

ALDI: BAD DIFFERENT



Aldi promotes itself as being “good, different”, a proud disrupter to the grocery market.

But Aldi is the supermarket outlier when it comes to road safety.

Federal Parliament recently passed reform to set enforceable standards in transport, including for wealthy clients like Aldi.

This reform came from a united industry push involving transport employers, owner driver associations and workers.

As responsible clients, Coles and Woolworths joined the industry in calling for industry standards. They also have signed charters with the TWU on supply chain safety.

Aldi has refused to do the same.

IGNORING DEADLY PRESSURES

Low prices come at a high cost to transport workers in Australia’s deadliest industry.

When wealthy clients like Aldi squeeze transport contracts and impose unrealistic delivery deadlines, operators and drivers are pressured to delay maintenance, speed or stay on the road too long.

While Coles and Woolworths understand this, Aldi tried, and failed – twice, to silence transport workers in court rather than discuss a charter for supply chain safety.

SAFETY BREACHES



Transport workers employed by Aldi have reported many safety concerns and breaches.

Aldi doesn’t have a specific enterprise agreement for transport workers, so the protections they need to do their jobs safely and fairly are too difficult to attain.



Earlier this year, an Aldi store was issued several improvement notices by SafeWork NSW, related to:

- Risk of crush injuries from falling items
- Fall risks in loading docks
- Inadequate training of drivers unloading heavy vehicles
- Poor traffic management
- Fire hazards
- Faulty equipment

The notices issued by SafeWork reflect concerns raised by employees across the country, with some others including:

- Dangerous night shifts:
 - loading and unloading on their own
 - unlocking and locking up stores alone
 - poor or no lighting
 - no access to bathroom facilities
- Management pressuring workers to work long hours and meet tight deadlines
- Fear of being sacked for being a union member
- Risk of crush incidents from badly stacked pallets
- Fire exits blocked and exposed electricity wire hazards

PUSH TO LOWER PAY AND CONDITIONS

Aldi appears to be taking a gig-style low road, with plans to introduce lower rates for drivers doing 'online work' and new drivers being put on individual contracts for the first 12 months.

This puts the job security of existing workers at risk.

With no road transport enterprise agreement, transport workers have little say over changes that severely impact their jobs, pay and safety.

SKIRTING LAWS

The Federal Circuit Court recently found Aldi had not been paying workers for work done at the start and end of their shift. The wage theft amounted to two breaches of the Fair Work Act, for which Aldi was fined \$80,000.

The SDA has also raised concerns with the Fair Work Commission over Aldi attempting to evade new Same Job Same Pay laws through labour hire clauses in its enterprise agreement.

THE CLAIM ON ALDI

In transport, safety and fairness must come first. Transport workers have committed to an ongoing campaign to ensure that their voice is heard and Aldi responds to the following claim:

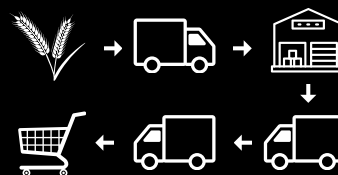
RESPONSIBLE EMPLOYER

Negotiate a fair national transport agreement



RESPONSIBLE CLIENT

Ensure fair, safe standards throughout the Aldi supply chain



A VOICE FOR TRANSPORT WORKERS



Listen to transport workers

COMMITMENT TO INDUSTRY STANDARDS



Work with industry to lift standards in transport