

1944

NEW ZEALAND

TRANSPORT DEPARTMENT

(ANNUAL REPORT ON)

Presented to both Houses of the General Assembly by Leave

The Hon. J. O'BRIEN, Minister of Transport, Wellington.

SIR,—

Transport Department, 13th July, 1944.

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1944.

I have, &c.,

G. L. LAURENSEN, Commissioner of Transport.

REPORT

1. Summary of Contents :—

- (a) Private cars licensed at 31st December, 1943, numbered 196,804, an increase of 6,802 over the number at the same date in 1942: trucks and vans numbered 46,292, an increase of 2,075.
- (b) Long-distance civilian motor-vehicle traffic was not in existence during the year.
- (c) Road accidents increased from 1,919 in 1942 to 2,112 in 1943.
- (d) Deaths from road accidents fell from 167 in 1942 to 145 in 1943.
- (e) Persons injured increased from 2,416 in 1942 to 2,746 in 1943.
- (f) Substantial increase in prosecutions for traffic offences.
- (g) Continuation of Transport and Taxi Control Committees and zoning for purpose of saving petrol, tires, and motor-vehicles.
- (h) Extension of road traffic safety instruction in schools.
- (i) Suspension of direct war and emergency organizations -e.g., Traffic Control Corps, L. of C.M.T. Coys., National Road Transport E.P.S.
- (j) Release of a number of used trucks from the Armed Services and new truck chassis under lend-lease proposals.
- (k) New regulations establishing principle of preference for discharged servicemen entering the road transport industry and giving Licensing Authorities power to control payments for goodwill on sales of transport businesses.

2. Number of Motor-vehicles. The following summary shows the numbers of the principal types of motor-vehicles registered in the Dominion as at 31st December, 1942, and 1943 :—

Type.	Number on Register as at 31st December,		Difference : + Increase ; - Decrease.
	1942.	1943.	
Cars	190,002	196,804	+ 6,802
Trucks and vans	44,217	46,292	+ 2,075
Buses and service cars	1,360	1,385	+ 25
Taxis and rental cars	2,252	2,371	+ 119
Motor-cycles	15,480	11,355	- 4,125
Trailers	10,841	13,504	+ 2,663
Others (including Government and local-body vehicles)	22,657*	11,301†	- 11,356
Totals	286,809	283,012	- 3,797

* Includes vehicles belonging to the Armed Services.

† Excludes vehicles belonging to the Armed Services.

3. The exclusion in 1943 of vehicles operated by the Armed Services destroys any comparison between certain of the figures as between that year and 1942. There were 20,000 less cars on the road in 1942 than in 1941, but the 1943 figure (196,804) showed an increase of just under 7,000 over that for 1942. Trucks and vans, which had decreased from 47,597 in 1941 to 44,217, rose to 46,292 in 1943—the increase in this case being due to the release of a number of vehicles from the Armed Services for civilian requirements.

4. Roads and Road Traffic.—Private-car traffic during the year was under 10 per cent. of its pre-war volume and was confined to trips of short distances. Business-car traffic was approximately one-third of its normal pre-war volume. The volume of truck traffic was also well below pre-war level—the mileage of privately-owned trucks showed a reduction of approximately 40 per cent., while that for trucks operated by carriers was substantially less due to the elimination of long-distance haulage in favour of the railways and various other measures aimed at saving tires and petrol. In the field of public-road-passenger transport vehicle-mileage has been reduced by eliminating all long-distance services paralleling the railways, by a substantial reduction in Sunday services, and by the cessation of trips for sports meetings, races, picnics, sight-seeing, and such like.

5. No alterations in the limitation of loads on the roads were effected during the year. Roadworks have chiefly been confined to the maintenance of existing surfaces, and in general this maintenance has consisted in the repair of climatic damage rather than damage caused by traffic.

6. **Road Accidents.**—During 1943 the number of road accidents reported was 2,412—*i.e.*, nearly 9 per cent. more than the number similarly reported in 1942.

