EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order has effect from the 5th July, 1954.

The First Schedule amends the First Schedule to the Retail Newsagency, Tobacco and Confectionery Trades Wages Council (England and Wales) Wages Regulation Order, 1949 (Order R.N.T. (3) & (4)), as amended by the Retail Newsagency, Tobacco and Confectionery Trades Wages Council (England and Wales) Wages Regulation (Amendment) Order, 1953 (Order R.N.T. (14)) by applying to shop managers and manageresses certain provisions relating to overtime and Sunday work which did not apply to them before. New provisions in this Schedule are printed in italics.

The Second Schedule amends the Second Schedule to Order R.N.T. (3) & (4), as amended, by providing the method of calculating the amount of accrued holiday remuneration payable to a worker on the termination of his employment when he leaves his employment in the circumstances specified in the Schedule.

1954 No. 1291

The Road Haulage Wages Council Wages Regulation (Amendment) Order, 1954

Made - - - - 30*th September*, 1954
Coming into Operation 20*th October*, 1954

Whereas the Minister of Labour and National Service (hereafter in this Order referred to as "the Minister") has received from the Road Haulage Wages Council the wages regulation proposals set out in the Schedule hereto;

Now, therefore, the Minister, by virtue of the powers conferred on him by section 10 of the Wages Councils Act, 1945(a), and of all other powers enabling him in that behalf, hereby makes the following Order:—

1. This Order may be cited as the Road Haulage Wages Council Wages Regulation (Amendment) Order, 1954.

2.—(1) In this Order the expression "the specified date" means the 20th day of October, 1954, provided that where, as respects any worker who is paid wages at intervals not exceeding seven days, that date does not correspond with the beginning of the period for which the wages are paid, the expression "the specified date" means, as respects that worker, the beginning of the next such period following that date.

(2) The Interpretation Act, 1889(b), applies to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

3. The wages regulation proposals set out in the Schedule hereto shall have effect as from the specified date and as from that date the Road Haulage Wages Council Wages Regulation (Amendment) (No. 2) Order, 1953(c), shall cease to have effect.

Signed by order of the Minister of Labour and National Service this 30th day of September, 1954.

Godfrey H. Ince,
Secretary,
Ministry of Labour and National Service.

(a) 8 & 9 Geo. 6. c. 17. (b) 52 & 53 Vict. c. 63.
(c) S.I. 1953/1930 (1953 II, p. 2670).

SCHEDULE

STATUTORY MINIMUM REMUNERATION

The Road Haulage Wages Council Wages Regulation Order, 1953(a), (Order R.H. (46)), shall have effect as if in the Schedule thereto:—

1. for paragraph 1 there were substituted the following paragraph:—

" Remuneration of regular road haulage workers (as defined in paragraph 29)

1.—(*a*) Workers whose home depot is situated in the London Area as defined in paragraph 40 (other than the workers specified in sub-paragraph (*c*) of this paragraph):—

(i) Drivers of vehicles other than steam wagons or tractors:—

Age of driver	Carrying capacity of vehicle (as defined in paragraph 25)	Remuneration per week
		s. d.
Under 18	Of 1 ton or less	*73 3*
18 and under 19		*83 9*
19 „ „ 20		*95 0*
20 „ „ 21		*107 0*
21 and over		*133 0*
All ages	Over 1 ton and up to and including 5 tons	*136 0
		†137 0
	Over 5 tons and up to and including 8 tons	*140 0
		†141 0
	Over 8 tons and up to and including 12 tons	*144 0*
	Over 12 tons and up to and including 15 tons	*148 0*
	Over 15 tons	*152 0*

* These rates apply to drivers whose employment commenced after 8th June, 1932.

† These rates apply to drivers in employment as such on 8th June, 1932, who have remained in the service of the same employer.

	Per week s. d.
(ii) Drivers of steam wagons or tractors other than tractors not exceeding two tons unladen weight used exclusively for furniture removal work:—	
Carrying capacity of vehicle—	
Up to and including 8 tons	*140 0*
Over 8 tons and up to and including 12 tons	*144 0*
Over 12 tons	*148 0*
(iii) Drivers of tractors not exceeding two tons unladen weight used exclusively for furniture removal work	*136 0*
(iv) Mates (all ages) on steam wagons	*132 0*
(v) Workers of 21 years of age or over employed as foremen, removal packers or porters in the Furniture Warehousing and Removing Industry:—	
Foremen	*135 0*
Removal packers	*130 0*
Porters	*128 0*
(vi) Statutory attendants under 18 years of age	*79 6*

(a) S.I. 1953/1076 (1953 II, p. 2644).

