

91003R



NEW ZEALAND QUALIFICATIONS AUTHORITY
MANA TOHU MĀTAURANGA O AOTEAROA

Level 1 History, 2013

91003 Interpret sources of an historical event of significance to New Zealanders

2.00 pm Thursday 14 November 2013

Credits: Four

RESOURCE BOOKLET

Refer to this booklet to answer the questions for History 91003.

Check that this booklet has pages 2–6 in the correct order and that none of these pages is blank.

YOU MAY KEEP THIS BOOKLET AT THE END OF THE EXAMINATION.

CARLESS DAYS

INTRODUCTION

Carless days were introduced by the National Government of New Zealand, led by Sir Robert Muldoon, on 30 July 1979. ... In response, the New Zealand Government, sought to reduce oil consumption in a number of ways. Carless days were introduced as one of those measures.

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¹*Shah*: the title given to kings of Iran

Sources (adapted):

http://en.wikipedia.org/wiki/Carless_days_in_New_Zealand

http://en.wikipedia.org/wiki/1979_energy_crisis

'1979 – key events', <http://www.nzhistory.net.nz/culture/the-1970s/1979>, (Ministry for Culture and Heritage), updated 20 December 2012.

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SOURCE A

Carless days introduced

Carless days for motor vehicles were introduced in July 1979 to combat the second oil crisis. ... Other measures introduced to reduce petrol consumption included restrictions on the hours during which service stations and garages could sell petrol.

Sources:

Text (adapted): 'Carless days introduced', <http://www.nzhistory.net.nz/carless-days-introduced>, (Ministry for Culture and Heritage), updated 20 December 2012.

Image: http://www.nzhistory.net.nz/files/styles/fullsize/public/images/carless-days_1.jpg

SOURCE B

Fuel and the 1970s oil crises

The oil crises of the 1970s highlighted concerns about fuel. ... It could be concluded that recreational and non-essential trips were postponed during the critical years.

Source (adapted): K. Perreau, 'Wanting to Get Up and Go: Challenges and Opportunities for Transport Energy Policy in New Zealand', Ministry of Transport; International Association for Energy Economics conference, Wellington, New Zealand, February 2007, p 14.

[For copyright reasons, these resources cannot be reproduced here. See below]

SOURCE C

Government correspondence about carless days

The carless day restrictions were put into effect as a temporary measure ... However, it is regretted that owing to the uncertainty of supply by Middle East producers, the carless day restraint measures will need to remain in force in the meantime.

Source (adapted): Written in 1979, http://www.nzherald.co.nz/nz/news/image.cfm?c_id=1&gal_objectid=10517835&gallery_id=1428#6511732

SOURCE D

Remember carless days?

The second oil crisis in 1979 occurred following the revolution in Iran and widespread panic and speculation ensued. ...The initiative folded after 12 months amid reports of black market exemption stickers and imitations, leaving the scheme in a shambles.

Source (adapted): Written in 2008, http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10517835

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SOURCE E

A cartoon about carless days



Source: Cartoon by Neville Lodge. *The Evening Post*, 1979.
<http://www.teara.govt.nz/en/cartoon/23085/cartoon-on-carless-days>

SOURCE F

The carless days scheme

The carless day scheme lasted barely a year (though the 80 km / h limit remained for several years). ... In addition, there is anecdotal evidence of people driving considerably greater mileages to achieve their daily travel needs on days they had the use of one car rather than two.

Source (adapted): http://en.wikipedia.org/wiki/Carless_days_in_New_Zealand

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SOURCE G

Personal memories of carless days

Nobes, posted 14 October 2005

"I do certainly remember carless days here in New Zealand where almost everyone had an exemption sticker. ... Bingo, you could have travel in your car 7 days a week."

Anonymous 1, posted 3 September 2010

"We had two cars, so carless days was really ineffective at reducing our fuel consumption. ... We also had friends who worked in the Ministry of Transport and we could get a few 'replacement' stickers if we needed them for whatever day we wanted!"

Source (adapted): 'Remembering carless days', <http://www.nzhistory.net.nz/carless-days>, (Ministry for Culture and Heritage), updated 20 December 2012.

George Gair, Cabinet Minister 1975–1984

"My recollection is that car owners were able to nominate which days of the week they would choose as their carless days – giving a user choice as to which days were least critical from their car use point of view. ... Car-pooling is perhaps not as drastic as rationing, but it's painful nevertheless, and both bureaucratic and disruptive."

Source (adapted): Written in 2008. http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10517848

SOURCE H

Survey of carless day scheme

The carless day scheme was introduced in New Zealand to save fuel, and operated from 30 July 1979 to 13 May 1980. ... The latter reflected the dominant attitude that the carless day scheme was unfair in that different socio-economic groups were not uniformly affected, and that the scheme was not effective in saving petrol.

Source (adapted): <http://www.tandfonline.com/doi/abs/10.1080/01441648308716538?journalCode=ttrv20#.UYgofZV3u-V>

SOURCE I

The Government's 'demand restraint measures'

With overall improvements in stock-holding of petroleum fuels likely to remain, demand restraint measures were progressively dismantled. ... Detailed administrative procedures have been developed and written up into a manual for rapid introduction if necessary.

Source (adapted): Appendices to the Journals of the House of Representatives D6: Report of the Ministry of Energy for the Year Ended 31 March 1981, p 14.