

1933.
NEW ZEALAND.

TRANSPORT DEPARTMENT

(ANNUAL REPORT OF).

Presented to both Houses of the General Assembly by Leave.

The Right Hon. J. G. COATES, Minister of Transport, Wellington.

SIR,—

Transport Department, 1st September, 1933.

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1933.

I have, &c.,

J. S. HUNTER, Commissioner of Transport.

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REPORT.

1. MOTOR-VEHICLES INSURANCE (THIRD-PARTY RISKS) ACT, 1928.

(a) STATISTICS.

For the year ended 31st May, 1932, forty-three insurance concerns gave the prescribed notice to undertake business under the Act, and carried on business accordingly. The premiums for that year, excluding, of course, any relating to the 1932-33 licensing year, amounted to £233,177 5s. 3d., after taking into account adjustments on account of extra premiums due to changes in the classification of the vehicle and the cancellation of registrations. The commission of the Post and Telegraph Department, at the rate of 6d. per transaction, amounted to £4,908 12s. 6d., leaving a balance of £228,268 12s. 9d.

Claims during the year, including costs, together with the liabilities in respect of outstanding claims at 31st May, 1932, amounted to £202,753, or 86·75 per cent. of the net total of premiums received.

The following table shows the experience of the scheme during the three years ended 31st May, 1932:—

Year ended 31st May,	Revenue from Premiums.	Claims paid and Estimated Liability for Claims outstanding at 31st May.	Claim Ratio.
	£	£	Per Cent.
1930	235,007	202,327	86·09
1931	242,864	192,541	79·28
1932	233,731	202,753	86·75
Totals	711,602	597,621	83·98

Attention is specially directed to the fact that the statistics cover the period of three years only and must be interpreted with the utmost caution. Experience over a longer period is the only way of ascertaining figures that will be typical of the third-party business in all its ramifications.

The developments of the scheme will continue to be closely studied with a view to ensuring that due equilibrium is maintained between premiums and benefits, but definite conclusions cannot be reached until more experience is recorded.

Comparisons between the claim ratios for the third-party-risks-insurance scheme and other branches of accident insurance show much higher figures for the former than the latter. This is largely due to the fact that the premiums are collected by the Post and Telegraph Department and handed over to the insurance companies, and also to the fact that much of the wasteful competitive struggle for business between the various companies has been eliminated, thus reducing overhead charges.

The following table shows the claim ratios for various classes of accident insurance during the last available five years:—

Class of Insurance.	Percentage of Claims paid (including Costs during the Years).				
	1927.	1928.	1929.	1930.	1931.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Employers' liability	68·88	69·69	69·84	71·99	71·63
Personal accident	55·70	60·16	52·23	54·12	54·34
Motor-vehicle comprehensive	52·01	55·11	52·44	64·04	67·61
Other forms	23·06	27·73	27·50	23·60	32·05

(b) ANNUAL REVIEW OF PREMIUM RATES.

Section 16 of the Motor-vehicles Insurance (Third-party) Risks Act, 1928, provides that the amount of the premiums to be paid in respect of third-party insurance may be fixed from time to time by Order in Council. In accordance with the usual practice the latest figures relating to the operation of the Act were carefully examined in February last in order to ensure that the premiums for the 1933-34 licensing year might be fixed again in the light of experience so as to give the motoring public the cover afforded at the lowest possible figure consistent with a reasonable margin to cover overhead and profit for the companies undertaking the third-party business.

After a careful analysis had been made of the figures submitted by each company, and after consultation with the companies, it was decided to make alterations in the premiums payable in respect of certain classes of vehicles (taxis and omnibuses in the main), involving an estimated aggregate premium reduction of £10,000 for the 1933-34 licensing year.

2. MOTOR-VEHICLES ACT, 1924.

(a) REGISTRATION OF MOTOR-VEHICLES, BY TYPES OF VEHICLE.

