

THE ACTIVIST



Published Regularly - ISSN 1178-7392 (Print & Online) 25th August 2011

GREEN PARTY ANNOUNCES COST SAVING TRANSPORT PLAN

The Green Party will save billions from the Government's books by cutting wasteful spending on new motorway developments and investing in smart public transport initiatives instead, Transport Spokesperson Gareth Hughes announced.

The cost saving announcement was made at the Smart Transport Solutions conference being co-hosted by the Green Party and the Labour Party in Wellington.

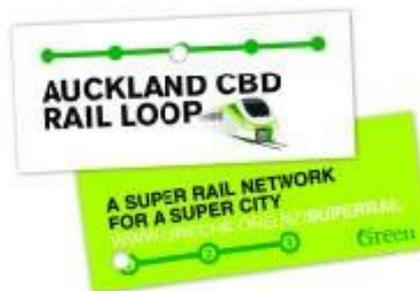
"We have a plan that reduces government debt and reduces wasteful spending on unnecessary motorways," said Mr Hughes.

"We plan to invest in smart transport that the public want, like light rail in Wellington and Christchurch and the CBD rail loop in Auckland.

"Our plan will reduce congestion, improve travel time, create more jobs, reduce greenhouse emissions and save the Government money. It is a smarter spend than the Government's splurge on motorways.

The Green Party would:

1. Fund at least 60 per cent or \$1.4 billion of the Auckland CBD Rail Link.
2. Allocate \$250 million towards the cost of additional trains to run on the enhanced network.
3. Fund at least 60 per cent or \$300 million for each of the light rail projects proposed in Wellington and Christchurch.



4. Make available \$75m extra a year for walking and cycling in 2012-2016 and \$100 million extra from 2017-2022.

The 2012 Government Policy Statement (GPS) on Land Transport Funding plans to spend, on average, \$26.6 billion on roads over the next ten years and only \$5.8 billion on more sustainable alternatives like train and bus services, walking, and cycling.

"We could spend \$6 billion to finish those state highways we have already begun building, invest in our smart transport projects and still save the taxpayer up to \$3.5 billion," said Mr Hughes.

"Borrowing to spend for motorways is fiscally irresponsible. Motorways such as Transmission Gully and Puhoi to Wellsford don't make economic sense.

"National says their motorway projects are good for creating jobs, however it costs between \$500,000 to \$1 million to create one motorway job.

"Even Don Brash, in his 2025 taskforce report, said of Transmission Gully, there was no evidence the project would provide a net benefit to the economy.

"The Green Party transport plan is balanced, resilient and sustainable. It represents a sensible approach to 21st Century transport spending."

Copy of Gareth Hughes' speech to the Smart Transport Solutions conference: <http://www.greens.org.nz/speeches/smart-transport-solutions>

ACC APPOINTMENT CONFIRMS COMMITMENT TO PRIVATISATION

The ACC Futures Coalition today expressed concern about the signals arising from the

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

appointment of Ralph Stewart, the former head of AXA, as the new chief executive of ACC.

"This appointment makes it clear that the current board and the government see ACC as an insurance scheme, pure and simple," said Glenn Barclay, convenor of the ACC Futures Coalition. "When this announcement is put alongside the proposals to privatise the work account there is a consistency that is not surprising. The appointment of a prominent insurer indicates that the board thinks that privatisation is a done deal, even though consultation on the proposal was closed off only a few weeks ago and officials are considering responses."

"ACC was never intended to be an insurance company," said Mr. Barclay. "The founders of the scheme always saw it as a vital form of social assistance that would be there to support us all when we needed it, regardless of the risk of the activities in which we engaged. The last 2-3 years have seen the government seeking to undermine the scheme in readiness for privatisation".

"The press announcement also made it clear that the appointment was brought forward because of the election," said Mr. Barclay. "I would have thought that it would have been more appropriate to wait until the election was over, particularly in light of the lack of a political consensus over the contentious policy of privatisation".

FOREIGN FISHING CREWS ARE A MODERN FORM OF COLONISATION

CTU Vice President Maori Syd Keepa has today labelled New Zealand fishing quota holders as perpetrating a modern form of colonisation in their use of foreign fishing crews to fish NZ waters.

