

The cost of granting annual holidays to waterside workers at all main and secondary ports from August, 1944, to 31st March, 1947, is as follows:—

1944-45 (eight months)—						£
Union ..	..	..	..	..	..	42,150
Non-union ..	..	..	..	..	..	7,183
1945-46—						
Union ..	..	..	..	..	..	71,241
Non-union ..	..	..	..	..	..	10,240
VE Day (2 days pay)	..	..	..	..	..	13,272
VJ Day (1½ days pay)	..	..	..	..	..	10,518
1946-47—						
Union ..	..	..	..	..	..	84,885
Non-union ..	..	..	..	..	..	9,826
Total ..	..	..	..	..	..	<u>249,315</u>

(b) STATUTORY HOLIDAYS

In August, 1946, waterside workers obtained a further improvement in working-conditions by the payment for statutory holidays. The Commission agreed to the payment to unionists for nine statutory holidays during the year. A member is entitled to payment for a statutory holiday provided he is regularly employed or is regularly attending for employment during the twelve working-days ending Saturday preceding the holiday. In March, 1947, the Commission approved of payment of statutory holidays to non-union waterside workers who are regularly employed or regularly attend for employment during ordinary and overtime hours and who rely on waterfront work for a livelihood. The cost of granting payment for statutory holidays to union waterside workers at all main and secondary ports from 1st August, 1946, to 31st March, 1947, was £31,358. It is estimated that the annual expenditure will be approximately £75,000.

10. CARGO CONTROL COMMITTEES

The Cargo Control Emergency Regulations 1942 were revoked on the 31st July, 1946. These regulations provided for the appointment of Cargo Control Committees, the functions of which were to expedite and arrange for the removal of goods from wharf and railway sheds to prevent congestion. The Committees appointed under the regulations had power to direct merchants to keep their stores open and take delivery of goods from wharves and railway sheds in overtime hours. The revocation of the regulations has unfortunately resulted in congestion of wharf and railway sheds involving delays to shipping. While the loading and discharging of ships is carried on over a spread of fifty-nine hours per week, the delivery from wharf and railway sheds only takes place during forty hours per week. It may be necessary for the Government to re-introduce the regulations and appoint Committees with authority to direct that merchants' stores be kept open and delivery of goods taken from wharf and railway sheds in overtime hours.

11. GOVERNMENT STORE, AUCKLAND

The Auckland Cargo Control Committee ceased to operate as at 31st July, 1946, and, following a meeting held with representatives of the Accommodation Board, Industries and Commerce Department, Treasury, and the Waterfront Industry Commission, it was decided that the Commission should take over No. 3 Cargo Control Store and operate the store as a Government store for the storage of Government goods.