for trainees/apprentices earning remuneration below a determined amount.

\$30.00 per year for Honorary Membership (which is defined as having been a continuous member of the Union for no less than five (5) years which then entitles the Honorary Member to receive:-

The Transport Worker – mailed out quarterly; and

Group C Membership of the Railway Welfare Trust Fund (for which a separate application & fee of \$50.00 per year needs to be paid.)

Job Losses across Government Departments

The new Coalition government is carrying through on its election promise to reduce the number of workers in the public service, they have set targets of 6.5-7.5% reduction. This will have repercussions when it comes to dealing with government departments.

MBIE has had a huge reduction in its mediation service staff, this means that there are going to be long delays getting through mediations. So any personal grievances will take a long time to action.

KiwiRail says sorry for not telling workers about asbestos

KiwiRail has sent the Union a list of KR properties where asbestos was found. KiwiRail's Property division did asbestos surveys in 2021 & 2022, but they didn't communicate the asbestos information to all affected sites.

The Union is asking members in the affected areas the following question;

1. Were they told about the asbestos?
2. Is the asbestos exposure on their local risk register?
3. What controls are in place to make sure no one is exposed to the asbestos? Is there any signage to alert people to the asbestos (so they don't drill into it or tamper with it?) Please get in touch regarding the questions to Kfletcher@rmtunion.org.nz KR said there are 27 locations that have moderate risk of asbestos exposure. The list we received is below;

Region	Location	Site	Address
Northland	Whangarei	Whangarei CT	33 Porowini Ave., Whangarei
Hutt Valley	Woburn	Hutt Workshops	Elizabeth Street, Lower Hutt
Hutt Valley	Woburn	Hutt Workshops	Elizabeth Street, Lower Hutt
Hutt Valley	Woburn	Hutt Workshops	Elizabeth Street, Lower Hutt
Bay of Plenty	Mt. Maunganui	Mt. Maunganui	60 Totara Street, Mount Maunganui
Waikato	Kinleith	Kinleith	43 Wawa Road, Kinleith
Bay of Plenty	Mt. Maunganui	Mt. Maunganui	100 Totara Street, Mount Maunganui
Waikato	Putaruru Networks	2185 - Putaruru Administration	70 Princes Street, Putaruru
Hamilton	Te Rapa	Te Rapa	Atlantic Street, Hamilton
Dunedin & Otago	Oamaru	Oamaru Station	Humber Street, Oamaru
Taranaki	Stratford	Stratford	Juliet Street, Stratford
Northland	Whangarei	Whangarei Networks	Jellicoe Street, Whangarei
South Canterbury	Timaru	Timaru	Hayes Street, Timaru
Bay of Plenty	Mt. Maunganui	Mt. Maunganui	Tasman Quay, Tauranga
West Coast	Westport	Westport	Adderley Street, Westport
Ruapehu	Taumarunui	Taumarunui Networks	51 Bell Road, Taumarunui
Hutt Valley	Woburn	Hutt Workshops	Elizabeth Street, Lower Hutt
Hutt Valley	Woburn	Hutt Workshops	Elizabeth Street, Lower Hutt
Hutt Valley	Woburn	Hutt Workshops	Elizabeth Street, Lower Hutt
Wellington	Wellington	Wellington Railway Yard	Wellington Railway Yard, Wellington
South Auckland	Otahuhu	Westfield	Railway Lane (Westfield), South Auckland
South Auckland	Otahuhu	Westfield	Railway Lane (Westfield), South Auckland
South Canterbury	Timaru	Timaru	Hayes Street, Timaru
Bay of Plenty	Kawerau	Kawerau	400 Onepu Spring Road, Kawerau
Bay of Plenty	Kawerau	Kawerau	400 Onepu Spring Road, Kawerau
Arthur's Pass	Arthur's Pass	1698 - Arthur's Pass Railway Station	55 Main Rd. Arthur's Pass
Manawatu/Rangitikei	Marton		Edward Street, Marton