"Foreign fishing crews are a modern example of colonisation - quota holders

may not be going into foreign territories, but the exploitation, abuse, and disregard for fishing crews human rights have all the hall marks of traditional colonisation and shouldn't be happening."

Speaking to the CTU Biennial Conference, Syd Keepa said "we have quota holders who are exploiting foreign workers. And this in a time of persistently high unemployment in New Zealand, especially among our young Maori. Quota holders should be looking to build a fishing industry in New Zealand that supports skill development and job creation for New Zealand crews rather than exploiting foreign crews."

Syd Keepa says "I call on quota holders to meet with Te Runanga o Nga Kaimahi Maori (Maori arm of the union movement) to discuss an alternative model of using fishing quota".

SELLING THE FAMILY TIN? RAIL PRIVATISATION IN NEW ZEALAND, IN THE LIGHT OF WIDER RAILWAY AND NETWORK INDUSTRY EXPERIENCE

When New Zealand's railway system was privatised in 1993, it was as one entity, thus avoiding any issues arising from the "separation of wheel and rail". Yet this approach failed in time, in that in 2003 the New Zealand Government had to come in and purchase the track, in order to bail out the operator. In May 2008 it elected to purchase the operator outright as well, rather than persevere with what had become a very difficult relationship.

This presentation argues that the debates over the privatisation of rail (in New Zealand and elsewhere) have neglected two major considerations. First, there have been few substantive treatments of how market failure would bear on the privatisation process. Second, there have been no comparisons made with the privatisations in other transport and infrastructural industries,

**PUT
PEOPLE
FIRST!**

**JOBS,
JUSTICE,
CLIMATE**

which have worked, in financial terms anyway.

If "railways are different", as many in this industry insist, then the paper will argue that the difference derives from the extent to which the industry needs to be subsidised. While public policy can deal with competitive privately-owned industries which need subsidy (such as 'social' bus services), and privately-owned monopolies which don't need subsidy, such as airports or telecommunications, it is the combination of these two elements (subsidy and monopoly, in a context of market failure) which explains why the privatisation of the railway network in New Zealand fundamentally did not work. The paper to which Ross is speaking can be found here: http://www.iscr.org.nz/f630,17980/17980_ETC_2010_paper.pdf

Commentary provided by Dave Heatley, New Zealand Productivity Commission.

Ross Clark is Rail Performance Manager for Transport Scotland, the local equivalent of the Transport Agency, except that it also has direct oversight of the railway network in Scotland. He went to the UK from New Zealand at the start of 2005, partly to see what a decent-sized railway looks like. His professional background with Tranz Rail was as a business analyst in its Passenger Group. He also served for some years as an administration officer with New Zealand's highways and land transport agency, and began his career in transport in the area of road safety economics. His other professional interests include getting to see firsthand the world's best airports, and, for variety, some of the really bad ones as well.

Dave Heatley is a Senior Advisor at the Productivity Commission, currently at work on the international freight transport services inquiry. Prior to joining the Commission, Dave was at Victoria University: firstly as an MBA student and subsequently as a Research Fellow for the Institute for the Study of Competition and Regulation. At the ISCR Dave produced original research on many topics including

the Overseas Investment Act, New Zealand railways, state-owned enterprises and telecommunications policy. In addition to his first career as a computer programmer, Dave has worked as an environmental lobbyist, park ranger and entrepreneur. He founded a scientific software and aquaculture technology company that, at its peak, employed over 50 people. When not hard at work as an economist, Dave can often be found on mountainsides – skiing, climbing, tramping or running.

If you would like to attend this seminar please contact:

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C'MON MINISTER! LESS SPIN AND MORE

MOVEMENT

The CTU youth wing Stand Up has reacted to a statement today from Paula Bennett which continued the spin and rhetoric from their announcement on youth unemployment ten days ago.

Spokesperson James Sleep says that another 326 placements for their two main youth unemployment schemes is a very small drop in a big bucket when there are 65,700 young people who are unemployed.

"326 extra places between Job Ops and Community Max is pathetic. The Government's failure to work proactively with business and community groups to create jobs for young people is going to keep youth unemployment high," says Sleep.

"Young New Zealanders and their families are being spoon fed rhetoric and spin. This announcement shows the Government is failing to boldly address youth unemployment," concludes Sleep.

CALL FOR NOMINATIONS KIWI RAIL NETWORKS INDUSTRIAL COUNCIL!