The registrations of motor-vehicles effected during the year 1932-33 were the lowest on record, representing less than one-third of the registrations effected during the years 1925-26 and 1929-30 respectively. The particulars of the registrations effected during each of the last eight financial years are as follows:—

Year ended 31st March,	Cars.	Commercial Vehicles.	Cycles.	Total Registrations
1926	18,811	4,409	5,130	28,350
1927	16,439	4,692	5,464	26,595
1928	12,531	3,399	4,560	20,490
1929	18,739	4,167	4,768	27,674
1930	20,802	5,745	4,300	30,847
1931	12,378	4,113	3,139	19,630
1932	6,151	2,656	2,058	10,865
1933	4,716	2,640	2,072	9,428

It is interesting to note that, despite the heavy decrease in the number of vehicles registered during the last year, the registrations of both motor-cars and commercial vehicles manufactured in Great Britain show an increase as compared with last year, whilst there was a slight decrease in the case of motor-cycles.

(b) REGISTRATION OF MOTOR-VEHICLES, BY COUNTRY OF MANUFACTURE.

The following table indicates the country of manufacture and the number of motor-vehicles registered during the financial years 1926-27 to 1932-33 inclusive:—

Year ended 31st March,	Great Britain.	United States of America or Canada.	Other Countries.	Total Registrations.
<i>Motor-cars.</i>				
1927	2,185	13,623	631	16,439
1928	2,172	10,078	281	12,531
1929	2,886	15,667	186	18,739
1930	3,675	16,993	134	20,802
1931	3,265	9,057	56	12,378
1932	2,607	3,477	67	6,151
1933	2,872	1,834	50	4,716
Totals	19,622	70,729	1,405	91,756
<i>Commercial Vehicles.</i>				
1927	630	3,907	155	4,692
1928	522	2,706	171	3,399
1929	522	3,318	327	4,167
1930	502	4,792	451	5,745
1931	392	3,225	496	4,113
1932	447	1,574	635	2,656
1933	686	1,149	805	2,640
Totals	3,701	20,671	3,040	27,412
<i>Motor-cycles.</i>				
1927	3,851	1,592	21	5,464
1928	3,479	1,067	14	4,560
1929	3,794	949	25	4,768
1930	3,486	802	12	4,300
1931	2,581	548	10	3,139
1932	1,567	483	8	2,058
1933	1,515	545	12	2,072
Totals	20,273	5,986	102	26,361

NOTE.—The figures under the heading "Other Countries" include a large number of trailers, most of which are manufactured in the Dominion.

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.

The above table shows that there were 3,774 fewer motor-cars, 1,492 fewer motor-cycles, and 48 fewer omnibuses on the road in 1932-33 as compared with 1931-32. The number of trucks actually increased by 675, due mainly to conversions of motor-cars to light trucks, while tractors gained from 426 to 561, and trailers from 1,160 to 1,545. The consumption of petrol shows a drop of just over 5,000,000 gallons, or approximately 10 per cent., for the calendar year 1933, as compared with 1932, which fact, considered in conjunction with the preceding figures regarding vehicles, appears to indicate a reduction in the average mileage per vehicle during 1932-33 as well as a drop in the average number of vehicles actually on the road throughout the year.

The outstanding point disclosed by the foregoing figures is not the actual decrease in the use of motor-vehicles during 1932-33, but the relative smallness of the decrease. It is very plain evidence of the strength of the demand for motor-vehicles in the Dominion that, in a year of unparalleled and severe shrinkage in the national income, the number of trucks, trailers, and tractors should increase, that the number of motor-cars and cycles should decrease by 2.88 and 6.35 per cent. only respectively, and the total consumption of benzine should be only 5,000,000 gallons, or 10 per cent., less than the preceding year, and only 13,000,000 gallons, or approximately 20 per cent., below the figure for 1930, which was the highest ever recorded. These facts are indicative of the important place occupied by the motor-vehicles in the economic and social life of the Dominion.