The road deaths in 1943 totalled 145 as compared with 167 in 1942, but there was an increase in the number of persons injured during 1943, these totalling 2,746, as against 2,416 in 1942.

The following table classifies the casualties resulting from motor-vehicle accidents during the last five years:—

	Killed.					Injured.				
	1939.	1940.	1941.	1942.	1943.	1939.	1940.	1941.	1942.	1943.
Occupants of motor-vehicles	127	86	76	75	67	3,015	2,095	1,820	1,197	1,498
Motor-cyclists and pillion-riders	33	26	21	26	16	740	479	397	221	198
Bicyclists	38	30	25	22	20	913	872	726	177	463
Pedestrians	50	59	53	44	42	925	721	612	192	557
Others	3	3	..	..	..	56	53	36	29	30
Total	251	204	175	167	145	5,649	4,223	3,591	2,416	2,746

7. The number of fatalities in 1943 showed a drop of over 40 per cent. since 1939. The following table compares the number of casualties on the open road with the number occurring in the cities and other towns. The table shows that while the number of accidents on the open road has materially decreased, the number occurring in the built-up areas remains very considerable despite the reduction in the volume of traffic. The preceding table indicates that the accident rate among pedestrians shows the least improvement.

Year.	Number of Persons killed or injured.					
	In Built-up Areas.		On the Open Road.		Totals.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1939	92	3,287	159	2,362	251	5,649
1940	92	2,591	112	1,632	204	4,223
1941	96	2,329	79	1,262	175	3,591
1942	85	1,581	82	835	167	2,416
1943	76	1,929	69	817	145	2,746

8. **Road Traffic Instruction in Schools.**—During the war many of the former activities designed to cope with the road-accident problem have been temporarily shelved. However, the work in schools is thought to be of such importance and effectiveness that this has been extended during the past year. The great burden of this instruction is necessarily carried by the school-teachers themselves in their daily work. Their instruction has been maintained throughout, and the resultant improvement in road conduct of school pupils is reflected by the following accident figures:

	Number of School Pupils injured (including killed).					
	1938.	1939.	1940.	1941.	1942.	1943.
As pedestrians	183	182	145	111	70	49
As cyclists	225	214	188	150	97	57
Total	408	396	333	261	167	106

9. This steady improvement in the accident position among school pupils is very striking when compared with the general accident position. In 1943 the number of casualties among adult pedestrians and cyclists showed a slight increase again, but the corresponding school-child casualties showed a further drop to only 63 per cent. of the 1942 total and amounted in all to little more than one-quarter of the child casualties prior to the war.

10. It is hoped that, in addition to reducing the immediate accident rate among juveniles, persistent instruction of the school child will have a beneficial long-term result upon the general road-accident position in New Zealand.

11. After an unavoidable break of twelve months the two Departmental Road Traffic Instructors resumed their work in the schools in February, 1943, and later in the year two additional full-time Instructors were appointed to the Department.

12. During the year a scheme was brought into operation co-ordinating all the "outside" traffic instruction available to schools. Hitherto some of the local bodies had sent their Traffic Inspectors and some of the automobile associations their road service officers to schools for the purpose of lecturing to pupils on matters of traffic conduct. Under the new scheme this assistance to teachers is organized so that the instruction available is directed to the best advantage and is given on more or less uniform lines.

13. In order to ensure that only suitable persons from bodies outside the schools may participate, a Committee was set up in each education district to approve the Instructors. This Committee consists of the Chairman and Secretary of the Education Board, the Senior Inspector of Schools, and the Transport Department's Instructor for the district.

14. At the present time some forty-six local instructors have been approved, either provisionally or outright, by the various Committees. Each such Instructor has for his guidance a syllabus of instruction which has been approved by the Education Department.

