

8. ANNUAL HOLIDAYS AND STATUTORY HOLIDAYS

(a) ANNUAL HOLIDAYS

Published in the Appendix (page 73) is a table showing the number of half-days annual holidays allocated to unionists at all main and secondary ports. The more favourable basis adopted last year in the qualifying conditions for the granting of annual holidays to union waterside workers has resulted in the majority of waterside workers receiving the full two week's annual holiday. The cost of granting annual holidays to waterside workers at main and secondary ports from August, 1944, to 31st March, 1948, 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
1947-48						
Union ..	..	..	..	..	..	87,392
Non-union ..	..	..	..	..	..	11,122
Total ..	..	..	..	..	..	<u>£347,829</u>

(b) STATUTORY HOLIDAYS

The cost of granting payment for the nine statutory holidays to unionists and non-unionists at the main and secondary ports from 1st August, 1946, to 31st March, 1948, is as follows:—

1946-47 (eight months)—						£
Union ..	..	..	..	..	..	31,358
1947-48—						
Union ..	..	..	..	..	..	80,722
Non-union ..	..	..	..	..	..	6,530
Total ..	..	..	..	..	..	<u>£118,610</u>

9. CARGO CONTROL COMMITTEES

Following a recommendation from the Aid to Britain Conference, the Government reintroduced the Cargo Control Emergency Regulations in October, 1947, providing for the appointment of Cargo Control Committees with power to direct that merchants' stores be kept open and delivery of goods taken from wharf and railway goods-sheds in ordinary and overtime hours to prevent congestion. Cargo Control Committees were established at the ports of Auckland, Wellington, New Plymouth, and Lyttelton (including the City of Christchurch). These Committees are doing very good work and have fully justified their appointment. The fear that import licences would be cancelled if goods were not imported prior to 31st December, 1947, resulted in very large importations arriving at the end of the year and during the holiday period, when a number of