(e) PETROL CONSUMPTION.

The following table shows a classification of the petrol consumed in the Dominion during the last five calendar years according to whether it was consumed in motor-vehicles or otherwise.

Calendar Year.	Consumption of Petrol.		
	By Motor-vehicles (i.e., Petrol on which all Duty was paid).	Other (Engines, Aero- planes, &c.), (Petrol on which Refunds of Duty were made).	Total.
	Gallons.	Gallons.	Gallons.
1928	41,457,150	2,057,940	43,515,090
1929	56,575,840	3,650,040	60,225,880
1930	62,821,479	3,907,900	66,729,379
1931	55,203,252	5,286,000	60,489,252
1932	49,861,449	5,495,479	55,356,928

The figures in the first column afford a reasonably reliable index of the usage of motor-vehicles during the last five years, subject to allowance being made for the growing use of smaller cars with a lower consumption of petrol.

(f) MOTOR-VEHICLE REGULATIONS, 1933.

In February of this year the Motor-vehicle Regulations, 1928, together with amendments, were consolidated and reissued as the Motor-vehicle Regulations, 1933. These new regulations are, with the exception of two important amendments and a number of more or less minor alterations, similar to the previous regulations.

The two amendments of general importance are as under:—

Regulation 4: Equipment; Brakes.—The old regulations provided that when a motor-vehicle is travelling at 20 miles per hour the foot-brake shall be capable of bringing the vehicle to rest within 50 ft. and the hand-brake within 75 ft. The importance of efficient and adequate brakes on motor-vehicles cannot be overstressed, and the new regulations, therefore, were made more exacting in this respect and the distance within which a foot-brake shall be capable of bringing a motor-vehicle to a stop has been decreased to 40 ft.

Regulation 15: Speed.—Under the old regulations there was no absolute speed restriction for motor-vehicles, but the new regulations provide that for the present the limit of speed shall be 40 miles per hour on roads other than dustless surfaced roads (with the exception of the Picton-Bluff main highway, where the speed-limit is forty-five miles per hour on the non-dustless sections).

3. MOTOR-SPIRITS TAXATION ACT, 1927.

The motor-spirits tax was increased from 6d. to 8d. per gallon as from the 7th October, 1931, and a further increase to 10d. was made as from the 9th February, 1933.

The following data show the yield from and distribution of the petrol-tax for the year ended 31st March, 1933. The figures regarding the net yield for previous years are given for comparative purposes:—

	(a) YIELD.	£
Gross yield	2,000,996
Deductions—		
Refunds and cost of making same..	135,234
Net yield	£1,865,762

Net Yield (i.e., Gross Yield less Refunds), Year ended 31st March.

	£
1928	143,516*
1929	802,232
1930	961,907
1931	1,314,450†
1932	1,677,520‡
1933	1,865,762§
Total since inception of tax	<u>£6,898,997</u>

* Part year only. † Increase from 4d. to 6d. per gallon as from 22nd July, 1930.
 ‡ Increase from 6d. to 8d. per gallon as from 7th October, 1931. § Increase from 8d. to 10d. per gallon as from 9th February, 1933.

(b) DISTRIBUTION.

The distribution of the net yield of the petrol-tax was as follows for the year ended 31st March, 1933 :—

	£
Main Highways Board	644,126
Boroughs (population of 6,000 and over)	99,489
Consolidated Fund	1,105,182
Commission to Customs Department for collection	16,965
Total	<u>£1,865,762</u>

N.B.—The distribution of petrol-tax amongst boroughs in accordance with section 9 (1) (b) of the Motor-spirits Taxation Act, 1927, for the year ended 31st March, 1933, together with cumulative figures showing the total distribution from the inception of the petrol-tax up to the 31st March, 1933, is given in Table No. 7 in the appendix.

(c) CLASSIFICATION ACCORDING TO VEHICLES.