15. As well as giving instruction himself the Departmental District Instructor guides and supervises the work of the part-time Instructors. At the end of each school term the Education Board is given a report covering the nature and extent of all the outside instruction given, and also particulars of any road accidents involving school pupils.

16. School Patrols. Draft regulations providing for a uniform system of school patrols have been circulated to municipalities and motor organizations and to the Education Boards for their views. The proposals are now nearing finality following the comments and suggestions received.

17. Traffic Offences. Traffic Inspectors attached to the Department reported 5,288 breaches of the traffic laws during the calendar year 1943. Of this number, 1,797, or over one-third, received warnings and 3,491 were proceeded against in the Courts. Convictions were recorded in 3,338 cases, the charges were withdrawn in 79 cases, and in the balance of 71 instances the cases were dismissed.

18. The following figures show comparative figures relating to traffic offences over the last four years:

Year ended 31st March,	Offences reported.	Prosecuted.	Convicted.	Charges dismissed.	Charges withdrawn.	Offenders warned.
1941 ..	7,491	6,032	5,758	108	166	2,431
1942 ..	3,680	2,615	2,475	52	88	1,125
1943 ..	3,961	2,463	2,363	38	62	1,498
1944 ..	5,288	3,491	3,338	71	79	1,797

19. During the past year the Traffic Inspectors have been directed to pay particular attention to offences involving speeding and overloading of commercial vehicles, because both classes of offence cause heavy fire wastage.

20. Goods Transport Control Committees.—These Committees, which were set up in the middle of 1942, continued functioning during the year. Their functions as set out in the Transport Control Emergency Regulations 1942, are

- (a) To receive orders for the carriage within their respective districts of goods or stock by motor-vehicle; and
- (b) To allocate such orders among available carriers, having regard to the necessity of conserving motor-vehicles and supplies of petrol and tires and the desirability of making a fair and equitable allocation among the available carriers.

21. The Committees continued to do useful work during the year and were responsible for substantial savings in truck-mileage, petrol, and tires. The four District Transport Licensing Authorities were called upon to determine a number of appeals against the decisions of Committees.

22. The regulations provide that the Minister of Transport may direct the Committees on matters of policy, and the principle direction given during the year was in respect to the cartage of stock, which was as follows:—

STOCK CODE

1. Local Committees to have discretion in regard to lorrying fat lambs after taking all factors into consideration, including that of railway-trucks supplies, and with a view to avoiding short hauls by rail and long hauls by road. It is suggested that hauls over 20 miles by road be avoided where rail transport is practicable.

2. Store lambs may be lorried to and from the nearest saleyards or rail at the discretion of the Local Committees.

3. No sheep to be lorried except up to twenty to complete a final load of lambs. In exceptional circumstances ewes with young lambs at foot may be lorried by permit from Local Committees, but, in addition, the lorrying of fat sheep be left to the discretion of Local Committees, who should have regard to the condition of the roads and the availability of other facilities.

4. Provided alternative transport is impracticable or unavailable, rams, and stud ewes may be carried by lorry to or from a stud-sheep sale or from farm to farm, otherwise they must be lorried to or from the nearest railways trucking station.

5. No cattle may be lorried except—

(a) Bulls other than boners and potters;

(b) Dairy cows in milk or close to profit for a distance over 5 miles, subject to a permit being obtained from the Local Committee.

6. Bobby calves and pigs may be lorried subject to conditions laid down by Local Committees. These conditions should include provision of adequate facilities for loading at the roadside, and should not conflict with the general direction to use rail transport where practicable.

7. Owners of car trailers and light trucks carrying "L" plates may cart to or from any saleyard their own stock, but only within their own petrol licenses. (N.B.—Where the Committee is of the opinion that this provision is being abused or is contrary to the efficient operation of the Control Committee this privilege may be withdrawn.)

