

34. The following table indicates the present approximate age of the commercial trucks in the Dominion :—

Age.	Percentage of Trucks on the Road.	
	Heavy (over 2 Tons Gross Weight).	Light (not exceeding 2 Tons Gross Weight).
1 year	2	2
2 years	4	4
3 „	9	9
4 „	12	13
5 „	13	14
6 „	12	11
7 „	7	8
8 „	6	5
9 years and over	35	31
Total	100	100

The principal point disclosed in the above figures is that just over 70 per cent. of the trucks on the road in the Dominion to-day are five years old or over. Motor-trucks represent a vital national asset, and careful handling and prudent and prompt maintenance of them was never so important as it is to-day.

35. **Changes in Transport Law of New Zealand.**—The following are the principal enactments passed during the period 1st April, 1942, to the 28th February, 1943 :—

Motor-vehicles Registration Emergency Regulations 1942 (Serial No. 1942/152).—These regulations, as a war measure, provide that instead of the registration-plates being changed annually to indicate that license fees have been paid stickers are to be issued for attaching to the windscreen.

Motor-vehicles Insurance (Third-party Risks) Regulations 1939, Amendment No. 2 (Serial No. 1942/153).—These regulations provide for alterations in some of the classes of Third-party Insurance premiums chiefly on account of the reduced use of motor-vehicles on the roads.

Road Transport Emergency Regulations 1942 (Serial No. 1942/154).—These regulations give the Minister of Transport power to direct the use of any motor-vehicles on the roads in pursuance of the war effort.

Motor-vehicles Emergency Regulations 1940, Amendment No. 1 (Serial No. 1942/185).—These regulations contain substituted provisions for those previously issued relating to the issue of drivers' licenses by the Commissioner of Transport to members of the armed forces.

Transport Control Emergency Regulations 1942 (Serial No. 1942/190).—These regulations set up goods transport control committees and taxicab control committees for the purpose of intensified control over goods-service and taxicab-services in order, chiefly, to conserve tires.

Transport (Farmers' Tractor) Emergency Order 1942 (Serial No. 1942/196).—These relate to the exemption of farmers' tractors from license fees when used for various farming purposes.

Traffic Emergency Regulations 1942 (No. 2), (Serial No. 1942/230).—These provide a maximum speed-limit, on the main roads throughout New Zealand, of 40 miles per hour, and also authorizes the fixing of maximum loads for tires. The principal purpose of the regulations is the conservation of tires.

Transport (Goods) Emergency Regulations 1943 (Serial No. 1943/17).—These regulations bring all "H" plate trucks, with certain exceptions, under the Transport Licensing control, whether or not the trucks are used for hire or reward.

Delivery Emergency Regulations 1942 (Serial No. 1942/191); Amendments No. 1 (Serial No. 1942/250); and No. 2 (Serial No. 1943/16).—These regulations bring the delivery zoning schemes under the administration of the Minister of Transport. Formerly the administration was under the Minister of Supply.

36. **Meeting Emergency.**—Developments in the war situation may render it necessary at any time to make rapid readjustments in the Dominion's road transport system. The existing emergency control machinery is designed to meet any such situation that may develop so that the less-essential forms of transport may be eliminated in accordance with the needs of the times.

The organization of the Lines of Communication M.T. companies and the Traffic Emergency Corps ensure that the maximum possible military advantage may, should the occasion ever arise, be derived from civil road transport and the traffic control system.

37. **Staff.**—Some eighty officers of the Department are serving with the armed forces. Messrs. G. N. Harrison, W. D. A. McLeod, J. B. Monro, L. J. Dawes, and H. W. Farquharson have paid the supreme sacrifice, and Messrs. S. G. Cotterell and F. A. E. Field have been reported missing. They were all very promising officers, and their loss is deeply mourned by their fellow-officers.

I would like to express my thanks to all officers in the Department for the splendid service they have rendered under trying conditions.

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