

THE ACTIVIST



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LABOUR WILL KEEP KIWI LAND IN KIWI HANDS

The next Labour Government will keep rural and residential land in Kiwi hands, Labour's Finance spokesperson David Parker says.

"New Zealanders are sick of seeing their farms and homes sold to overseas buyers with the profits and opportunities going offshore. No overseas person has the right to buy our land.

"In all but the rarest of cases, sales of rural land to overseas buyers will be banned. Non-resident investors will also be banned from buying existing Kiwi homes.

"Changing who owns what already exists does nothing to increase New Zealand's output. It just sells off New Zealand's profit stream and kills off the Kiwi dream of owning our farms and homes.

"Labour will reverse the current approach so that overseas buyers of rural land will have to prove they will create more jobs and exports than any New Zealand investor. Given New Zealanders are among the best farmers in the world it is an extremely hard hurdle to get over.

"This will ensure our farms are not priced out of the reach of New Zealanders.

"We will also limit the discretion of the minister to ignore recommendations from the Overseas Investment Office.

"Labour will also restrict sales of residential homes to any non-residents unless they intend to move here, helping to keep the Kiwi home ownership dream alive, especially for young New Zealanders currently locked out of the

housing market.

"The National Government is ignoring the legitimate concerns of New Zealanders about New Zealand land and houses being sold to overseas interests.

"Instead of accusing New Zealanders of being xenophobic, John Key and Steven Joyce should respect New Zealanders' desire to keep New Zealand land in New Zealand hands," David Parker says.

FIGHTS, VANDALISM, TICKET DODGING AND THREATENING BEHAVIOUR AT STATIONS PROMPT CALLS FOR TRANSPORT POLICE FORCE.

Auckland Transport is considering forming a special police force to improve safety on trains. The idea has emerged after criticism by Auckland Council members of a lack of gates at most stations to stop people catching trains without paying fares. "The provision of transit police is under investigation as a long-term option," an Auckland Transport spokesman said. Listed offences include assaults on train staff and passengers, vandalism, trespass and "surfing" or clinging dangerously to the outside of trains. The Rail and Maritime Transport Union says there have been at least 14 assaults on rail staff this year, one of which left a worker with a broken jaw, and is welcoming the start today of a trial by train operator Transdev of small CCTV cameras on the laps of some ticket inspectors.

<http://www.political-kiwi.com>



Lets Vote The Bastards Out On September 20th, 2014!

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

SMITH OVERSTEPS THE MARK YET AGAIN

Nick Smith has yet again completely overstepped the mark as a minister – this time with a threat to muzzle Fish and Game if they don't keep in line with Government's views, says Labour's Conservation spokesperson Ruth Dyson.

"Nick Smith doesn't understand boundaries. Time and time again throughout his career he has gone too far. He is a shining example of the arrogance and conflicts of interest of Team Key's Wall of Shame.

"You would have thought he would have learned from the Bronwyn Pullar ACC debacle where he intervened in his own department to lobby for a friend. Instead as soon as he returned as a minister he was gagging his Conservation Department's concerns over the Ruataniwha Dam.

"He has now threatened to change the mandate of Fish and Game because of its advocacy for clean rivers. This is straight out intimidation and he should offer his resignation. Unlike Gerry Brownlee he should be serious about it," says Ruth Dyson.

ITF 43RD CONGRESS

The 43rd Congress of the International Transport Workers Federation is being held in Sofia Bulgaria 10 – 16 August. The RMTU is the largest NZ ITF affiliate in affiliation numbers. NZ ITF affiliates are RMTU, MUNZ, AMEA, MSG, EPMU, FARSA and FIRST. The RMTU is affiliated to the Railway, Dockers, Urban Transport, Tourism and Road Transport sections. Our General Secretary is the chair of the Asia Pacific Railway section. The RMTU will be represented by the President Aubrey Wilkinson and Wayne Butson at the congress.

RELIEF GENERAL SECRETARY

Todd Valster will be acting General Secretary from 8 to 17 August as the President and

General Secretary will be out of the country during this time.