8. Vealers may be lorried only by permit from Local Committee.

9. It is recognized that conditions vary from district to district and that special or exceptional conditions may arise at any time. Committees are authorized to exercise their discretion in dealing with these cases in a fair and reasonable manner, regard always being had for the maximum conservation of tires, and the necessity for avoiding deterioration of stock while in transit.

23. Taxi Control Committees.—These Committees were also set up in 1942 and continued their functions during the year. Owing to the severity of the petrol restrictions on private cars there was a substantial increase in the demand for taxis, and the main problem of the Committees has been to provide for essential as against non-essential work. Owing to a heavy influx of troops in Auckland and Wellington, the taxi position in these cities was particularly acute for some months, and the Minister of Transport issued special directions to meet the situation.

24. Zoning of Deliveries by Motor-vehicle.—The arrangement of zoning schemes for collection and delivery services was continued during the year. Valuable co-operation and assistance has been received from trades in arranging schemes, and wherever possible schemes have been planned so that

each business affected enjoys the same proportion of the trade held prior to the introduction of the schemes. Valuable savings in truck-mileage, petrol, and tires have resulted from the schemes in operation.

25. At the present time there are 182 zoning schemes in operation, as follows : milk deliveries, 47 ; butchers, 29 ; bakers, 38 ; coal and wood, 19 ; general stores, 37 ; rabbit-collection, 6 ; and ice-cream deliveries, 6.

26. **Transport Licensing Authorities.**—The four Metropolitan Transport Licensing Authorities, whose jurisdiction covers passenger and taxi services, have been engaged mainly during the year in the consideration of applications for amendments to existing licenses and a number of applications for new taxi licenses.

27. The four district Transport Licensing Authorities were engaged for a considerable period in hearing and determining applications for goods-service licenses from the owners of ancillary trucks bearing " H " plates *i.e.*, over 2 tons gross weight. These trucks were brought under the provisions of the transport-licensing legislation as a war measure with the object of conserving tires and petrol.

28. The following figures summarize the position in regard to the applications in respect of " ancillary " trucks for the year ended 31st March, 1944 :

District.	Applications received.	Awaiting Decision.	Decision reserved.	Declined.	Granted.
No. 1	2,194	215	12	177	1,790
No. 2	2,610	8	3	26	2,573
No. 3	1,066	..	16	2	1,048
No. 4	975	139	45	5	786
Total	6,845	362	76	210	6,497

29. In addition to dealing with the large volume of applications in respect of " ancillary " trucks the District Licensing Authorities dealt with a considerable number of applications for new licenses, transfers, and amendments of existing licenses, and temporary licenses. They also acted as the approving authorities for permits to purchase new or used Army vehicles.

30. **Appeals.**—During the calendar year 1943, 82 appeals against the decisions of Licensing Authorities were lodged. Of these 49 related to goods-services and 100 to passenger-services. The following table sets out the detailed position for the year 1943 :

District.	On hand 31st December, 1942.	Lodged during Year.	Appeals withdrawn.	Licensing Authorities Decision upheld.	Decision modified.	Decision reversed.	Referred back.	Under Action at 31st December, 1943.
GOODS-SERVICES								
No. 1	5	30	12	13	..	6	3	1
No. 2	13	6	18	7	3	9	12	..
No. 3	14	9	2	12	2	4	3	..
No. 4	6	4	4	3	..	1	2	..
Totals	68	49	36	35	5	20	20	1
PASSENGER-SERVICES								
No. 1	2	8	..	2	..	2	4	2
No. 2	17	8	6	3	..	12	4	..
No. 3	10	2	2	1	..	6	2	1
No. 4	3	2	3	..	..	1	1	..
Metropolitan ..	4	15	2	12	..	2	3	..
Totals	36	35	13	18	..	23	14	3

31. **War Measures.** *Traffic Control Corps.*—Some forty-eight companies, under the command of Departmental Traffic Inspectors, were formed and trained for the control of traffic in an emergency. Most of these reached a high standard of efficiency, but training ceased towards the ends of 1943, when the corps was posted to reserve, together with the other branches of the Home Guard.

