



ARTIO

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Industrial Organisation

The Courier

Information and Advice for NSW Transport Operators

New South Wales Branch

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Modern Awards Update: Annual Leave Provisions

(Adapted from advice received from the Queensland Trucking Association)

Earlier this month, the Fair Work Commission (FWC) Full Bench handed down a decision as part of its consideration of "common issues" in the four-yearly review of Modern Awards. This Industrial Circular provides a briefing on this Decision.

"Common Issues" are matters that affect all 126 Modern Awards as opposed to matters/issues that relate to the specific operation of an individual Award.

Payment of Annual Loading on Termination

Earlier this year the Federal Court in *Centennial Northern Mining Services Pty Ltd v Construction, Forestry, Mining and Energy Union (No 2) [2015] FCA 136 (27 February 2015)* clarified the long-disputed issue whether leave loading on annual leave was payable despite the express exemption provided for in Modern Awards. The Federal Court ruled that annual leave owed to workers whose employment is terminated has to be paid out at the same rate they would have received had they taken the leave while still at work.

The Road Transport (Long Distance Operations) Award 2010 exempts the loading from termination pay and is only one of a handful of Awards that exempts the loading payment. The Road Transport and Distribution Award 2010 specifically includes paying the loading on termination.

Despite the Federal Court ruling, The FWC Full Bench adjourned the ACTU's application to vary 118 Modern Awards to ensure that on termination of employment, workers are paid leave loadings and other entitlements on untaken annual leave.

The bench said that with a bill before Parliament seeking to change the law on the matter there 'is plainly a degree of uncertainty surrounding the statutory provision at the centre of this issue' and noted that the 'proper construction of s.90(2)' is expected to be considered by a full Federal Court this year.

A Word of Caution

Members still need to be cautious when relying on the exemption contained within the Road Transport (Long Distance Operations) Award because of the potential of some future Federal Court (appeal) Full Bench decision which has retrospective consequences.

However, until such time as the Full Bench actually determines this issue, or Legislation is passed, then an Operator will not breach the terms and conditions of the Road Transport (Long Distance Operations) Award 2010 by relying upon the exemption.

Cashing Out Annual Leave

The FWC full bench accepted employer requests to change annual leave provisions in Modern Awards to enable cashing-out of up to two weeks a year.

Previously, according to the *Fair Work Act 2009* (the Act), annual leave was unable to be cashed out unless specifically allowed in an Award or Enterprise agreement. The *Road Transport and Distribution Award 2010* and the *Road Transport (Long Distance Operations) Award 2010* did not include cashing out and therefore could not be accessed by Award employees.

There is now a specific provision for the cashing out of annual leave at sections 92 to 94 of the Act. Further, according to the FWC, cashing-out is a "relatively common" feature of agreements. The FWC will amend awards to provide for cashing out provisions.

The FWC did acknowledge that the purpose of annual leave is to provide rest and recovery from work but said that s.93 of the Act is 'a clear legislative statement' that includes a cashing out provision in a Modern Award consistent with the National Employment Standards.

The Full Bench added the following four 'safeguards':

- To require a maximum of two weeks' cashing out in any four weeks.
- To mandate the keeping of specific records.
- To require the signature from parents for employees under 18 years of age.
- To draw attention to the general protections provisions at Part 3-1 of the Act 'against undue employer influence and misrepresentation in relation to rights under this clause'.

Excess Annual Leave

Employers have won the right to direct employees to reduce "excessive" accruals.

The Full Bench of the FWC will incorporate an excess annual leave provision in awards which 'incorporates the employer's right to direct' but 'also makes provision for the circumstance where an employee accrues excessive paid annual leave but no employer direction is made'.

The bench said the model clause 'is intended to establish mechanisms to assist both employers and employees to reduce or eliminate 'excessive leave accruals' consistent with the statutory framework and subject to appropriate safeguards'.

The model clause defines excessive leave accruals as eight weeks for non-shift workers and ten weeks for shift workers. Employers cannot make a direction that results in the employee's accrual dropping below six weeks. The model requires that before an employer can make a direction, it must seek a meeting with the employee and genuinely try to agree to steps to reduce or eliminate the excessive accrual.

The *Road Transport and Distribution Award 2010* and the *Road Transport (Long Distance Operations) Award 2010* have excessive leave provisions already in similar terms to the decision however both awards will be amended in line with the model clause proposed by the Full Bench.