IAB RECTIFICATION AND REFURBISHMENT

KiwiRail Freight purchased 500 IAB wagons from Qiqihar Railway Rolling Stock; a heavy rated container flat top wagon commissioned in 2011. As with many first generation products, there were unexpected teething issues that drove several design changes that were incorporated into the second generation IH wagons, commissioned in 2013. The purpose of the IAB rectification project is to oversee warrantee work on the IAB wagon fleet.

The key outcomes of the IAB rectification project are as follows:

- Reduced camber height.
- Weld repair and reinforcement of floor plates, side sills and cross bearers.
- Refurbishment of EL-R valve and handbrake mechanism.
- New handbrake indicators (same as IH design).
- New bogie retention pins.
- Adjustment to brake-rigging.
- New 10 inch brake cylinder (same as IH design).
- New KR standard brake blocks (same as IH design).
- New footstep brackets (same as IH design).

The IAB rectification project began on the 9th of June 2014 and is projected to finish in December 2014.

The upshot of all this is we now have Chinese migrant workers repairing wagons in Picton and Locomotives in Hutt. Life under National and only YOU can change this!



NATIONAL FORCING AUCKLAND INTO SECOND CLASS RAIL

National's lack of commitment on the Auckland City Rail Link (CRL) is forcing Aucklanders to accept second best for their city rail service, the Green Party said today.

"National has queered the pitch by requiring unrealistic targets be met before it will allow the CRL to proceed," Green Party transport spokesperson Julie Anne Genter said today.

Auckland Transport today announced it was abandoning plans to build the Newton station for a saving of \$150 million and delaying the purchase of 24 more electric trails so the \$330 million cost is outside the Auckland City Council's next 10-year budget.

"Rail patronage is soaring - up 14 percent on last year. This project needs to start now," Ms Genter said.

"Instead, National is wasting billions of dollars on motorways, ignoring the fact that Aucklanders favour investment in public transport by a four-to-one margin.

"Decisions about CRL must be made on a long-term, rational basis about what is best for Auckland, not short-term cost cutting.

"This type of infrastructure will have a life of hundreds of years and fundamentally shape the future of the city - it needs to be done right.

"National's lack of funding commitment to the CRL and unrealistic hurdles to delay the project, have forced Auckland Transport and the Council to shave costs.

"It's a false economy to save a tiny percentage on the cost now - but Auckland will have to live with a compromised rail system for centuries.

"The Green Party will fund 60 percent so the CRL project can start on time, next year,

and be open by 2020 when it will be desperately needed.

"The City Rail Link is the next essential step in creating a smarter, greener transport network that works for all Aucklanders.

"It will allow twice as many trains to run on the network across the city and provide a train every five minute at peak times. It will reduce travel times from West Auckland to the CBD by up to 28 minutes," said Ms Genter.

LVR RESTRICTIONS MAY BE GOING

Currently New Zealand has loan to value restrictions imposed by the Reserve Bank for those wanting to borrow more than 80% on a residential property. There is no doubt that

this restriction is having an effect in slowing down the residential property market, particularly in Auckland. The Reserve Bank has hinted that it may look at removing this requirement and it may happen by year end. We view this positively, as this restriction has been unfairly impacting on first home buyers.



RATE INCREASE

On 24 July the Reserve Bank increased the OCR to 3.50% - that is a full 1% increase for the year. Our interest rates have been, for sometime, the highest amongst the OECD countries. Predictably, floating rate mortgage rates have increased. The question is, where to from here?

It is very hard to justify any further increases. Our exchange rate is high, which is negatively impacting on our exporting sector, and any further rate increases will just push this up further. Returns from dairying are going to be quite a bit lower over the next 12 months which will have an impact on our economy (particularly the

rural centres) and our unemployment remains steady at around 6%. All this does not point to a booming economy.

Will this be the last rate increase for the year?

WAGE GAP WITH OZ INCREASES UNDER JOHN KEY

John Key's promise to close the wage gap with Australia has failed utterly with the gap rising by \$70 to over \$190 a week, Labour's Finance spokesperson David Parker says.

