

**NEW ZEALAND PUBLIC PASSENGER TRANSPORT AUTHORITIES  
WORKERS – INDUSTRIAL AGREEMENT**

This industrial agreement made in pursuance of the Industrial Conciliation and Arbitration Act 1954, this 30th day of March 1972 between the New Zealand Tramways and Public Passenger Transport Authorities' Employees' Industrial Union of Workers (hereinafter called "the union") on the one part and the New Zealand Public Passenger Transport Authorities Industrial Union of Employers (hereinafter called "the employer(s)") on the other part, whereby it is mutually agreed by and between the parties hereto as follows:

1. That the terms, conditions, stipulations and provisions contained and set out in the schedule hereto shall be binding upon the parties, and they shall be deemed to be and are hereby declared to form part of the agreement.

2. That the said parties hereto shall respectively do, observe and perform every matter and thing by this agreement and by the said terms, conditions, stipulations and provisions respectively required to be done, observed and performed and shall not do anything contrary to this agreement or to its terms, conditions, stipulations and provisions, but shall in all respects abide by and perform the same.

**SCHEDULE**

**INDUSTRY TO WHICH AGREEMENT APPLIES**

1. This agreement shall apply to the operation of the specified passenger transport services under the control of the Auckland Regional Authority.

**SPECIAL CONDITIONS TO APPLY IN RESPECT OF THE  
OREWA DEPOT**

2. The following special conditions shall apply to facilitate the continuation of the operation of the present passenger transport services at Orewa Depot:

(a) Straight shifts – One shift per day may be extended beyond the 9 hours 20 minutes award provision.

(b) Broken shifts –

(i) The provisions of clause 7 (g) of the award relating to broken shift percentages shall not apply at this depot.

(ii) Two shifts per day may be permitted to sign on before 6.00 a.m.

(iii) Broken shifts may be rostered at this depot on Sundays and statutory and public holidays.

(iv) The existing conditions applying to the working of broken shifts A to B on Sundays and statutory and public holidays shall continue to apply.

(c) Duties of Drivers – It shall be part of the ordinary duty of a driver to assist at any work in connection with the buses which may be required of him, other than driving, for the purposes of filling in time.

(d) Senior Driver – Having regard to the special responsibilities attached to this position, he shall be paid the additional payment provided in clause 3 (f) of the award.

**SPECIAL CONDITIONS TO APPLY TO LATE NIGHT BUSES TO  
NORTH SHORE**

3. In order to continue the operation of existing late night services from Auckland to the North Shore on Fridays, Saturdays and statutory and public holidays, exemption shall be granted for these services from the provisions of clause 6 (c), which requires p.m. shifts to sign on not later than 4.15 p.m. subject to the condition that the provisions of clause 5 (d) of the award shall apply in their entirety.

#### OTHER CONDITIONS OF EMPLOYMENT

4. Except as provided in clauses 2 and 3 hereof, all other conditions of employment in respect of the aforementioned specified transport services under the control of the Auckland Regional Authority shall be as provided in the New Zealand Public Passenger Transport Workers Award for the time being in force.

#### TERM OF AGREEMENT

5. The agreement shall come into force on the day of the date hereof and shall continue in force until 30 September 1973.

For and on behalf of the New Zealand Tramways and Public Passenger Transport Authorities' Employees' Industrial Union of Workers:

A. Graham, President.  
P. A. Hansen, Secretary.

For and on behalf of the New Zealand Public Passenger Transport Authorities Industrial Union of Employers:

J. F. Fardell, Secretary.