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A.F.U.L.E.



A.T.&M.O.E.A.



N.U.R.W.A.



A.R.P.O.A

# A NEW UNION FOR TRAIN, TRAM & BUS WORKERS

**A REPORT TO VICTORIAN MEMBERS August 1991**

**A**s you know, five Victorian public transport unions which represent the great majority of workers in the industry — the ARU, AFULE, ARPOA, AT&MOEA and NURWA — have made considerable progress towards the formation of a new train, tram and bus industry union.

The new union will have a national membership of approximately 55,000 members, with 14,500 members in Victoria.

The Victorian Steering Committee for this new union is providing this report to you on work and progress to date, and to seek your comments.

## Benefits for all

**T**he amalgamation is fundamentally important for members of all the unions involved, and for the industry.

The new amalgamated union brings together unions and members who have a large, natural common interest — the same industry. No amalgamation will benefit all concerned unless workers have a common basis or interest, and common objectives. The Australian Services Union, for example, which covers some public transport employees, has 83% of its members outside the public transport industry.

The new train, tram and bus industry union will give all of us unity and strength. By combining resources we will have a greater capacity to serve members better on the job, to work for the best interests of all grades and classifications, to enhance job security and to defend and expand public transport.

The proposed structures for the new union will facilitate

the maximum participation and involvement of members and will ensure that decisions are made democratically, with members electing all their officials and other representatives.

## Structures

**T**he Victorian Steering Committee has agreed in principle that the new union should have six divisions. They are:

- Loco Operations
- Operations
- Workshops and Running Sheds
- Infrastructure
- Administration/Professional
- Tram and Bus

plus country representation.

Each division will elect its own committee of management, full-time officers, representatives to the Branch Executive and Branch Conference.

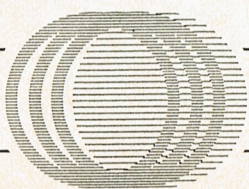
Each Division will be responsible for its own affairs, coordinating through the Branch Executive on issues likely to impact on other Divisions. The Divisions will meet monthly.

### Victorian Branch Conference

The Victorian policy making body will be the Branch Conference, meeting annually and attended by Divisional Representatives, country structures not accommodated in divisions, and full-time Officers.

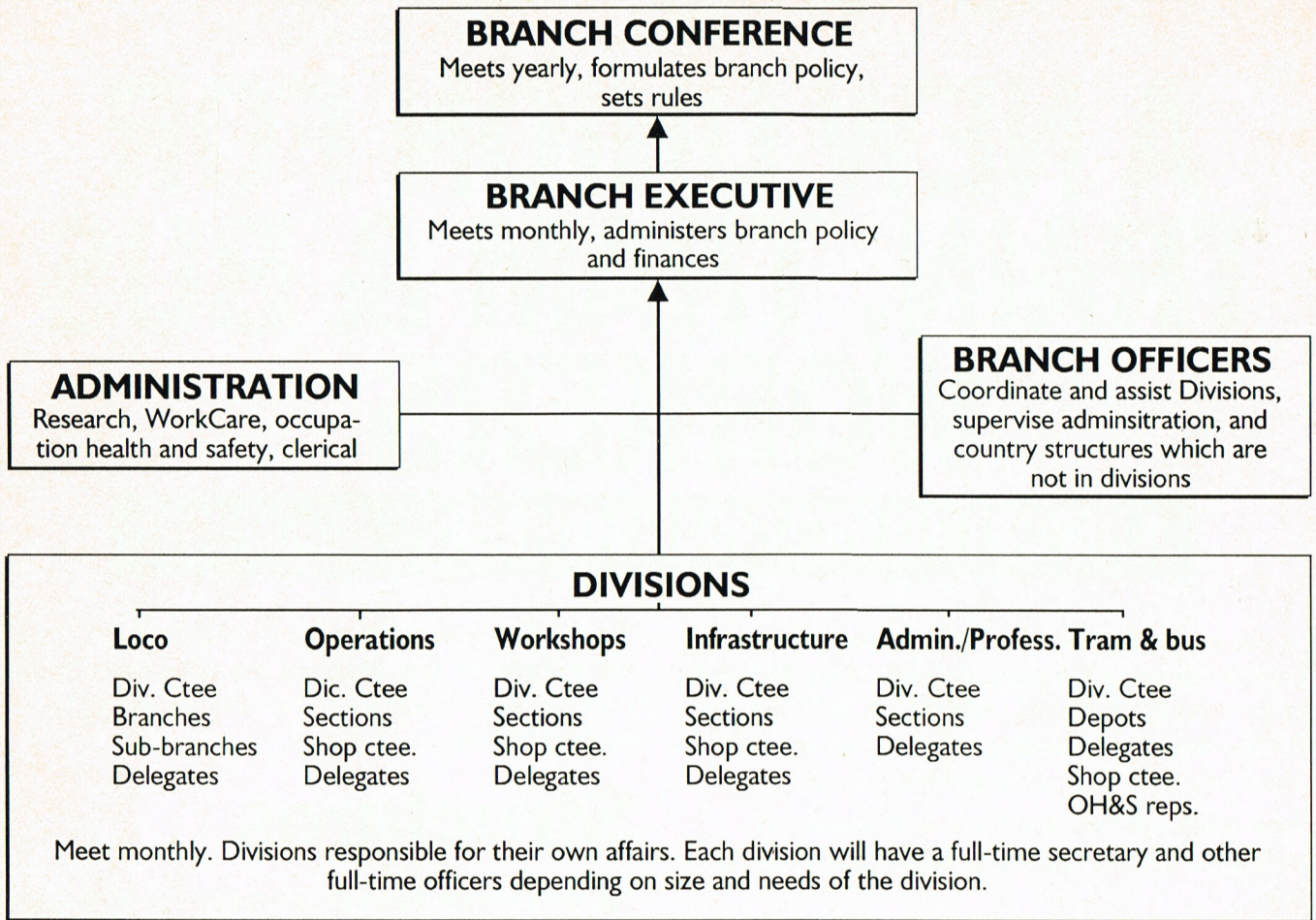
### Branch Executive

The Branch Executive will be the Victorian Branch



*Unity is strength*

# Proposed new Victorian Branch structure



Committee of management, meeting monthly and consisting of Divisional Representatives, full time officers and Country Representatives not accommodated in Divisions. There will be a full time Victorian Branch Secretary, President and Assistant Secretary elected by the entire Victorian Branch membership.

## Union dues

It is proposed that union dues will, in the short term, be determined by existing union policies until a more equitable system is agreed to.

## Industrial action

As is currently the case, industrial action in one sector of the workforce will not necessarily involve all members. a decision to take industrial action will be decided by members of the Division on issues affecting them.

## Women and migrant workers

The new union will develop policies and structures to service the specific needs of women and migrant workers and to facilitate their participation in the affairs and structures of the union.

# Unity is strength

**A**s our industry changes rapidly and members face new and difficult challenges, the words **unity is strength** have never had greater meaning or been more appropriate.

We invite all public transport workers — men and women, blue and white collar, skilled and semi-skilled — to join us in the formation of our new union.

Yours fraternally

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G. Zangalis  
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