"It is remarkable that National should attack Labour's planned minimum wage increase at the same time as having to admit that the wage gap with Australia has widened under its watch, using National's methodology.

"This is despite the fact that Australia's minimum wage is \$18.70, or \$20.55 in New Zealand dollars, far higher than Labour's proposed \$16.25.

"Closing the wage gap is yet another election promise that National has failed to deliver to New Zealanders.

"Last year almost half of all New Zealand workers didn't get an increase in their pay rate. Wages are barely keeping up with inflation so most hard-working Kiwis simply aren't getting ahead under National.

"Labour has already announced its Economic Upgrade programme to create a high-skill high-wage New Zealand by creating jobs and reducing employment to 4 per cent by the end of our first term.

"Our 'fair day's pay for a fair days work' promise will lift the minimum wage by \$2 to \$16.25. It's the right thing to do," David Parker says.

STEAM TRAINING

We have a declining pool of steam trained and certified locomotive operating staff. We have the steam rail societies refusing to train any of the ever growing number of keen young KiwiRail volunteers for steam

locomotive training. We have steam rail societies demanding that they wish to provide the second person on rail heritage trains operating on the mainlines. We have significant H&S concerns about anyone other than fully certified and competent KR staff undertaking this work (with many of these concerns also shared by the KiwiRail Freight management). This impasse is unsustainable and so a game changer is required. The RMTU is arranging a conference call of all steam certified members seeking to obtain a mandate to stop all rail society mainline operating trains. This will certainly focus all minds and so we will either have a resumption of training and therefore a continuation of the heritage trains operating or there will be more time to polish the heritage rolling stock in their workshops.

MĀORI PARTY BLOCKS THE END OF SLAVE FISHING VESSELS

Labour is appalled the Māori Party has refused to allow a final reading of legislation to abolish slavery conditions on foreign charter fishing vessels in New Zealand waters before the end of the Parliamentary term, Labour's Fisheries spokesperson Damien O'Connor says.

"The Fisheries (Foreign Charter Vessels and other Matters) Amendment Bill could have passed tomorrow if the Māori Party had given leave.

"This Bill will result in foreign fishing vessels having to meet New Zealand minimum standards and market wage rates.

"However because of the Māori Party this legislation may not pass, enabling shocking conditions on foreign charter fishing vessels to continue.

"This is despite the Bill having the support of the majority of Parliament.

"Leave wouldn't have to be sought on the final day of Parliament if Primary Industries Minister Nathan Guy hadn't dragged his feet for months.

The CIA told me their wire taps at Waihopai are not spying on New Zealanders

I'm relaxed about that



"Labour backs moves to bring all foreign charter vessels within New Zealand law. But we want to see more New Zealand crews aboard foreign fishing ships and for fishing to become an attractive career option for Kiwi workers.

"For this to happen we need trained crews ready to fill demand and for proper wages to be paid on all New Zealand fishing vessels.

"The fishing sector is frustrated with the lack of progress on this Bill. Labour shares those frustrations," Damien O'Connor says.



RMTU WOMEN'S FORUM 2015

The RMTU is currently planning for an inaugural

Women's Forum in Wellington early 2014. Up to 30 paid places are available for RMTU women to attend. The Forum will be one full day and two half days either side.

Final dates of March or April are soon to be confirmed.

The purpose of the Forum is to bring together active and keen RMTU women to begin empowering women to take a greater leadership role within the RMTU at all levels.

The Forum will:

1. Nominate a Women's Candidate for NMC Elections due to be held in 2015.
2. Prior to candidate endorsement the role of the Women's Rep will be presented to the Forum who will discuss, amend if required and agree on the role of the NMC Women's Rep for submission to and final approval by the NMC.
3. Preferably the Forum will agree on nominating and endorsing one candidate, however democratic process must be allowed and there may be more than one candidate nominated out of the Forum.
4. A Women's RMTU Communication network will be developed at Forum – an agreed group of women who will begin the process of being and creating a support and communication network for

RMTU active women – e.g. the Women's Branch Representatives, NMC rep, women delegates, branches that don't have women – how to support these groups.

