

Ignoring all other than purely motor-traffic considerations, it would appear that the best measure of road-usage is the gross weight (of the vehicle and the load) that passes over any given road. Road-maintenance varies with the weight and speed of the vehicles that use the roads. From the road-damage point of view, therefore, speed should, strictly speaking, be considered. This, however, is impossible at the present time, so the figures given hereunder relate to weights only. The average weights used in calculating the gross ton-miles have been carefully estimated, while the annual vehicle mileages are in accordance with actual conditions in New Zealand, so far as is known :—

Gross Ton-mileage of Mechanically-propelled Traffic on Roads and Streets.

Kind of Vehicle.	Year ended 31st March, 1930.		Year ended 31st March, 1931.	
	Gross Ton-miles (000 omitted).	Percentage of Total.	Gross Ton-miles (000 omitted).	Percentage of Total.
Cars	1,000,104	60.44	1,075,256	60.55
Trucks	543,737	32.88	591,712	33.32
Omnibuses	77,175	4.67	78,000	4.39
Traction-engines	2,076	0.13	1,404	0.06
Trailers	1,510	0.09	1,846	0.10
Cycles	29,549	1.79	28,313	1.58
Totals	1,654,151	100.00	1,776,531	100.00

CONDITIONS IN THE MOTOR INDUSTRY DURING YEAR.

IMPORT TRADE.

The main features characterizing the motor import trade during 1930 were—

- (a) Substantial falling-off in the numbers of new vehicles ;
- (b) The fact that the quantity of motor-spirits was the highest yet recorded, while the average value per gallon (invoice value in country of shipment plus 10 per cent.) was the lowest yet recorded ;
- (c) A substantial decrease in the value of tires imported ;
- (d) A substantial decrease in the aggregate value of motor-vehicle parts.

It would appear that there has been a sharp contraction in the additions to the number of new vehicles in the Dominion. The following tables show the number and value of motor-vehicles, and the value of fuel, tires, and spare parts, on which Customs duty was payable imported into the Dominion during the last five calendar years :—

(a) Imports of Vehicles.

Calendar Year.	Motor-cars.	Lorries, Trucks, Vans, and Buses.	Motor-cycles.	Totals.
(A) NUMBER.				
1926	15,790	2,649	4,651	23,090
1927	9,936	2,195	3,543	15,674
1928	15,814	2,236	3,554	21,604
1929	22,345	5,707	3,823	31,875
1930	13,422	3,046	2,749	19,217
(B) VALUE.				
	£	£	£	£
1926	2,610,392	588,053	203,868	3,402,313
1927	1,504,749	361,920	165,300	2,031,969
1928	2,231,757	418,841	173,241	2,823,839
1929	3,272,653	833,827	189,359	4,295,839
1930	1,860,174	482,002	134,594	2,476,770

(b) Imports of Motor-spirits, Tires, &c., and Vehicle Parts.

Calendar Year.	Motor-spirits.		Tires and Tubes.	Vehicle Parts.	Total.
	Quantity.	Value.			
	Gallons.	£	£	£	£
1926	44,817,512	2,654,482	925,268	350,818	3,930,568
1927	48,042,640	2,005,983	1,053,435	265,973	3,325,391
1928	54,540,416	1,655,451	991,022	239,823	2,886,296
1929	62,448,092	2,130,835	1,161,893	268,151	3,560,879
1930	68,309,672	2,090,542	808,535	206,666	3,105,743