Nominations are **NOW** called for positions on the KiwiRail Networks Industrial Council.



Union policy as determined by Annual Conference requires that any member of the Union's National Management Committee (NMC) who is eligible for nomination to a position on an Industrial council shall be deemed to have been elected to that position. There are no NMC members who qualify for any KNIC positions.

We now call for the following positions from members who fall within the categories of representation;

Trackworker position

If you are employed by KiwiRail Network (ONTRACK) as a track worker/maintainer (other than leading) anywhere within NZ then you are eligible for nomination for this position.

Infrastructure Track Supervisor (incl Ganger)

If you hold a position of Leading Hand, ganger or foreperson in any area of KiwiRail Networks operation then you are eligible for nomination for this position.

Infrastructure – Signals, Comms, Traction

If you are employed within the Signals, Communications, Traction specialised areas of KiwiRail Networks then you are eligible for nomination to this position.

Infrastructure – Bridges and Structures

If you are employed within the Bridge gangs or structures specialised area of KiwiRail Networks then you are eligible for nomination to this position.

Infrastructure – Mechanical Group

If you are employed within the track machine groups and mobile mechanised gangs, plant fitter specialised area of KiwiRail Networks then you are eligible for nomination to this position.

Operations – Train Controller

If you are employed within the Train Control specialised area of KiwiRail

Networks then you are eligible for nomination to this position.

Operations – Scale 1

If you are paid under payscale 1 of the MECA and employed within the clerical, administration, codes and standards and technical areas of KiwiRail Networks then you are eligible for nomination to this position.

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee.

Correctly completed **Nominations must be received in the Unions National Office no later than 1700hrs 1st September 2011.** This can be by post, fax or scanned image via email. If faxed or scanned the original must be sent to National Office in a timely manner.

**CALL FOR
NOMINATIONS KIWIRAIL
PASSENGER
INDUSTRIAL COUNCIL!**

Nominations are called for positions on the KiwiRail Passenger Industrial Council.

Union policy as determined by Annual Conference requires that any member of the Union's National Management Committee (NMC) who is eligible for nomination to a position on an Industrial council shall be deemed to have been elected to that position.

There are no NMC Representatives eligible at the call for nominations and accordingly we now call for the following positions from members who fall within the categories of representation;

Loco Engineers

If you are a Locomotive Engineer employed by KiwiRail Ltd in Passenger Group then you are eligible for nomination for this position.

Train Manager (Long Distance)



If you are employed in an on-board services capacity (Long Distance) by KiwiRail Ltd in Passenger Group then you are eligible for nomination for this position.

Train Manager (Urban)

If you are employed in an on-board services capacity by KiwiRail Ltd in Passenger Group then you are eligible for nomination for this position.

Yard Operations

If you are employed by KiwiRail Ltd in a Terminal Operations capacity in Passenger Group then you are eligible for nomination for this position.

Scale 1

If you are employed by KiwiRail Ltd in a capacity which is paid under payscale 1 in Passenger Group then you are eligible for nomination for this position.

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee.

Correctly completed Nominations must be received in the Unions National Office by 1700hrs 1st September 2011

CALL FOR NOMINATIONS KIWIRAIL FREIGHT INDUSTRIAL COUNCIL!

Nominations are called for positions on the KiwiRail Freight Industrial Council.

Union policy as determined by Annual Conference requires that any member of the Union's National Management Committee (NMC) who is eligible for nomination to a position on an Industrial council shall be deemed to have been elected to that position.

As a result Barry Simpkins fills Locomotive Northern and Doug Blakie fills Terminals Southern positions on the council and no

nominations will be called for these positions.

We now call for nominations for the following positions from members who fall within the categories of representation;

CT Site

If you are employed by KiwiRail Ltd at a CT Site anywhere within NZ then you are eligible for nomination for this position.

Locomotive Central

If you are employed by KiwiRail Ltd as a Locomotive Engineer in the Central Freight Region then you are eligible for nomination for this position.

Locomotive Southern

If you are employed by KiwiRail Ltd at a Locomotive Engineer within the Southern Freight Region of NZ then you are eligible for nomination for this position.

Terminals Central

If you are employed by KiwiRail Ltd at a Terminals Site in the Central Freight Region then you are eligible for nomination for this position.

