

4.

SOME GOVT SUBSIDY FINALLY AVAILABLE FOR BUSINESSES

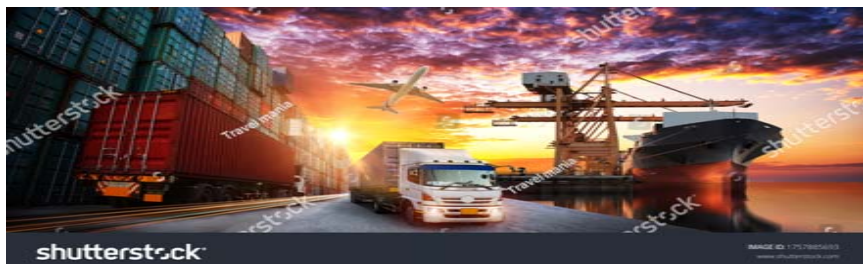
About four years ago Sir John Key kindly agreed with our request to lift the GST from 12.5 to 15% and this meant that the incoming Labour Govt had 20% more funding than they had budgeted for.

All Clients are advised to give full attention to study of what subsidy they may be eligible for. Nearly all small businesses should be eligible for loss of income due to Covid 19 lockdowns.

We have bitterly complained to the leaders of the current Govt that they have been niggardly towards business needs and have only been interested in the survival of the workers. "Killing the goose that lays the gold egg" is not clever.

We are pleased to advise that after 17 months the current Govt has finally responded and has made available some Covid 19 resurgency funding which is not a lot but an actual grant towards the costs faced by businesses. The only problem is the funding is much less than that provided for wages subsidy in the mistaken Treasury belief that wages are by far the main expense of business.

Clients can contact us for clarification of what is available and for eligibility checks and in some cases we will help draft the application. This can be achieved in about one hour on the phone if we get you to check out the scheme before hand and then we give you help to complete the actual form.



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For by grace are ye saved through faith; and that not of yourselves: it is the gift of God: Not of works lest any man should boast. Eph 2/8-9 KJV

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News, Views, Solutions
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AUCKLAND PAINS AND STRAINS FOR VIRTUALLY NO GAINS

We happen to agree with the current Prime Minister that Warkworth is part of Northland and we also told Sir John Key made a serious mistake in setting up a unitary Auckland authority. Most of the Rodney people will never agree that they are part of Auckland. Wellsford people will probably just laugh at being included.

It is our view that Auckland should be at least two local authority areas if for no other reason than to simply have keen competition for residents and businesses to thereby ensure efficiencies and effective Local Government.

It is also our view that the one Council idea was on the assumption that huge savings would be achieved. We are not aware of any significant savings. Instead, we now know of much corruption and pilfering as competition for works and services has been removed.

The other idea that inadequate waste water treatment systems would be quickly fixed for the benefit of all local beaches has turned out to be just a nice idea with no improved outcomes. Auckland cannot look after its own beaches yet in silly fashion has been handed another 10 from Northland.

We happen to believe that two authorities would mean a strong north shore city that would alleviate the need to have another bridge harbour tunnel. When Dr Nick Smith was in power for Housing and Building we encouraged him to look at a hub and wheel community development concept that would ensure the most economic rating system for the long term. Unfortunately he was forced out of office for a second time & his political brilliance was lost.

The concept was to have high density square kilometres of urban development modules set up like a huge wheel with the hub in the centre having shops below and offices above the shops and swimming pools on top. The surrounding buildings would be like cities of Russia where they have 8-10 level apartments.

The communities would be largely self contained and people would only travel for going to the beach or for supermarket shopping on the occasion. The cost of roading and services would be reduced by 90%. If Auckland people do not wake up and sort themselves out, they will end up paying \$10,000 rates p.a.

2.

HUGE PROSECUTION FOR PORTS OF AUCKLAND

Defendant name: - Ports of Auckland Limited
Industry: Ports. **Date of offence:** - 27-Aug-18

Facts in brief:

The Defendant was conducting stevedoring work at Auckland's Fergusson Wharf. The worker was operating a straddle carrier; a type of mobile crane. While executing a U-turn the straddle tipped over and fell, landing on the driver's side. The resulting impact caused fatal injuries to the worker.

Offence section:

Sections 36(1)(a), 48(1) and (2)(c) of the Health and Safety at Work Act 2015
Date(s) charged: 22-Aug-18

The decision Auckland - District Court

Plea Guilty Fine imposed: \$540,000

Reparation: \$136,000 total, split between the victims \$5,000 in costs

SAFETY LESSONS LEARNED

a) Develop, document, communicate and implement appropriate training for straddle carrier drivers in relation to:

- The risk of the straddle carrier tipping whilst turning;
- The operation and significance of the tip alarm; and
- The actions to be taken if the tip alarm were activated.

b) Ensure that there was in place an effective system for monitoring and addressing critical tip alarm activations by straddle drivers;

c) Ensure that there was in place an effective system for monitoring and enforcing safety policies in relation to the wearing of seatbelts whilst driving and the use of handheld electronic devices in operational areas, by straddle drivers; and

d) Ensure that the bonus scheme incorporated parameters that promoted safe driving practices in relation to the stability of the straddle carriers, to counter-act any incentive to achieve greater productivity at expense of safety.



3.

WASTE MANAGEMENT TYRE SHREDDING INJURY

Defendant name: Waste Management NZ Limited (Kerepehi)
Industry: Manufacturing. Date of offence: 16/11/2017

Facts in brief:

The Defendant operated a tyre-shredding facility at Kerepehi. The victim was working at the facility under a labour hire agreement, and was tasked with the collection and shredding of tyres.

On 16 November 2017, the victim was feeding tyres in to the conveyer belt on the shredder. The shredder's guarding had been removed in order to make necessary modifications.

While attempting to clear debris by hand, the victim's arm became caught in the belt and he suffered a fracture and partial de-gloving of his arm, requiring hospitalisation.

Offence section:

Sections 48(1) and 2(c), and 36(1)(a) of the Health and Safety at Work Act 2015

Fine imposed: \$500,000. Maximum fine available: \$1.5 million
Reparation \$50,000 in emotional harm. \$26,628.92 in costs.



SAFETY LESSONS LEARNED:

Ensure plant is safe for workers by installing suitable guarding on the plant;

Develop, implement and monitor a safe system of work for the plant;

Ensure that workers receive appropriate supervision and training by authorized trainers, on the operation of the plant.