Amongst the anticipated lively debate and decision making will be speakers, education sessions, and an evening meal on the first night and lots of strong union women to get to know and build networks with.

If you are interested or know any RMTU women who would be keen then register your interest by emailing Julia Harrison, Wellington Office Co-coordinator jharrison@rmtunion.org.nz and Libi Carr RMTU Lyttelton Branch Secretary rmtul@xtra.co.nz.

KR WAGEROUND – "HARD BARGAINS 2014" JOINT NOTICE

The RMTU and KiwiRail wish to advise members and staff of the status of the bargaining process. Since the Union's initiation of bargaining notice was received by KiwiRail on 6 May 2014, KiwiRail and the RMTU have met together in Wellington on 2 occasions. The first occasion was 27, 28 and 29 May and the second was 29, 30 and 31 July 2014.

During the first meeting in May Stephen O'Keefe from Finance and Corporate gave the RMTU wider negotiation group an overview of the current financial state of KiwiRail. A robust question and answer session followed. The RMTU wider negotiation group comprises all union nominated members of the five joint KiwiRail-RMTU Industrial Councils (Freight, Interislander, Mechanical, Passenger and I&E). At this meeting the RMTU presented its claims, on behalf of members, for the renewal of the Collective Agreement. Some questions and answers followed to assist to clarify and explain a claim. KiwiRail requested time to give full and meaningful analysis and consideration to the claims presented by the RMTU before the parties meet again. This was agreed.

On 2 July 2014 the parties negotiated, agreed and then signed the Bargaining Process Agreement (BPA) as required by the Employment Relations Act 2000.

During the second meeting in Wellington KiwiRail tabled the costing of the RMTU claims. They also tabled their claims or "issues" for discussion during this negotiation. The parties then engaged meaningfully to attempt to get the parties closer together through further discussion on the respective parties claims.

CEO Peter Reidy and members of the senior leadership team gave a presentation and a question and answer session followed.

Each party has agreed to summarise their respective positions in writing and provide it to the other. No further meetings are scheduled at this stage but it is important to note that the tone of the negotiations have been both productive and cordial.

REST BREAKS AND MEAL BREAKS

In *Greenslade v Jetstar Airways Ltd* [2014] NZEmpC 23 a Full Court (three Judges) of the Employment Court was convened to consider whether the employer had complied with its obligations to provide rest breaks and meal breaks during his work time.

This was the first time the Employment Court had considered the statutory requirements for rest breaks and meal breaks, provided for under Part 6D of the Employment Relations Act 2000 (the Act).

The Court found that "There is no argument that the plaintiff has not had, and continues not to have, rest or meal breaks during his working duty periods. That is illustrated by an actual working example postulated by the plaintiff in his evidence. This involves a duty period encompassing Christchurch-Auckland-Christchurch-Auckland-Christchurch sectors, signing on at 0545 hours (5.45 am) and signing off 1400 hours (2.00 pm). He calculates that within this period, he would be entitled to 10 minute rest breaks at approximately 0745 hours, 1145 hours, and 1345 hours, as well as a 30

minute rest break at approximately 0945 hours."

The Court made findings about the definition and nature of a rest break. The Court agreed with the plaintiff that "a "rest break" is a period when an employee is freed from the performance of his or her work duties, during a working day or a working period".

The airline made submissions on the practical consequences for its low cost/low yield airline model. The Court found that "As witnesses for the defendant accepted, rest and meal breaks (as defined) could be implemented from a practical and operational perspective, although this would likely have an impact on the airline's financial position. It was even suggested that the most drastic consequence of a finding in the plaintiff's favour might be Jetstar's withdrawal from operations based in New Zealand. Such spectres, irrespective of their probability, should not be allowed to influence the interpretation of minimum code legislation or its application in particular cases, and do not do so in this case."



GOLD COAST LIGHT RAIL OPENS

Stage one of the \$1.2 billion Gold Coast light rail system has been opened to the public, following a two-year development. Stage one of the G:Link Gold Coast light rail system, known simply as 'The G', runs from Gold Coast University Hospital to Broadbeach South. When complete, The G will link 15 stations between Parklands and Broadbeach, along 13km of high capacity infrastructure.