Terminals Northern

If you are employed by KiwiRail Ltd at a Terminals Site in the Northern Freight Region then you are eligible for nomination for this position.

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee.

Correctly completed Nominations must be received in the Unions National Office by 1700hrs 1st September 2011

CALL FOR NOMINATIONS INTERISLANDER INDUSTRIAL COUNCIL!

Nominations are called for positions on the Interislander Industrial Council.

Union policy as determined by Annual Conference requires that any member of the



Union's National Management Committee (NMC) who is eligible for nomination to a position on an Industrial council shall be deemed to have been elected to that position.

There are no NMC Representatives eligible at the call for nominations and accordingly we now call for the following positions from members who fall within the categories of representation;

Ferry Operations North

If you are employed by Interislander in Ferry Operations (Outside) in the North Island then you are eligible for nomination for this position.

Ferry Operations (outside) South

If you are employed by Interislander in Ferry Operations (outside) in the South Island then you are eligible for nomination for this position.

Scale 1 (Inside) North

If you are employed by Interislander in an occupation which works predominantly inside within the North Island of NZ then you are eligible for nomination for this position.

Scale 1 (Inside) South

If you are employed by Interislander in an occupation which works predominantly inside within the South Island of NZ then you are eligible for nomination for this position.

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee.

Correctly completed Nominations must be received in the Unions National Office by 1700hrs 1st September 2011

CALL FOR NOMINATIONS KIWIRAIL MECHANICAL INDUSTRIAL COUNCIL!

Nominations are called for positions on the KiwiRail Mechanical Industrial Council.

Union policy as determined by Annual Conference requires that any member of the Union's National Management Committee (NMC) who is eligible for nomination to a position on an Industrial council shall be deemed to have been elected to that position.

As a result Howard Phillips will fill the Electric Suburban Wellington position on the council and no nominations will be called for this position.

We now call for nominations for the following positions from members who fall within the categories of representation;

Auckland Metro Maintenance - TAMM

If you are a Mechanical Engineer or other trade employed by KiwiRail Ltd in the TAMM business in Auckland then you are eligible for nomination for this position.

Hillside Workshops

If you are employed by KiwiRail Ltd in Hillside then you are eligible for nomination for this position.

Hutt Workshops

If you are employed by KiwiRail Ltd in Hutt Workshops then you are eligible for nomination for this position.

North Island Depots (2 positions)

If you are employed by KiwiRail Ltd in a North Island Loco, wagon or other mechanical depot then you are eligible for nomination for this position.

South Island Depots

If you are employed by KiwiRail Ltd in a South Island Loco, wagon or other mechanical depot then you are eligible for nomination for this position.

Nominations must be moved and seconded by current financial Union members who are employed within the same area for which the nominee is being nominated for and an acceptance of nomination signed by the nominee. The nominee must be a Union member.

Correctly completed Nominations must be received in the Unions National Office by 1700hrs 1st September 2011



MORE MINE INSPECTORS PROVES GOVT CAN IMPROVE SAFETY NOW

The Government's announcement of more mine inspectors shows that action to improve worker safety can happen prior to the report of the Pike River Royal Commission, West Coast based MP Green Party MP Kevin Hague said today.

The Government today announced it was establishing a High Hazard Unit to improve the Department of Labour's capabilities in the mining and petroleum industries.

"The Minister of Labour has continually ruled out improvements to mine safety before the Pike River Royal Commission reported back. I am glad for mine workers that she has changed her position," said Mr Hague.

"I have made the Minister aware of serious on-going risks in underground mining, and the Royal Commission heard even more of the same. It would have been irresponsible for her not to act.

"The Government didn't need to wait for the Royal Commission to make changes to improve mine safety.

"Today's announcements are a good start, provided that the new inspectors have sufficient power and resourcing.

"I am pleased about this back-down because it provides some hope of reducing unnecessary risks.

"Through the 90s, the National Government decimated mine safety. Putting some additional resources back into this sector is the minimum it needs to do to improve mine safety in New Zealand.

"Today's moves are welcome but more still needs to happen to increase workers in underground mining's safety," said Mr Hague.



ITF DENOUNCES DISMISSAL OF THAILAND RAILWAY UNION LEADERS

The ITF has condemned the dismissal of seven railway union leaders in Thailand, describing the move as "invalid and unfair".