(vii) Other road haulage workers:—	Per week s. d.
21 years of age or over	*130 0*
20 and under 21 years of age	*102 3*
19 „ „ 20 „ „	*90 3*
18 „ „ 19 „ „	*81 0*
17 „ „ 18 „ „	*62 0*
16 „ „ 17 „ „	*55 9*
Under 16 years of age	*49 6*

(*b*) Workers (other than the workers specified in sub-paragraph (*c*) of this paragraph) whose home depot is situated outside the London Area, including those who are employed on long distance services as defined in paragraph 26.

(The rates in this sub-paragraph are subject to the provisions of paragraph 3 relating to vehicles loaded or unloaded in higher graded places and to the provisions of sub-paragraph (*d*) of this paragraph relating to workers temporarily transferred):

(i) Drivers, other than drivers of tractors not exceeding two tons unladen weight used exclusively for furniture removal work:—

Age of driver	Carrying capacity of vehicle (as defined in paragraph 25)	Remuneration per week	
		Grade 1 areas (as defined in paragraph 40) and long distance services (as defined in paragraph 26)	Grade 2 areas (as defined in paragraph 40)
		s. d.	s. d.
Under 18	Of 1 ton or less	*71 3*	*69 3*
18 and under 19 ...		*81 9*	*79 9*
19 „ „ 20 ...		*93 0*	*91 0*
20 „ „ 21 ...		*105 0*	*103 0*
21 and over		*128 0*	*124 0*
All ages	Over 1 ton and up to and including 5 tons	*131 0*	*127 0*
	Over 5 tons and up to and including 8 tons	*135 0*	*131 0*
	Over 8 tons and up to and including 12 tons	*139 0*	*135 0*
	Over 12 tons and up to and including 15 tons	*143 0*	*139 0*
	Over 15 tons	*147 0*	*143 0*

(ii) Drivers of tractors not exceeding two tons unladen weight used exclusively for furniture removal work ...	s. d. *131 0*	s. d. *127 0*

(iii) Workers of 21 years of age or over employed as foremen, removal packers or porters in the Furniture Warehousing and Removing Industry:—

Foremen	*130 6*	*128 6*
Removal Packers	*127 6*	*125 6*
Porters	*125 6*	*123 0*

(iv) Statutory attendants under 18 years of age ...	*76 9*	*74 3*

	s.	d.	s.	d.
(v) Other road haulage workers:—				
21 years of age or over	*127*	*0*	*123*	*0*
20 and under 21 years of age	*98*	*0*	*95*	*6*
19 „ „ 20 „ „	*86*	*6*	*84*	*0*
18 „ „ 19 „ „	*78*	*3*	*75*	*9*
17 „ „ 18 „ „	*60*	*9*	*59*	*3*
16 „ „ 17 „ „	*53*	*6*	*52*	*0*
Under 16 years of age	*47*	*3*	*46*	*9*

(*c*) Workers employed on the Carriage of Indivisible Loads—

(i) Workers on vehicles whilst used in connection with the movement of loads, other than live or dead cattle, which by reason of indivisibility require mechanical loading or unloading equipment carried on the vehicle and operated upon the responsibility of the driver.

Carrying capacity of vehicle (as defined in paragraph 25)	London area (as defined in paragraph 40)		Grade 1 and 2 areas (as defined in paragraph 40)	
	Drivers	Mates	Drivers	Mates
	Per week		Per week	
	s. d.	s. d.	s. d.	s. d.
Over 6 tons and up to and including 10 tons	*148 0*	*130 0*	*144 0*	*127 0*
Over 10 tons and up to and including 16 tons	*155 0*	*130 0*	*151 0*	*127 0*

(ii) Workers employed on vehicles authorised for the carriage of abnormal indivisible loads as defined in the Motor Vehicles (Authorisation of Special Types) General Order, 1952(a):—