32. *Lines of Communication : Mechanical Transport.*—When the local emergency receded these companies, which had mostly reached a high pitch of efficiency, were posted to reserve strength.

33. *National Road Transport E.P.S.*—This organization, set up to meet the need for long-distance essential transport, is now dormant.

34. *Inspection of Wayside Oil Fuel Reserves.*—With the release of reserve stocks during recent months the regular work of the departmental traffic staff in testing wayside petrol-pumps and checking quantities of petrol stored has now ceased.

35. *Testing Drivers of the Armed Forces.*—In most districts the volume of this work undertaken by the Traffic Inspectors of the Department has ceased considerably.

36. *Oil Fuel Inquiry Work.*—The Department's traffic staff continue to carry out a considerable amount of inquiry work on behalf of the Oil Fuel Committees and the Oil Fuel Controller.

37. **Rehabilitation.**—Every possible assistance is rendered by the Department to the Rehabilitation Authorities in the direction of facilitating the entry of discharged servicemen into all branches of the road transport industry. Provision now exists in the regulations requiring the Licensing Authorities when considering applications for all classes of transport licenses or transfers or renewals to take into account the desirability in the public interest of re-establishing in civil life discharged servicemen. A number of servicemen have already been set up in transport and taxi businesses.

38. Goods Service Charges.—Prior to the operation of the Goods Service Charges Tribunal Emergency Regulations 1943, the fixation of charges to be made by goods-service operators for the carriage of goods was a function of the four District Transport Licensing Authorities, who had prescribed schedules of charges which were operative in their districts. These regulations provided for the setting-up of a Goods Service Charges Tribunal to take over this function for the whole Dominion. The Tribunal was appointed soon after the regulations became operative, and comprised the following personnel—Chairman: Sir Francis Frazer. Members: T. H. Langford, Esq.; A. C. A. Sexton, LL.M., Esq.; M. Simson, Esq.; and R. A. Glen, F.P.A.N.Z., Esq.

39. The regulations provided that in exercising its powers and functions the Tribunal shall be deemed to be exercising them under and for the purposes of the Economic Stabilization Emergency Regulations 1942, within the meaning of Regulation 4 (3) of those regulations, and shall have regard to the general purpose of those regulations.

40. In accordance with the provisions of Regulation 4 (3) of the Economic Stabilization Emergency Regulations the Minister of Industries and Commerce directed the Tribunal as follows: To prevent the war effort of the Dominion being undermined by disturbance of the economic structure through progressive inflation of the cost of goods and services and to minimize post-war economic difficulties, it is the policy of the Government to stabilize at the general level existing on 15th December, 1942—(a) wages and the principal items in the cost of living; (b) rents; (c) prices of farm products and principal items of farmers' costs; (d) transport charges and principal items of costs. In widely varying circumstances and constantly changing wartime conditions it is not practicable to hold all prices and all costs rigidly at the basic level, and the stabilization scheme does provide for adjustment of anomalies and some measure of elasticity to meet changing conditions. The guiding principle, however, is to hold generally to the basic level of prices and costs.

Transport is a considerable item in the cost of most goods at the point of utilization or consumption, and for this reason the Goods Service Charges Tribunal, within its proper sphere, is called upon to play an important part in carrying the stabilization policy into effect.

For this purpose, under the provisions of Regulation 4 (3) of the Economic Stabilization Emergency Regulations 1942, the Tribunal was generally directed to deal with all matters brought before it in accordance with the stabilization policy as outlined above.