Bryan Nye, chief executive of the Australasian Railway Association (ARA), welcomed the opening. "Each of the fourteen trams running along this network can transport up to 309 passengers at any given time, which will see the removal of hundreds of cars from the busy streets and an overall decrease in congestion." "In a world first, surfers can bring their boards onto the new trams, with tailored frames installed to slide in and hold surfboards securely whilst in transit."

SOARING RAIL USE IN AUCKLAND SHOWS NEED FOR RAIL LINK NOW

The Green Party today welcomes Auckland Transport figures showing rail patronage has soared by 23 percent in June from June 2013, demonstrating both the value of electrification and the need to immediately get cracking building the Auckland City Rail link.

"We need to start building the link now, not some time in the never-never as National proposes," Green Party transport spokesperson Julie Anne Genter said today.

Over one million Aucklanders used trains in June and more than 11.4 million for the year. The Auckland Transport figures showed rail patronage for 12 months to June was up 13.9 percent.

"We pledge to kick start construction of the Auckland City Rail Link next year to release the full potential of the city's new rail electrification and unlock Auckland's transport woes," Ms Genter said.

"The first electric trains in Auckland were launched in April and these figures show that delivering cleaner and faster train services across the city will seriously boost rail use and cut road congestion.

"National has belatedly recognised that the rail link must be built, but they have put unrealistic blocks in place so it can't start until at least 2020, and even then they will find excuses not to proceed.

"Despite falling vehicle use, National is still planning to spend billions on motorways while spending for trains, buses, cycles and walking is starved.

"A national poll this week showed that Aucklanders favour public transport spending over roads by a four to one margin.

"That poll sent National a clear message over its spending priorities: give us better public transport rather than roads.

"The City Rail Link is the next essential step in creating a smarter, greener transport network that works for all Aucklanders. It will unlock the bottleneck at Britomart and get the full benefits of electrification.

"Compared to National's multi-billion dollar duplicate motorways, investing in Auckland rail is cheap and cost-effective," Ms Genter said.

MODERNISING AND ENHANCING PARENTAL LEAVE

MBIE have now released a discussion document seeking feedback on the Government's proposals, which constitutes the public consultation on those measures.

As a reminder, key proposals include:

- Extending the eligibility of paid parental leave to include primary carers other than parents, for example grandparents;
- Extending payments to people in less regular work or who recently changed jobs;
- Allowing employees to take unpaid parental leave part-time by mutual agreement with their employer;
- Enabling employees to work limited hours or days during the paid parental leave period; and
- Extending unpaid leave to workers who have been with their employer for more than six months, but less than twelve months, on a pro rata basis according to their duration of employment.

Submissions are due by 25 August 2014.

ASCIANO FOCUSING ON RAIL?

Pacific National owner Asciano has confirmed it is looking to sell off a large stake of its ports business Patrick to reportedly Chinese buyers, following recent media speculation.



The move would potentially see the logistics business sell off a non-controlling interest in its Terminals & Logistics division to new Newcastle port part-owner China Merchants (the rumoured second party). That development could eventually lead to Asciano pulling out of the ports business entirely, some consultants have suggested.

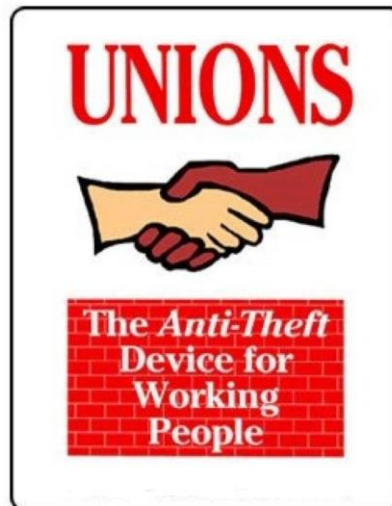
If so, the company would find a new, singular focus on the other side of its business, Pacific National, Australia's second largest rail freight operator which handles bulk and containers from various inland regions to major coastal ports on Australia's east and southeast coast. That would certainly heat up the continuing competition between Pacific National and fellow rail hauler Aurizon; the pair compete regularly for work on the east coast of Australia, mostly in the coal haulage business.