Annual Close Downs

The Full Bench rejected a bid for provisions to enable employers to schedule annual shutdowns and require employees to take annual leave saying this needed to be approached on an award-by-award basis.

The *Road Transport and Distribution Award 2010* and the *Road Transport (Long Distance Operations) Award 2010* already contain annual close down provisions and therefore a bid for its inclusion will not feature in future hearings.

Granting Leave In Advance

Employers will be able to grant annual leave in advance of accruing and deduct amounts for any unaccrued leave granted from termination payments. Granting leave in advance will only be available where an employer and employee have agreed to the taking of leave in advance.

The Full Bench expressed a provisional view that 'it is necessary to vary all Modern Awards to insert the model term in order to achieve the Modern Awards objective'.

The *Road Transport and Distribution Award 2010* and the *Road Transport (Long Distance Operations) Award 2010* already contain provisions expressed in similar terms however these provisions may be amended in line with any model clause determined by the Full Bench.

Purchase Leave

The bench said it would 'shortly' publish a discussion paper on purchased leave and a further hearing would be held on 28 July.

It said it 'appears' the Act permits such a provision in Modern Awards and that 'consideration may need to be given as to whether a purchased leave arrangement constitutes a 'permitted deduction' within the meaning of s.324' (of the Act).

Purchasing Leave works by allowing the employer and employee to agree to increase the amount of annual leave entitlement, typically by an extra two or four weeks per year, in exchange for giving up the equivalent amount of salary.

For example, if they take four weeks annual leave and four weeks purchased leave, they are paid for the equivalent of 48 weeks of the year, but payment is spread out evenly over the full 52 weeks.

Electronic Funds Transfer and Paid Leave

The Full Bench will remove the requirement to pay leave in advance and vary a number of Modern Awards to permit employers to pay employees by electronic funds transfer under their 'usual pay cycle'.

It removes requirements to pay employees upfront for their annual leave. However, the new provision doesn't apply where the employer's usual practice is to pay by cheque or cash.

Employer's Policies did not Prevent Breach of Parental Leave Requirements

(Adapted from Article courtesy of Ashurst Australia 'Employment Alert')

An employer has been ordered to compensate an employee who requested 12 months' parental leave and to pay the employee a penalty for contravening the National Employment Standards (NES).

The employee's wife gave birth to twins and the employee sought the leave to assist with their care. This request was rejected by the company however it allowed the employee to take a mixture of paid and unpaid leave.

When the employee returned to work after 12 months, the employer offered him part time work only. A year later the employer dismissed the employee on the grounds of redundancy.

The employee instituted proceedings alleging the employer:

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- Took adverse action against him because he had workplace rights and family responsibilities to care for his twins.
 - Recklessly made false and misleading statements about his workplace rights in contravention of the *Fair Work Act 2009*.
 - Contravened the NES.
 - Breached his contract of employment.

Judge Turner in the Federal Circuit Court did not accept that the employer had taken adverse action or had recklessly made false or misleading statements but found that the employer had breached the NES by not allowing the employee to take unpaid parental leave.

The employer's policy required an applicant for parental leave to be the 'primary carer' of a child. The NES contains no such requirement.

Judge Turner found that:

- The employer had both contravened the NES and repudiated the employee's contract by denying him the leave he was entitled to under the NES.
- By allocating part time work after his return from leave the employer had denied the employee the right to return to his full-time position when his leave finished.
- When the redundancy occurred the employee lost the chance of receiving a redundancy package calculated on his full time, rather than his part time, salary.

The employer was ordered to pay the employee a total of \$169,347.24 (less tax) comprising:

- The difference between his part-time and full-time salary from the date he returned from leave until the termination of his employment.
- An amount of additional annual leave the employee should have received had he worked full time.
- Additional severance pay due to the difference between what he would have received as a full time employee less the actual severance payment as a part time employee.

Judge Turner also ordered the employer to pay a penalty of \$8,250 to the employee for its contravention of the NES.

Scullin v Coffey Projects (Australia [2015] FCCA 1514 & 1602

This case highlights how important it is for employers to keep up to date with the legal entitlements of employees. For a copy of this article, which also covers what employers need to know in relation to parental leave, what employers need to do ensure compliance with relevant legislation, NES provisions and paid parental leave, please contact Hugh McMaster, tel: 0412 880861; email: hughmc@artionsw.com.au.