In giving effect to this policy the Tribunal shall—

- (a) Give due consideration to the necessity within the limitation imposed by wartime conditions of maintaining an efficient and adequate transport service;
- (b) When considering any variations in rates schedules, have due regard to the extent to which the position might be met by increased efficiency and/or greater co-ordination in the transport services; and, in particular
- (c) Where deemed advisable for the adjustment of anomalies in rates schedule, increase certain charges and decrease other charges, provided that any such adjustment would not, in the opinion of the Tribunal, cause such an increase in the general level of transport charges in the district concerned as would involve a departure from the general stabilization policy above outlined;
- (d) Before giving its decision in any case in which, owing to special circumstances, it is considered necessary for the continuance of an adequate and efficient service in any district or in a particular area within a district, or for the transport of any specified class of commodities that the revenue of the transport operators concerned should be increased, but in which it appears to the Tribunal that the increase in charges required would involve a departure from the general stabilization policy above outlined, refer the matter to the Minister of Industries and Commerce for his directions as to whether the necessary additional revenue is to be provided wholly or partly by means of increased charges or wholly or partly by alternative means of relief. When referring any such matter to the Minister the Tribunal may make recommendations regarding alternative means of relief, whether by way of subsidy or otherwise.

41. To date the Tribunal has reviewed the schedule of charges in operation in the following transport rate schedule areas: Poverty Bay and East Coast, Hawke's Bay, South Canterbury, Bay of Plenty, northern Manawatu, southern Manawatu, Wanganui, Central Hawke's Bay, Wairoa, South Auckland, Taranaki, and Wairarapa.

With the exception of two small areas, increases in the charges ranging from 2½ per cent. to 15 per cent. were granted.

The Tribunal has also reviewed the prices in fifty-seven general and seventy mail contracts.

42. In all cases where increased revenue was found by the Tribunal to be necessary it was directed that same should be provided by means of increased charges.

43. Inspection of Motor-vehicles.—A six-monthly inspection of all passenger- and goods-service vehicles licensed under the Transport Licensing Act is carried out by the Department's vehicle inspection staff. The vehicles embraced are omnibuses, service cars, passenger-trucks, school vehicles, rental vehicles, taxis (including taxis operating in the four main centres which are inspected by the Metropolitan Licensing Authority), and all goods vehicles plying for hire. The maximum permissible load is inscribed in a Certificate of Fitness, which the vehicles are required to carry.

The following table gives the number of passenger and goods vehicles operating in the four licensing districts during the year:—

District.	Number.		Total.
	Passenger-service Vehicles.	Goods-service Vehicles.	
No. 1: Auckland	1,373	2,764	4,137
No. 2: Wellington	1,201	2,510	3,711
No. 3: Christchurch	801	1,341	2,142
No. 4: Dunedin	455	903	1,358
Total	3,830	7,518	11,348

44. Condition of Vehicles.—Since the outbreak of hostilities the number of new vehicles placed in service has been very small, with the result that approximately 40 per cent. of the commercial vehicles in New Zealand are ten years old or over and are rapidly reaching the end of their economic life. The position has, however, been relieved to a limited extent by the release of a certain number of lend-lease and second-hand Army vehicles.

45. Due to the necessity of having to retain in operation vehicles which normally would have been replaced by new ones, the demand for spare parts has risen steeply. This factor, combined with a general wartime difficulty in securing spare parts from overseas, has created a difficult problem for the transport industry. The vehicle-inspection staff of the Department has therefore been called upon to assist operators to locate spare parts and to give technical advice in the solution of maintenance problems.

46. Although of necessity the patch and repair principle has had to be adopted as a wartime expedient, it is clear that if an efficient road-transport system is to be maintained in the Dominion the renewal of a large proportion of New Zealand's fleet of passenger and goods vehicles must in the near future become an urgent matter.

47. Changes in Transport Law of New Zealand.—The following are the principal enactments passed during the period 1st March, 1943, to 31st March, 1944:—

The Transport Control Emergency Regulations 1942, Amendment No. 1 (Serial No. 1943/36).—This effects amendments to the regulations relating to Control Committees and districts by making further provisions in regard to control of taxis.