China Merchants, cited by most sources as the potential buyer for the stake in Patrick, paired with Hastings Funds Management to buy the Port of Newcastle off the NSW state government for \$1.75 billion earlier this year. The Hong Kong-based group, which is owned by the Chinese government, operates within three key investment sectors: infrastructure and transportation, financial investments, and property.

PACIFIC NATIONAL BUYS CHINA LOCO'S

Pacific National has announced the arrival of five new 88 class locomotives from a Chinese provider, for use in its Queensland coal operations. Designed, built and commissioned by CSR Qishuyan in Changzhou, China, the new 88 class locomotive has been purpose-built to meet the operational requirements of the Queensland heavy haul rail market, Pacific National owner Asciano said. Designed to meet Australian and international standards, key features of the 88 class locomotive include:

- MTU turbocharged diesel engine with fuel saving features and EU Stage IIIA emissions compliance
- ABB traction alternator and AC traction control system including self-load and dynamic brake
- ABB solid state auxiliary power supplies
- Voith cooling system
- Knorr Bremse (NYAB) electronically controlled pneumatic (ECP) brake and distributed power (WDP)
- Faiveley electrically driven air compressors
- Selectron locomotive control system
- CSR steering bogie
- Simico Queensland Train Radio and PN PACE-R communications equipment
- Wabtec event recorder and forward facing video recording
- Wabtec on-board waste treatment system



PLAYING BY THE RULES: MINIMUM EMPLOYMENT ENTITLEMENTS

MBIE released a discussion document called "Playing by the rules", on strengthening enforcement of employment standards - the minimum employment entitlements set out in legislation, such as receiving the minimum wage and four weeks' annual holidays.

The discussion document contains a range of possible options, including:

- Naming and shaming non-compliant businesses, in particular for those employers who cause moderate to serious breaches, and/or those employers who deliberately breach employment standards;
- Introducing criminal sanctions, including periods of imprisonment (reserved for the most serious breaches);
- Significantly increasing financial penalties;

- 'Continuation of business' measures: restricting the ability of non-compliant employers to do business, including director bans, licence amendments, revocations, disqualifications, restrictions on activities and seizure of equipment or assets;
- Measures to circumvent phoenixing (where directors wind up a company and start a new one in order to avoid enforcement action against that company), by targeting individuals;
- Broadening the range of information that Labour Inspectors can require, e.g. financial records, bank statements and PAYE records.
- Extending Labour Inspectors powers to access information, such as introducing powers to enter and search for documents and to seize them and/or take copies. Such a power would need to be justifiable, appropriate for the particular purpose, and be reasonable;
- Extending the ability of Labour Inspectors to make binding determinations on (so-called) low-level issues, such as a person's employment status, or an amount owing for monetary arrears. Such an extension of power would include rights of review and appeal;
- Effective information sharing between agencies, for example with Inland Revenue and Immigration New Zealand, as they may hold information that could assist the work of the Labour Inspector;
- Mediators may be allowed to pass information on to relevant enforcement agencies if they become aware of serious breaches. This would be a marked divergence from the strict confidentiality requirements on mediators, and the document notes such a change could deter parties from attending mediation or sharing information during the process.

MTR SET TO OPERATE LONDON'S CROSSRAIL

Hong Kong-listed transport operator MTR, which runs Melbourne's metropolitan train network, has been named as preferred operator for Crossrail, London's new passenger railway. When opened Crossrail will form a 100km railway featuring 42km of new tunnels from west to east across London. MTR has been selected by Transport for London (TfL) as the preferred operator for the Crossrail Train Operation Concession, an eight-year agreement, with an option for a further two years, to operate trains on the new network. Service will commence in phases from 2015 to 2019.

As well as running London Overground and the expansive Hong Kong metro network, MTR also operates Stockholm's metro system and Melbourne's metro network. It is also set to run Chinese networks in Shenzhen and Beijing, once they are up and running. MTR came to operate Melbourne's network after a successful bid for the contract in 2009. An eight-year contract began on November 30, 2009, and there is an option to extend that contract for an extra seven years once it winds up in 2017.