Operation AUSTRANS 2015 – Speeding Incidence Down, Drug Driving Incidence Up

(Adapted from Article courtesy of 'OHS Alert')

While this year's Operation AUSTRANS has detected an increase in the incidence of drug taking amongst heavy vehicle drivers, fewer heavy vehicle drivers were detected speeding or illegally using their mobile phones.

According to the Australian and New Zealand Policing Advisory Agency, the number of offenders driving heavy vehicles caught per type of offence/offences committed during the month long campaign which ended on 13 June was:

- 190 who were impaired or tested positive for drugs or alcohol (172 in 2014).
- 323 who were driving without a valid licence.
- 3271 work diary breaches.
- 1518 improperly restrained loads.
- Speed tampering devices found on 145 heavy vehicles.
- 238 fatigue breaches committed by parties other than the driver in the chain of responsibility.
- 76 mass or load offences committed by parties other than the driver in the chain of responsibility.
- 237 mobile phone and related offences (327 in 2014).
- 191 dangerous goods and WHS offences (314 in 2014).

Almost 75,000 heavy vehicles were detected during the campaign which involved police, road and workplace health and safety agencies based in all States, Territories and New Zealand.

Forklift Operator Died of Hypothermia after being Trapped in Freezer Warehouse

(Adapted from Article Courtesy 'OHS Alert')

The NSW Coroner has found that a 23 year old died after being left to operate a forklift alone in an industrial freezer warehouse in Sydney.

Coroner Carmel Forbes found the forklift driver's employer, Lurnet D Pty Ltd, did not have a freezer safety policy or a policy that prohibited employees from working on their own.

In April 2013, Vijay Singh dies from complications of hypothermia that developed when he was trapped in the freezer warehouse which was maintained at minus 20 degrees

In evidence, employees at the company said three colleagues helped Mr Singh move the forklift after it became stuck on ice in an alcove in the freezer. His colleagues then took a break.

He was found about an hour later in the same area wedged between the forklift panel and shelving and boxes.

He was admitted to hospital after being freed by police and paramedics but died about two hours later from multiple organ failure.

After the incident the employer required all forklift operators to provide evidence of their forklift licence, something it did not require from Mr Singh, ensured no worker was left in a freezer alone and ensured managers undertook formal workplace health and safety training.

The employer also issued revised WHS policies related to issues such as safe systems of work, forklifts, emergency plans for freezers and employee consultation.

The Coroner was told that in 2014 WorkCover NSW charged the employer with breaches of ss. 19 (1) and 32 of the *Workplace Health and Safety Act 2011 (NSW)*. The employer pleaded guilty and was fined \$150,000.

The Coroner declined to make recommendations because Laurent D Pty Ltd no longer operated in NSW.

Inquest into the death of Vijay Singh.

Agreement Reached to Develop Moorebank Intermodal Terminal

The Federal Government's Moorebank Intermodal Company and the Sydney Intermodal Terminal Alliance (SIMTA) have signed an agreement to develop the Moorebank Intermodal Terminal in south-west Sydney.

Under the agreement, SIMTA, which is jointly owned by Qube Holdings and Aurizon Holdings, will operate the terminal and associated warehousing facilities on separate parcels of land owned by the Commonwealth and SIMTA. This site will have direct rail access to Port Botany.

According to Deputy Prime Minister and Minister for Infrastructure and Regional Development Warren Truss, this terminal will include an import-export terminal which will have the capacity to handle 1.05 million TEU per year as well as an interstate terminal which will eventually have the capacity to handle 500,000 TEU per year.

Environment and planning approvals are currently being sought. Subject to approval being granted, it is expected that construction will commence later this year.

Mr Truss said he expects the Terminal to be operational from late 2017.

NSW 2015-16 Budget: The Big Picture

In handing down its 2015-16 Budget, the NSW Government has announced a projected underlying surplus of \$713m and forecast a continuation of surplus budgets for the ensuing three years.

The NSW Government has issued the following economic projections for 2015-16:

- Gross State Product – up 3%.
- Employment growth – 1.75%.
- Unemployment rate – 5.75%.
- Inflation – 2.5%.
- Average Earnings Growth – 2.5%.

