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**AUCKLAND TRANSPORT BOARD TRAMWAY EMPLOYEES.—**  
**MEMORANDUM OF COURT OF ARBITRATION REFUSING**  
**APPROVAL UNDER THE ECONOMIC STABILIZATION**  
**EMERGENCY REGULATIONS 1942 OF INDUSTRIAL AGREE-**  
**MENT**

In the Court of Arbitration of New Zealand, Northern Industrial District.—In the matter of the Economic Stabilization Emergency Regulations 1942; and in the matter of a proposed industrial agreement between the New Zealand Tramway Authorities' Employees' Industrial Union of Workers and the Auckland Transport Board.

MEMORANDUM OF THE COURT, DELIVERED BY TYNDALL, J.

REGULATION 39 (1) of the Economic Stabilization Emergency Regulations 1942 provides that where at any time during the present war any industrial agreement is made in respect of any industry, no variation shall be made in the minimum rates of remuneration or the principal conditions of employment for

the time being applying to that industry except such adjustments of anomalies as the Court of Arbitration approves in that behalf, having regard to the general purpose of the regulations.

The term "remuneration" is specially defined in Regulation 31 as meaning salary or wages, and includes time and piece wages and overtime and bonus and other special payments; and also includes allowances, fees, commission, and every other emolument, whether in one sum or several sums, and whether paid in money or not, &c.

A number of variations are proposed in a new industrial agreement between the Auckland Transport Board and the New Zealand Tramway Authorities' Employees' Industrial Union of Workers. Most of the proposed variations either do not conflict with the regulations or are approved by the Court as adjustments of anomalies. There are, however, three proposed variations to rates of remuneration which the Court is not satisfied are necessary for the purpose of adjusting any anomaly.

The first is the increase from 6d. to 1s. provided for in clause 11 (f). We know of no general rule under which 1s. is paid as an allowance for furnishing accident or derailment reports.

The second is a new provision to be added to clause 21 for the payment of £10 by the Transport Board to each student motorman on obtaining a motorman's ticket. We know of no general rule to this effect in the industry into line with which it is necessary to bring the agreement.

The third is a variation to clause 42 (b) and provides for a special payment of 1s. per day to all men working in the platelaying gang, in place of 1d. per hour. It has not been proved to our satisfaction that the present rate is in any way anomalous.

We therefore decline to approve of these three proposed variations.

Dated this 6th day of December, 1943.

[L.S.]

A. TYNDALL, Judge.