In a letter dated 15 August, ITF general secretary David Cockroft told the prime minister of Thailand Yingluck Shinawatra that he was raising "serious concern" over dismissal letters sent by the State Railways of Thailand (SRT) to seven leaders of the ITF-affiliated State Railway Workers' Union of Thailand (SRUT). This followed a court verdict, which upheld the company's claim to dismiss the workers and sue them for damages; the union is appealing the decision in the supreme labour court. Cockroft stated: "As such, we believe the action taken by the SRT to dismiss the workers is invalid and unfair as no final decision is taken by the labour court."

Pinyo Rueanpetch,
Banjong Boonnate,
Sawit Kaewvarn,
Thara
Sawaengtham, Liam
Moke-ngam,
Supichet

Suwanchatree and

Arun Deerakchat were sent letters on 10 August informing them that their employment contracts would be terminated on 25 September.

Cockroft outlined how this latest development would be brought to the attention of the International Labour Organization; it had already been informed about the labour court's verdict. The ITF has since learned that the ILO has intervened by contacting the Thai government.

28 unions, including ITF affiliates, under the auspices of the State Enterprises Workers' Relations Confederation (SERC), raised the issue at a meeting with the new Thai minister of labour. Later the SRUT will also meet with the SERC and the Labour Solidarity Committee, which is comprised of a group of trade unionists, to discuss the matter.



PETITION INVITES LABOUR INSPECTORS TO AUDIT THE PAY GAP

Following statements from the Minister of Labour that Labour Inspectors have the power to investigate issues of equal pay in the workplace, the CTU and Green Party have today launched a campaign to encourage workers to invite the inspectors in to their workplaces to check the time and wage records of their employers for any discrimination.

CTU President, Helen Kelly said "Catherine Delahunty has drawn up legislation that would enable workers to have access to these records for the purpose of investigating equal pay issues but the Ministers of Labour and Women's Affairs have told us that new legislation is not needed because workers can already find out pay information by asking a Labour Inspector to investigate a complaint. We do not believe inspectors have the capacity to do this role and think that if workers are able to have the information first – then complaints to the inspectors will be based on knowledge of pay inequality rather than relying on the inspectors in the first instance to inspect all workplaces. However the Minister has said the current system will work and we are going to test it!"

Helen Kelly said that by workers joining together and seeking inspections in their workplaces, they will not be singled out by employers who will be concerned when inspectors turn up to see the books.

"The petition takes the Ministers' advice and asks for workplaces to be investigated to see if there is equal pay, with the objective to show how difficult it is to see wage records and whether there men and women in the same workplace are being paid equally."

"We're not aware of anyone ever using the mechanism that the Ministers say exists – but that needs to be demonstrated. The petition can be signed either individually or workers in a workplace can all sign it as collective action.

"This is a simple action many workers could take to support pay equity and keeps the focus on pay inequity in New Zealand," said Helen Kelly.

STRIKE ENDS IN VICTORY FOR SLOVENIAN CRANE OPERATORS

Crane operators at the port of Luka Koper in Slovenia have ended their weeklong strike after signing an agreement with management laying out a range of new terms and conditions.

Members of the Sindikat Zerjavistov Pomorskih Dejavnosti (SZPD), a union affiliated to both the ITF and the European arm of the ITF the European Transport Workers' Federation (ETF), downed tools at the majority-state-owned port on Friday 29 July after negotiations over health and safety and job security broke down.

Workers claim that a significant growth in tonnage over the past 18 months has impacted on the length of working hours and health and safety standards at the adriatic port. There have also been reports that some subcontracted workers were being paid as little as 12€ (US\$17) for 11-hour shifts.

Now, following the courageous efforts of workers on the ground, an agreement has been signed between the union and port management stipulating a number of new rules. These include more breaks for crane operators and an overhaul of health and safety regulations on site.

With regards to the subcontractors, working time regulations have been put in place. It has also been agreed that a collective bargaining agreement, covering issues like wages and working conditions, will be signed within the next two months. SZPD executive board member Mladen Jovicic said: "This is a great victory for SZPD and for workers employed by subcontractors. New possibilities are in front of us to regulate our jobs so that terms are fair for every docker."

Jovicic also thanked workers in the Italian port of Trieste and the port of Rijeka in Croatia for their solidarity action during the strike. He expressed gratitude to the ITF and ETF for their support and assistance.



