

The number of registrations of motor-cars was only three-quarters of that recorded for the previous year and less than one-quarter of the number for 1929-30; figures for trucks and motor-cycles, however, remained almost unchanged, after showing a decline of 35 per cent. in each case in the 1932 licensing year, as compared with the 1931 year. The analyses by country of manufacture direct attention to the continued swing-over from United States of America and Canada to Great Britain. In motor cars and trucks the magnitude of the swing-over is such that the registrations of these vehicles manufactured in Great Britain have shown successive increases during the past two years, whereas the corresponding registration figures for United States of America and Canada show a continuing decline. For the first time on record the number of motor-cars from Great Britain actually exceeded the number registered from the United States of America and Canada.

The registration in 1932-33 of motor-cars manufactured in Great Britain represented 75 per cent. of the number for 1929-30, while the same percentage for cars manufactured in United States of America and Canada was only 11 per cent. The registrations of commercial vehicles, although of smaller magnitude, are of no less interest. The registrations for vehicles manufactured in Great Britain in 1932-33 represented an increase of 36 per cent. over the 1929-30 figures, whereas the vehicles manufactured in the United States of America and Canada fell to 24 per cent. of the 1929-30 figures.

On the 1st June, 1932, the registrations of 12,872 vehicles lapsed owing to the licenses not having been renewed during the relicensing years 1930-31 and 1931-32.

The following table shows the number of motor-vehicles, excluding those operated by motor-dealers, licensed as at 31st March, 1933:—

	Cars.	Trucks.			Omnibuses.	Taxis.	Service, Contract, and Private-hire Cars.	Local Authorities Road Vehicles.	Government Vehicles.	Motor-cycles.	Total.
		Light Trucks (i.e., 2 Tons and under laden weight).	Heavy Trucks (i.e., over 2 Tons laden weight).	Total Trucks.							
North Island ..	81,194	13,624	9,738	23,362	400	1,044	708	762	959	15,144	123,573
South Island ..	45,884	7,911	4,519	12,430	138	554	453	393	458	9,961	70,271
New Zealand totals	127,078	21,535	14,257	35,792	538	1,598	1,161	1,155	1,417	25,105	193,844

(c) MOTOR-VEHICLE REGISTRATION-PLATES.

Reference was made in last year's report to the newly introduced system of prefix letters on registration-plates. Eleven classes of plates were issued, nine of which had the prefix letters embossed thereon in addition to numerals. As the innovation proved a success, similar plates, with the addition of a special plate for rental and private-hire cars, with the prefix letter "R," were ordered for the year 1933-34. The colour combination of the 1933-34 plates is white numerals on a dark-brown background.

(d) VEHICLES ACTUALLY ON THE ROAD.

The number of "live" registrations on the register kept in accordance with the provisions of the Motor-vehicles Act, 1924, may be taken as a reasonable indication of the number of vehicles actually on the road. The numbers of these "live" registrations have been estimated for each month, and the monthly averages for the twelve-monthly periods ended on 31st March, 1930, 1931, 1932, and 1933, are given hereunder:—

Type of Vehicle.	Monthly Averages.			
	1930.	1931.	1932.	1933.
	Number.	Number.	Number.	Number.
Motor-cars ..	125,013	134,407	130,889	127,115
Trucks ..	23,512	25,294	26,232	26,907
Omnibuses ..	1,029	1,040	1,048	1,000
Traction-engines ..	173	117	123	136
Trailers ..	755	923	1,160	1,545
Tractors ..	293	302	426	561
Motor-cycles ..	26,266	25,167	23,487	21,995
Other motor-vehicles ..	445	458	441	421
Totals ..	177,486	187,708	183,806	179,680

N.B.—Service-cars designed to carry not more than nine persons are included with motor-cars, while those designed to carry more than nine persons are included with omnibuses.