The Transport Control Emergency Regulations 1942, Amendment No. 2 (Serial No. 1943/93).—This makes further provision in regard to the above regulations by strengthening the provisions relating to enforcement.

Goods Service Charges Tribunal Emergency Regulations 1943 (Serial No. 1943/40) and Amendment No. 1 (Serial No. 1943/123).—These regulations set up a tribunal for the purpose of dealing with rates and charges in connection with goods services, and replace previous powers of Licensing Authorities in this respect.

Motor-vehicles Registration Emergency Regulations 1942, Amendment No. 1 (Serial No. 1943/48).—These regulations authorize local authorities, subject to certain safeguards, to take possession of and sell motor-vehicles abandoned on the roadways.

Passenger Service Time-tables Emergency Regulations 1943 (Serial No. 1943/92).—This provides that the Minister of Transport may direct amendments in the time-tables of passenger-services and that the Licensing Authorities and Transport Appeal Authority shall comply with such directions.

Motor-drivers Regulations 1940, Amendment No. 1 (Serial No. 1943/101).—The main purpose of these regulations is to prevent a woman taxi-driver from plying during the hours of darkness.

Motor-vehicles (Special Types) Regulations (No. 2) 1937, Amendment No. 1 (Serial No. 1943/113).—These regulations provide for exemption from license fees in the case of tractors, traction-engines, grass-mowers, and vehicles drawn thereby if used for purposes of recreation or education.

Transport Licensing Passenger Regulations 1936, Amendment No. 4 (Serial No. 1943/111).—These regulations make alterations in the fees payable in regard to passenger services.

His Majesty's Forces (Motor-vehicles) Suspension Order 1943 (Serial No. 1943/161).—This Order exempts Armed Forces vehicles from the provisions of the Traffic Regulations relating to "left-hand drive" vehicles and carriage of blue light in certain cases.

Transport Licenses Emergency Regulations 1942, Amendment No. 1 (Serial No. 1943/175).—These regulations provide that when dealing with transport licenses the Licensing Authorities are to take into account the desirability of rehabilitating discharged servicemen and the undesirability of excessive goodwill.

Warrant of Fitness Emergency Order 1943 (Serial No. 1943/182).—This Order provides that in the case of a private car used for less than 2,000 miles of road within six months the warrant of fitness shall remain in force for twelve months instead of the usual six months.

Traffic Regulations, 1936, Amendment No. 3 (Serial No. 1943/199).—These regulations make further provision in relation to warrants of fitness, in that authority is given for certain warrants to apply to vehicles used during daylight only. The regulations also make an important amendment to the "right-hand rule" applying at intersections.

Transport Licensing Passenger Regulations 1936, Amendment No. 5 (Serial No. 1944/40).—These regulations make provision for uniform children's fares under all passenger-services.

Delivery Emergency Regulations 1942, Amendment No. 3 (Serial No. 1943/94), and Amendment No. 4 (Serial No. 1943/176).—These regulations amend the list of commodities to be dealt with by zoning of deliveries and also authorize the zoning committees, with the written approval of the Minister to impose a levy or charge on vendors.

48. Service on Committees.—It is fitting that acknowledgment should be made of the valuable and loyal service rendered by many representatives of road transport, farming, railways, Chambers of Commerce, and other organizations on the many local committees whose chief functions have been to save tires, petrol, and vehicle-mileage. Their combined activities have greatly assisted in keeping the wheels of road transport turning in critical times. Their services are all given on a voluntary basis.

49. Staff.—Since the outbreak of war some eighty-one officers of the Department have joined the Armed Services, six have returned and resumed their duties. The following have paid the supreme sacrifice: Messrs. G. N. Harrison, W. D. A. McLeod, J. B. Monro, L. J. Dawes, H. W. Farquharson, M. E. Lawes, J. D. Wallace, and S. G. Cottrell. Their passing is deeply mourned by their fellow-officers.

I desire again to express my thanks to all the officers of the Department who have rendered excellent service under trying conditions.