To find out more about ITF dockers' section campaigns on securing acceptable working standards across ports globally, visit the GNT campaign website.

FISHING INQUIRY HAS TO DELIVER

The Council of Trade Unions says that the Fishing Inquiry has to make a real difference to the lives of workers on foreign chartered vessels and to help create job opportunities for Kiwi workers.

Peter Conway, CTU Secretary, said "unions have been at the forefront of a campaign to expose the shocking treatment of workers on these fishing ships and welcome the formal announcement of the Inquiry."

"The Inquiry however needs to ensure that it considers how land-based processing can provide jobs with decent conditions and also add value to fish exports. With so many Kiwis out of work, we have to develop this industry in a way that provides sustainable employment."

New Zealanders have been shocked by the terrible working conditions on ships such as the Shin Ji, Oyang 70 and Oyang 75.

CTU Vice President Maori Syd Keepa said "foreign fishing crews are a modern example of colonisation - quota holders may not be going into foreign territories, but the exploitation, abuse, and disregard for fishing crews human rights have all the hall marks of traditional colonisation and shouldn't be happening."

"Quota holders should be looking to build a fishing industry in New Zealand that supports skill development and job creation for New Zealand crews rather than exploiting foreign crews," said Syd Keepa.

Peter Conway said that the union movement will actively participate in the Inquiry, and Syd Keepa has called on quota holders to meet with Te Runanga o Nga Kaimahi Maori (Maori arm of the union movement) to discuss an alternative model of using fishing quota.

MAF CUTS THREATEN NEW ZEALAND INDUSTRIES

Cutting further jobs from the Ministry of Agriculture and Forestry will threaten some of New Zealand's most important industries, says the PSA.

MAF staff were told this morning that 241 positions would go throughout New Zealand.

While just under 100 of those positions are unfilled vacancies, the PSA understands that 144 people will lose their job and that around 80 percent of those are based in Wellington.

"Many of these people provide the analysis for sound practice on the ground that protects our forestry, fisheries and agriculture industries," says PSA National Secretary Richard Wagstaff.

"These industries are critical to our economy and we shouldn't be putting them at risk.



"These cuts will result in the weakening and removal of crucial management of

agricultural, biosecurity, fisheries and forestry systems which are designed and implemented to protect New Zealand.

"We're in danger of repeating the experience of the 1990s when the loss of knowledge, expertise and adequate staffing levels in the public service led to disasters, and economic costs for the whole country,"

"Some of those skilled people will go overseas, so the loss of knowledge and expertise won't just be to the public service, it will be to the whole of New Zealand industry.

"The PSA will be working with our members to get the best results for them that we possibly can in this very difficult time and ensure that whatever is done is done so in a fair and transparent way.

Slashing hundreds of jobs is one of several actions the Department is taking in a bid to save \$18 million. It will also be looking for cost efficiencies across its support systems.

Some work will not be done in the future after re-prioritisation has occurred.

"This is another example of a department being forced to deal with the Government's indiscriminate and unjustified public service budget cuts.

"A top-down approach to restructuring is not the best way to bring about budget efficiencies at MAF or any other public service department.

"Successful change can only be done with the people who know best what changes will bring the smartest ways of working and the most cost-effective results – the workers who actually do the job," says Richard Wagstaff.

BITS AND BOBS

✦ Brendon Burns – CHCH Central MP – says that.... "When I speak in Parliament, I continue to ask Canterbury's government members to go on the record and deny that the effective forced sale of Christchurch City Council's assets – Orion, the airport, **port** and others – is in prospect to help fund quake recovery costs. Last week I again asked raised the issue and again, no Government MP was prepared to give any reassurance. See my Hansard (scroll two-thirds down) - http://ourhouse.parliament.nz/en-NZ/PB/Debates/Debates/Daily/6/3/1/49/HansD_20110810-Volume-674-Week-81-Wednesday-10-August-2011.htm

✦ International Solidarity - RMTU members join the Union AID project. So far the project has helped poor and oppressed workers in South India, and Burmese in Thailand. Now Gareth Morgan through the Morgan Foundation will match Union donations dollar for dollar up to \$30,000 a year. If you have not joined this project please visit www.unionaid.org.nz and check out the inspirational work being undertaken.

Let's Be Safe Out There!

