

35. Alternative methods for the regulation of goods transport have been considered. In particular, attention has been given to a scheme worked out by the Transport Department for the “zoning” of goods transport, designed to avoid the tendency of licensing authorities to confine the operations of individual carriers to too small an area, or sometimes to impose unnecessary restrictions. The scheme has not been fully developed yet, and careful examination will be needed to determine whether it offers sufficiently substantial advantages over the present system to warrant its trial. We offer no opinion as to its merits as yet, but simply record our interest in the matter.

36. Some difficulty has been experienced in enforcing the law against certain unlicensed carriers, who have adopted a colourable system of purchase and resale of goods to avoid the need for holding a license. In other cases different methods have been adopted for the same purpose. If the licensing system is preserved, it may be necessary to bring all goods transport under control, whether the goods are carried for hire or by ancillary users of road transport. At present transport licensing affects only a small percentage of the vehicles actually carrying goods on the roads, and the situation needs to be carefully watched to prevent evasion of the law and to avoid hardship to licensed carriers. Legislative action in the matter may become necessary.

37. During the year the Board spent some time in conferences and discussions with representatives of transport interests, including the Government Railways Board, the New Zealand Master Carriers’ Federation, and representatives of air services.

GENERAL.

38. The Hon. the Minister of Transport has intimated to us that it is intended to make a complete change in the system of transport licensing. We do not know what method of control is contemplated, and therefore add little of a general nature to our report.

39. For the reasons mentioned in the last paragraph, we make no detailed suggestion of any amendment to the Acts under which we are working at present. If the principle of appeals from Licensing Authorities is retained, however, we point out the importance of a judicial and impartial appellate tribunal for their decision. So many conflicting interests arise, and the details of some cases are so intricate, and the cases themselves involve questions of such importance to carriers themselves as well as to the community, that an independent decision of each case should be beyond question.

40. We draw attention again to the four penultimate paragraphs of our last report—paragraphs 33–36 inclusive. It is unnecessary to repeat at length what we have set out in them already, but we believe they set out adequately the need for adequate co-ordination of transport and of transport facilities under combined or closely related control.

CONCLUSION.

41. Finally we wish to record our appreciation of the help given to us by the Commissioner of Transport and staff of the Transport Department.

We have the honour to be, Sir,

Your obedient servants,

S. S. ALLEN, Chairman.

HARRY BELL S. JOHNSTONE.

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