Carrying capacity of vehicle (as defined in paragraph 25)	London area (as defined in paragraph 40)		Grade 1 and 2 areas (as defined in paragraph 40)	
	Drivers	Mates	Drivers	Mates
	Per week		Per week	
	s. d.	s. d.	s. d.	s. d.
Over 16 tons and up to and including 20 tons	*161 0*	*132 0*	*157 0*	*129 0*
Over 20 tons and up to and including 25 tons	*166 0*	*136 0*	*162 0*	*133 0*
Over 25 tons and up to and including 45 tons	*171 0*	*136 0*	*167 0*	*133 0*
Over 45 tons	*196 0*	*136 0*	*192 0*	*133 0*
	Per week		Per week	
	s. d.		s. d.	
Heavy brakesman and steersman (as defined in paragraph 32)	*146 0*		*143 0*	

A worker who on any day is employed in the circumstances specified in this sub-paragraph shall be paid at the rate appropriate to the vehicle for all hours worked by him on that day notwithstanding that he may be employed on other work during some part of that day.

(a) S.I. 1952/2173 (1952 III, p. 2873).

(*d*) Workers temporarily transferred.—A worker who is temporarily transferred away from his normal home depot and stationed in another locality (beyond reasonable daily travelling distance from his home) for more than one week shall be paid the rates of wages appropriate to the locality in which his normal home depot is situated, to the new locality to which he has been stationed, or in accordance with the provisions of paragraph 3 (' Vehicles loaded or unloaded in higher graded places ') whichever is the most favourable to the worker.

(*e*) Milk workers—Sunday work.—A milk worker (as defined in paragraph 34) shall be paid time-and-a-half for seven hours twenty minutes for any time worked or deemed to have been worked not exceeding seven hours twenty minutes on Sunday not being the worker's normal day of rest and, thereafter, in accordance with paragraph 13 (*b*) ".

2. for paragraph 11 there were substituted the following paragraph:—

" Subsistence

11.—(*a*) When a worker's period of rest occurs away from his home depot he shall be paid *13s. 6d.* in respect of each period of rest not exceeding 15 hours' continuous duration. When any such period of rest exceeds 15 hours the worker shall be deemed to be on duty and shall be entitled to be paid (in addition to the *13s. 6d.*) at the time rate which would be payable if he were actually at work for the period he is resting in excess of 15 hours but not in excess of 24 hours or 23 hours according to whether he is a five- or six-day worker. If the period of rest exceeds 24 or 23 hours, as the case may be, these arrangements will continue to apply until the worker resumes actual duty.

(*b*) Notwithstanding the provisions of sub-paragraph (*a*) of this paragraph the following provisions shall apply in the case of a worker who is temporarily transferred away from his normal home depot and stationed in another locality (beyond reasonable daily travelling distance from his home) for more than one week:—

(i) After payment in respect of the first week in accordance with the provisions of sub-paragraph (*a*) of this paragraph a worker shall, in respect of the second and subsequent weeks, be paid a weekly subsistence allowance of *61s. 3d.* (i.e. *8s. 9d.* per day);

(ii) if a worker already on temporary transfer is temporarily transferred to another new station beyond reasonable daily travelling distance from his home he shall (after payment in respect of the first week at such other new station in accordance with sub-paragraph (*a*) of this paragraph) be paid, in respect of the second and subsequent weeks, a weekly subsistence allowance of *61s. 3d.* (i.e. *8s. 9d.* per day);

(iii) For any period of rest occurring away from a new station and from his home, he shall be paid in accordance with the provisions of sub-paragraph (*a*) of this paragraph and, in respect of any day for which payment is made to the worker under the provisions of that sub-paragraph, the subsistence allowances of *8s. 9d.* per day (specified in (i) and (ii) above) shall be reduced to *6s. 0d.* per day."

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order, which has effect from the 20th October, 1954, amends the Road Haulage Wages Council Wages Regulation Order, 1953 (Order R.H. (46)), as amended by the Road Haulage Wages Council Wages Regulation (Amendment) (No. 2) Order, 1953 (Order R.H. (48)), by increasing the statutory minimum remuneration fixed by those Orders. Order R.H. (48) is revoked.

New provisions in the Schedule are printed in italics.