

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	Appeals withdrawn.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.