Revenue is forecast to total \$72.1 billion while expenditure is forecast to total \$69.6 billion. The NSW Government's sound fiscal position is underpinned by the proposed leasing of electricity assets and strong revenue growth from stamp duty on property sales.

NSW 2015-16 Budget: Record Roads Budget Announced

NSW Roads, Maritime and Freight Minister, Duncan Gay, has announced a record \$7.5 billion in road, maritime and freight infrastructure in the 2015-16 financial year as part of the NSW Government's 2015-16 Budget.

Highlights include:

- \$1.7b to WestConnex.
- \$251m towards construction of the NorthConnex motorway (twin tunnels under Pennant Hills Road connecting the M1 and M2 motorways. This includes \$51m for enabling road works and land acquisitions.
- \$180m to address congestion in Sydney, including:
 - Additional clearways.
 - Construction and planning work to address pinch points (\$62m).
 - Planning for the Smart Motorways program (\$15m).
 - Delivering real time travel information (\$9m).
- \$167m for road upgrades in Western Sydney, including:
 - \$16m to complete the upgrade of Camden Valley Way.
 - Upgrade of Schofields Road (\$44m).
 - Upgrade of Richmond Road (\$30m).
 - Upgrade of Old Wallgrove Road (\$30m).
- \$164m to upgrade roads associated with the proposed construction of Badgery's Creek Airport, including:
 - Bringelly Road (\$50m).
 - Werrington Arterial Road (\$30m).
- \$36m to progress planning and identification of future links in the Sydney motorway network including the Western Harbour Tunnel, M1 Princes Motorway extension, Outer Sydney Orbital and Bell's Line of Road – Castlereagh Connection.
- \$17m to complete planning and to commence construction of road works in the Sydney Airport precinct, including the Wentworth Avenue Extension and the Marsh Street upgrade.
- \$1.4b for the Pacific Highway including duplication between Woolgoolga and Ballina.
- \$182m to continue upgrades of the Princes Highway including:
 - Construction of the Foxground and Berry bypass (\$140m).
 - Completing the Gerringong upgrade (\$12m).
 - Realignment at Termeil Creek (\$12m).
- \$87 m to continue upgrades of the Great Western Highway including:
 - Completion of duplication between Emu Plains and Katoomba (\$3m).
 - Safety improvement works between Katoomba and Hartley (\$53m).
 - Upgrades at Kelso (\$27m).
- \$69m for upgrades of Central Coast roads.
- \$50m for upgrades of Hunter roads, including:
 - Widening of Cormorant Road between Industrial Drive and Stockton Bridge (\$10m).
 - Upgrades of roundabouts on the New England Highway at Maitland (\$19.5m).
 - Planning for the extension of the Pacific Motorway to Raymond Terrace (\$3m).
- \$35m for upgrades on the Newell Highway including (\$3.9m to complete the Moree Town Bypass.
- \$23m to upgrade the Bells Line of Road.
- \$12m for upgrades on the Oxley Highway.
- \$9.8m to continue sealing on the Cobb and Sliver City highways.
- \$9m for construction of the Queanbeyan Bypass.
- \$124m for the Northern Sydney (rail) Freight Corridor between Strathfield and Broadmeadow.
- \$76m for the Bridges for the Bush program, including:
 - Completion of a new bridge over the rail line on the Olympic Highway at Kapooka (\$24m).
 - Planning for a new Gunnedah bridge on the Oxley Highway (\$3m).
 - Completion of the Tulladunna bridge over the Namoi River at Wee Waa (\$3.7m).
 - Completion of the Bemboka River bridge at Moran's Crossing on the Snowy Mountains Highway (\$3.7m).
- \$15m to progress upgrading of Gocup Road.

- \$2m to plan bypasses of Singleton and Muswellbrook.
- \$4.25m to upgrade Kidman Way.

Other major transport infrastructure projects to be funded out of the 2015-16 Budget include the North-West rail line and the Sydney CBD light rail line.

