

13. Taxi Control Committees.—Committees analogous to the Goods Transport Control Committees were set up to control taxi services in all the principal towns. Outside Auckland and Wellington, where the taxi problem has been particularly acute owing to an unusually heavy demand for taxi services, these Committees have functioned smoothly, but in Auckland and Wellington special steps have had to be taken to assist in meeting the position.

14. All public passenger and goods services paralleling the railways were reviewed by the four Transport Licensing Authorities, and in many cases the transport licenses were suspended for the duration.

15. Zoning of Cream- and Milk-collection Services.—Officers of the Transport Department and the Dairy Division of the Department of Agriculture collaborated with representatives of dairy companies in rearranging cream- and milk-collection services so as to reduce truck-mileages. Substantial savings were effected on a voluntary basis, the principal method being to divert supplies to the nearest factory.

16. Delivery Zoning Schemes under the Delivery Emergency Regulations 1942.—The zoning of the delivery of various commodities previously carried out under the control of the Hon. the Minister of Supply and Munitions was in June, 1942, transferred to the administration of the Hon. the Minister of Transport. The new regulations provided for the appointment of Zoning Officers, and two such officers were appointed—one, Mr. H. M. Christie, of Wellington, for the North Island, and the other, Mr. T. H. Langford, of Christchurch, for the South Island. Mr. Langford was formerly the No. 3 Transport Licensing Authority and early in 1943 it was found necessary to reappoint him to this position owing to the growth in the licensing work.

17. Zoning schemes have now been provided for the principal household commodities in nearly all the main towns of New Zealand and in numerous other towns, as well as in many rural areas. Worthy of particular mention are schemes for the zoning of bread deliveries in force in Auckland, Wellington, Christchurch, and Dunedin, and milk deliveries in the same centres. Also, in most towns deliveries of meat have been confined to three deliveries per week in December, January, and February, and two days per week in the remaining months, while deliveries of groceries are limited to one day per week throughout the year.

18. In the majority of the schemes a Committee has been appointed to assist and advise the Minister in dealing with complaints and other matters arising from the scheme. The usual Committee consists of two representatives of the local authority concerned, a representative of the respective vendors, and the Zoning Officer, for whom the District Oil Fuel Controller generally acts as Deputy. No payments are made to the members of these committees and the time and services which they freely render in this way are very much appreciated.

19. In the regulations provision is made for the issue of warrants setting forth the terms of any scheme and upon the issue of such a warrant the scheme is legally enforceable. In addition to the gazetted schemes, there are numerous others which have been arranged on a voluntary basis by the vendors and the District Oil Fuel Controllers. Steps are now being taken to *Gazette* all schemes in force as it has been decided, in the meantime, to make tires available to the vendors who are delivering under legally gazetted zoning schemes.

20. As at the 28th February, 1943, there were 100 zoning schemes actually gazetted (76 in the North Island and 24 in the South Island) and these in some cases cover a number of commodities. As an example of the savings that have been effected in particular areas the following figures are given: In Christchurch 10,400 gallons of petrol are being saved each month through the zoning of milk deliveries, while in Auckland there is a saving of 2,142 gallons monthly as a result of zoning bread deliveries.

21. Summary of Truck-mileages saved.—It is estimated that the conservation programme carried out during the year has resulted in an annual saving of 25,450,000 vehicle-miles. Of this figure, 14,250,000 miles represent savings effected in public-passenger and goods-transport services and 11,200,000 miles in respect of privately-operated trucks—*i.e.*, trucks not carrying for hire or reward. On the basis of an average of 10 miles per gallon for petrol-consumption, and an average tire-life of 25,000 miles per set of tires, these savings represent 2,500,000 gallons of petrol and 6,000 commercial tires.

22. Prolonging Tire-life.—Special attention has been directed wherever possible to the effect of the three main factors affecting tire-life—*viz.*, speeds, loads, and inflations—the object being to ensure the maximum service from commercial tires in use. A reduction of speed from 35 to 25 miles per hour will result in an increase of at least 20 per cent. in tire-life; an overload of 20 per cent. will reduce tire-life by 30 per cent.; while a reduction of 30 per cent. in correct tire-inflation will reduce tire-life by 32 per cent. Consistent high speeds, overloads, and underinflation combined have rapidly disastrous effects on tire-life, and the regulations relating to speeding and overloading are being rigorously enforced.

23. War Measures.—*Additional Functions of Traffic Staff.*—A great deal of work has been occasioned in connection with the enforcement of emergency legislation affecting motor transport, regular inspection of oil-fuel reserves stored at kerbside stations, testing of military drivers qualifying for licenses, and the training of emergency traffic control units throughout the Dominion. The latter organization was placed on a military footing in 1942 and is now known as the Traffic Control Corps. The Corps now forms a special branch of the Home Guard, instead of the Emergency Reserve Corps as formerly.

24. National Road Transport E.P.S.—This organization was set up to meet the need for long distance essential transport beyond the scope of the local E.P.S. Both goods and passenger carrying vehicles are being included and in many areas the organization is now complete.

25. Additional Duties of Vehicle Inspectors.—The Vehicle Inspectors have been occupied for a considerable time on the inspection of vehicles for impressment for the armed forces; also checking and reporting on tires and gas-producers.

26. Regulation of Commercial Road Transport.—In addition to their usual functions of considering applications for transport licenses, amendments, renewal, and transfer of licenses under the Transport Licensing Act, the four District Transport Licensing Authorities have carried out