

(11190.) WELLINGTON CITY CORPORATION **DRIVERS.**—AMENDMENT  
OF INDUSTRIAL AGREEMENT.

In the Court of Arbitration of New Zealand.—In the matter of the Industrial Conciliation and Arbitration Act, 1925, and its amendments; and in the matter of an application for amendment of the Wellington City Corporation Drivers' industrial agreement, dated the 1st day of October, 1930, and recorded in Book of Awards, Vol. XXX, p. 835.

Tuesday, the 11th day of August, 1936.

UPON reading the application of the Wellington Drivers and Related Trades Industrial Union of Workers for amendment

of the said Wellington City Corporation Drivers' industrial agreement; and upon hearing the representatives of the Wellington City Corporation and the said union, this Court, in pursuance and exercise of the powers conferred on it by section 21 of the Industrial Conciliation and Arbitration Amendment Act, 1936, and with the consent of the said representatives, doth hereby order as follows:—

1. That the said industrial agreement shall be amended—

(a) By incorporating therein the following provisions:—

(1) The maximum number of hours, exclusive of overtime, to be worked in any week by any worker bound by the said agreement shall, subject as hereinafter provided, be 40 hours a week, to be worked on five days of 8 hours each from Monday to Friday inclusive.

(2) Stablemen in City Engineer's Department and Milk Department: These employees shall be employed on a 40-hour week working on any six days of the seven days of the week extending from Sunday to Saturday inclusive, no overtime being paid for work done on Saturday or Sunday. As an alternative, any stableman may be required to work up to 4 hours additional in any week on six of the seven days of the week, provided that in the previous or following week he is only worked for a corresponding shorter period.

(3) Scavenger Drivers and Street-cleaners: These employees shall work on a roster to be prepared by the City Engineer, which will provide for work being done by certain drivers at recurring intervals on Saturdays mornings for periods of 4 hours. During the week in which any driver shall be required to work on Saturday morning for a period of 4 hours he shall have as the equivalent half a day off during the same week. As an alternative, any driver may be required to work 44 hours in any week, including 4 hours Saturday work, provided that in the previous or following week he is only worked for 36 hours.

(4) Refuse-collection Drivers: The work of these employees will conform to the 40-hour week on five days from Monday to Friday inclusive, but where three consecutive days of non-collection of refuse occur, due to a statutory holiday falling on a Monday, or due to a group of holidays, then a full day shall be worked on the Saturday following such three days of non-collection, at overtime rates as provided in the award.

(b) By adjusting the rates of pay prevailing on 1st September, 1936, in accordance with subsection (3) of section 21 of the said Act so that the ordinary rates of weekly wages of any worker shall not be reduced by reason of the reduction made in the number of working-hours.

2. That this order shall come into force on the 1st day of September, 1936.

[L.S.]

E. PAGE, Judge.

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