NSW 2015-16 Budget: More Funds for Road Safety

The NSW Government has announced an increase in spending on road safety measures in its 2015-16 Budget. Measures include:

- \$25m to fund 'additional high visibility police enforcement', including increased Roadside Drug Testing as part of a program to triple roadside drug testing to 97,000 tests by 2017.
 - \$25.5m to identify black spots in the road network.
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NSW 2015-16 Budget: Support for Businesses Hiring New Employees

The NSW Government has announced:

- A continuation of its Jobs Action Plan which means that businesses are eligible for a rebate of up to \$5,000 per new employee engaged in NSW.
 - A continuation of its Small Business Employment Incentives Grant Scheme to provide a grant of \$2,000 per new employee for businesses which do not pay payroll tax.
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Registration Charges to Increase in NSW from 1 July

The NSW Government has adopted the National Transport Commission's 0.6 per cent increase in heavy vehicle charges which takes effect from 1 July 2015. This increase arises from a recommendation of the NTC to increase the Road User Charge by 0.16 cents/litre to 26.3 cents per litre.

Transport and Infrastructure Ministers Reaffirm Support for NHVR

Australia's transport and infrastructure ministers have reaffirmed their support for the National Heavy Vehicle Regulator (NHVR) at the Transport and Infrastructure Council (the Council) meeting on 22 May 2015.

In Ministers supported the ongoing financial commitment to the NHVR and approved the NHVR Corporate Plan and budget for 2015-16.

Truss Announces Extension of Freeze on Heavy Vehicle Road User Charge

The Deputy Prime Minister and Minister for Infrastructure and Regional Development, Warren Truss, has announced that the Heavy Vehicle Road User Charge will remain frozen at 26.14 cents per litre for the 2015-16 financial year.

'This decision is good for the heavy vehicle industry and the national economy,' Mr Truss said.

Federal Government, Opposition, Reach Agreement to Reinstate Fuel Tax Indexation

The Federal Government and the Opposition have reached agreement to pass legislation enabling the re-introduction of fuel tax indexation. The legislation has now passed through Federal parliament and will become law. It will be backdated to 30 October 2014.

Both parties also agreed that all revenue raised will be allocated to spending on roads.

The increase will have no impact on the trucking industry because fuel tax credits will automatically increase by the same amount as the fuel tax.

Dangerous Goods Code and Load Restraint Guide – Available Free of Charge

The National Transport Commission provides PDF copies of the Australian Dangerous Goods Code free of charge.

To obtain a copy of the Australian Dangerous Goods Code visit:

http://www.ntc.gov.au/heavy_vehicles/safety/australian-dangerous-goods.code/

TWUSUPER Super News June 2015

SuperStream is here

By 1 July 2015, if you have 20 or more employees then you have to meet the Government's SuperStream data standards when providing information to super funds.

Employers must also provide contribution data online. Emailed data will no longer be accepted. It's a big change and TWUSUPER is here to help employers get on board with minimum fuss. If you're not using *EmployerAccess*, now is the time to call our Employer Services team on **1800 241 877** (you can call this number from 8:00am to 8:00pm AEST/AEDT weekdays). You can also visit our online 'one-stop shop' at july1.twusuper.com.au

TWUSUPER's services include:

- helping you over the phone and via remote computer access sessions
- organising education sessions and materials for you and your staff
- updating you on legislative changes, and
- answering any questions you have about our products and services.

The banner features a blue arrow pointing right with the text "Employers: We have the solution". To the right is a magnifying glass over a red puzzle piece labeled "TWUSUPER". Below the arrow, text reads: "How you submit data and super contributions is about to change". A smaller line of text states: "By 1 July 2015, if you have 20 or more employees then you have to meet the government's new minimum data standards when providing information to super funds. Employers must also provide contribution data online. Emailed data will no longer be accepted." On the right side, there is a digital clock showing "06 11 57 02" with labels "DAYS HOURS MIN SEC" below it. At the bottom right, there is a "Register to make online contributions" button with a "Register now" link.

The ATO has stated it understands some businesses are unlikely to make the 1 July deadline, and will not take compliance action if the deadline is missed. However, employers should be putting plans in place now as the ATO's flexible approach only extends until 31 October 2015.

Do you use MYOB?

TWUSUPER employers can download Perfect Super for MYOB software at no cost.

This software automatically extracts your employee information and super payment details required to easily upload to *EmployerAccess* or SCH Online*, ensuring you comply with the Government's new SuperStream standards.

Simply emailing data will **not** comply with the new SuperStream rules – but uploading a data file through *EmployerAccess* will comply.

Go to accountingpower.com.au/twusuper to find out more.

We're here to help

If you would like help getting online with *EmployerAccess*, call us on **1800 241 877** between 8:00am and 8:00pm (AEST/AEDT) weekdays.