MTR are rumoured to be potential bidders for Auckland and Wellington's metro contract.

TOLL OPENS TASMANIAN FREIGHT FACILITY

The Toll Group has commenced operations from its new \$24 million freight terminal in Hobart's north. The 17,000 square metre facility on 6.8 hectares in the Brighton Transport Hub is its most modern and efficient transport terminal in the state. Toll Group managing director Brian Kruger said the facility will benefit Toll's customers and the Tasmanian economy through improved domestic and international freight services. "Relocating to the new hub in Brighton will

13 US States raised their minimum wages in January. So far this year, those same 13 states added jobs faster than all the others.



Labour will increase the NZ Minimum Wage to \$16.25

Vote positive. Party vote Labour

Authorized by Tim Barnett, 160 Willis St, Wellington

#forabetterNZ

result in 42 fewer B-Doubles and 100 fewer semi-trailer movements from the city of Hobart each day. It also allows us to increase the amount of freight we can carry via rail. More freight on trains will mean fewer trucks on Tasmanian roads."

2014 RICH LIST PAINTS PICTURE OF INEQUALITY

The National Business Review's 2014 Rich List is a stark reminder of the growing inequality in New Zealand, according to FIRST Union.

This year is the first time the combined wealth of New Zealand's Rich-Listers has passed \$50 billion, more than doubling the combined wealth of Rich-Listers just a decade ago.

"What we're seeing here is a society in a state of inequality denial, propagated by a government of inequality deniers", said FIRST Union General Secretary Robert Reid.

"For the bottom half of New Zealanders inflation-adjusted income has barely grown since the mid-1980s. Workers are normally told that wages will rise with productivity gains, but the productivity of the New Zealand workforce is 50% higher now than it was 20 years ago. Workers have been sold a lie.

"This inequality is the result of deliberate

policy to keep wages low. John Key, The country's wealthiest Prime Minister in history and a prominent inequality denier, has seen his personal fortune rise by \$5 million over the last year. There's still no evidence of his productivity rising to meet the inequality challenge.

"New Zealanders have the ability to repaint the picture in this election. Inequality is emerging as the major battleground, and recent policies proposed by the left parties are delineating a clear alternative."

Starting next week FIRST Union will begin its 2014 Stopwork Meetings around the country, where the union's work tackling inequality will be highlighted and political leaders will address workers around the country.

NATIONAL'S JOB FAILURES		
	5TH LABOUR GOVERNMENT	KEY GOVERNMENT
UNEMPLOYMENT	4.2% <small>Sep 2008 Q</small>	7.3% <small>Sep 2012 Q</small>
JOBS CREATED	+6,000 <small>Year to Sep 2008</small>	-4,000 <small>Year to Sep 2012</small>
JOBLESS	179,100 <small>Sep 2008 Q</small>	294,900 <small>Sep 2012 Q</small>
PEOPLE ON UNEMPLOYMENT BENEFIT	23,273 <small>Sep 2008 Q</small>	50,390 <small>Sep 2012 Q</small>
PEOPLE MOVING FROM UNEMPLOYMENT BENEFIT TO ANOTHER BENEFIT	18,113 <small>Year to June 2008</small>	30,303 <small>Year to June 2012</small>
<small>Sources: Statistics New Zealand & MSD Benefit Factsheets</small>		
<small>Authorised by David Shearer MP, Parliament Buildings, Wellington</small>		

MUA TO STRIKE AT ESPERANCE

Workers at Esperance Ports Sea and Land (EPSL) will walk off the job for 24 hours next week. The protected industrial action comes after months of negotiations between port workers represented by the Maritime Union of Australia (MUA) and EPSL management failed to reach an agreement on a new enterprise bargaining agreement. The MUA has been pushing for a four per cent wage increase in addition to a 2 per cent income protection claim. The union represents 53 stevedores at the port, with maintenance worker Glen Bale independently representing 23 maintenance workers.

We're Stronger Together!



GENERAL ELECTION 3 SEPTEMBER - 20 SEPTEMBER