* The Clearing House is SCH Online. SCH Online is a financial product operated by The Superannuation Clearing House Pty Limited (Authorised Representative Number 290290) (TSCH), an authorised representative of Pacific Custodians Pty Limited (Australian Financial Services Licence Number 295142) (Pacific Custodians).

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The Trustee is not responsible for and does not accept liability for the products or services of SCH Online or Perfect Super for MYOB. You should use your own judgment before deciding to use SCH Online or Perfect Super for MYOB.

EmployerAccess change from 1 July 2015

If you are a current TWUSUPER *EmployerAccess* user and you have 20 or more employees, you will be required to modify your contribution file from 1 July 2015. This is because of the SuperStream requirements which come into effect on that day. A sample compliant file is available at July1.twusuper.com.au.

Towards a better retirement

As the Industry SuperFund for people working in transport and logistics, TWUSUPER is determined to help our members achieve dignity in their retirement. This now includes providing workplace super education campaigns that encourage TWUSUPER members to take charge of their super.

TWUSUPER can provide up to four educational campaigns at the workplace over a year. Key campaign topics typically include salary sacrifice, consolidation, investment choice, insurance and transition to retirement. You will receive a feedback report regarding the success of the campaign(s), including analysis highlighting the impact achieved from the workplace education program. The only requirement of your company is to coordinate suitable times for our staff to be on-site during these activities.

For further information phone John Cotter, National Business Relationship Manager, on **(03) 9635 5969**.

This information is of a general nature only and does not take into account your objectives, financial situation or needs. Before acting on this information, you should consider its appropriateness having regard to your objectives, financial situation and needs. A copy of TWUSUPER's current Product Disclosure Statement should be obtained from us (by calling 1800 222 071 or

visiting twusuper.com.au) and considered carefully before you make a decision in connection with TWUSUPER. TWU Nominees Pty Ltd ABN 67 002 835 412, AFSL 239163, is the trustee of TWUSUPER ABN 77 343 563 307 and the issuer of interests in it. Transuper and TransPersonal are divisions of TWUSUPER

Subscriptions: Reminder

Members should have received their 2015-16 subscriptions to ARTIO NSW on 29 June along with the 2014-15 Report to Members.

Subscriptions are due on 1 July. There is no increase in subscriptions in 2015-16 when compared to 2014-15. ARTIO NSW urges you to pay your subscription promptly.

ARTIO NSW also takes this opportunity to thank all Members for their support in 2014-15. We look forward to being of service in 2015-16.

Economic and Industry Indicators

Indicator/Source ¹	As at	Unit of Measure	Quantity	% Variation
GDP latest quarter (ABS)	Mar 2015 quarter	\$m	400,039	2.2
CPI (ABS)	Mar Qtr 2015	Per cent		1.3
Cash rate (RBA)	Current	Per cent	2.00	
Estimated Residential Population (ABS)	Year ending 30 Jun 2014	Number	23,625.6	1.4
Retail Sales (ABS)	Mar 2015	\$m	24,133.2	4.4
New Capital Expenditure (ABS)	Mar 2105 quarter	\$m	36,399	-5.7
Inventories held by private business (ABS)	Mar 2015	\$m	150,577	0.7
Dwelling unit approvals (ABS)	April 2015	Number	19,045	16.5
Manufacturers Income (ABS)	Dec 2014	\$m	84,650	-4.2
Employed persons (ABS)	May 2015	Number	11,747.2	1.8
Unemployed persons (ABS)	May 2015	Percentage	6.0	0.1
Wage Price Index (ABS)	Mar 2015 quarter	Per cent		
All employees				2.3
Transport, postal and warehousing				2.4
New motor vehicle sales (ABS)	May 2015	Number	94,636	2.1
Cab Chassis/Prime Mover Sales (TIC)	4 months ending April 2015	Number	7303	-1.8
Vans (TIC)	4 months ending April 2015	Number	1702	28.7
TEU Port Botany	Year ending March 2015	Number	1,729,628	3.1

¹ ABS – Australian Bureau of Statistics; RBA – Reserve Bank of Australia; AIP – Australian Institute of Petroleum; TIC – Truck Industry Council/’Prime Mover’ latest issue; BITRE – Bureau of Industry, Transport and Regional Economics

AIP Terminal Gate Price- Diesel-Sydney	As at 30 June	Cents per litre	123.3	
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