The following figures show the net yield from the petrol-tax for the year ended 31st March, 1932, split up according to the nature of the vehicle in which the motor-spirits was consumed :—

Kind of Vehicle.	Estimated Amount.	Percentage of Total.
	£	Per Cent.
Motor-cars	1,055,000	56·57
Trucks	649,000	34·80
Omnibuses	74,000	3·97
Motor-cycles	73,000	3·91
Balance, covering other motor-vehicles and other uses of motor-spirits for which refunds were not claimed	14,000	0·75
Total	<u>1,865,000</u>	<u>100·00</u>

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.

Motor-spirits in respect of which refunds of the tax were made have not been included above.

The above figures are obviously inconclusive as evidence of the incidence of the petrol-tax. Like all taxes, this one may shift either backwards to the producers of the benzine, or forward to the consumers of motor-transport services, while a certain amount of the burden may be carried for a time by the operators of motor-transport services.

In the long-run, the petrol-tax will tend to be shifted forward to the consumers of motor-transport services, and, in so far as the increased cost of these services causes a diminution in the demand for them, a proportion of the tax will also in the long-run be cast upon the producers of motor-vehicles and equipment, in the form of losses of business consequent on a diminished demand.

For the year ended 31st March, 1933, passenger-transport effected by motor-cars, motor-buses, and motor-cycles contributed £64 out of every £100 of the total yield from the petrol-tax, against £36 out of every £100 from trucks. Thus the petrol-tax derived from the carriage of passengers is nearly twice that derived from the transportation of commodities.

A further analysis of the motives lying behind the movement of persons (impossible at this stage) would shed further light on this question. Investigations by the Department indicate that approximately 50 per cent. of the total cost of operating motor-cars in New Zealand is for purposes of a non-business nature.

(d) REFUNDS OF DUTY.

Refunds of duty may be claimed by all persons using motor-spirits for any purpose other than as fuel for motor-vehicles in respect of which annual license fees are payable in terms of the Motor-vehicles Act, 1924. The refunds are made by the Registrar of Motor-vehicles (the Secretary of the Post and Telegraph Department).

The undermentioned figures show the number and total amount of claims paid each year since the inception of the tax:—

Year.					Number of Claims.	Amount refunded.
						£
1928	..	..	..	..	11,101	34,299
1929	..	..	..	..	19,814	60,834
1930	..	..	..	..	25,797	83,741
1931	..	..	..	..	37,116	132,150
1932	..	..	..	..	45,896	137,387

The increase of 44 per cent. in the number of claims made during the year 1931, as compared with the previous year, is probably due partly to the financial stringency, and partly to the fact that the duty on motor-spirits was increased in July, 1930, from 4d. to 6d. per gallon.

This tendency is again evident in the year 1932.

The particulars of the claims paid during each of the quarterly periods in 1932, are as follows:—

Quarter.					Number of Claims.	Amount refunded.
						£
March	..	..	..	..	12,984	41,274
June	..	..	..	..	11,899	37,815
September	..	..	..	..	10,474	28,830
December	..	..	..	..	10,625	29,468

4. ROAD FINANCE.

(a) DOMINION'S ROAD BILL, 1931-32.

In view of the growing importance to the Dominion of the question of road finance, the Department has investigated the numerous statistical data available from official sources and has analysed and classified them in order to show approximately, firstly, what the roads, streets, and bridges are costing, and, secondly, the broad incidence of the taxes and fees which yield the revenue from which the expenditure is made. The figures which have been analysed relate to the year ended 31st March, 1932, and represent the latest available.

Attention is directed to the fact that the figures include an estimated expenditure on traffic policing and control. The classification of the roads into main highways, urban roads, and streets, and other roads has been carried out, as each class of road or street has differing problems attached to it. This classification has involved a certain amount of estimation, as also have certain aspects of the figures for the whole road bill. Any estimations have been made on a conservative basis, and it is felt that the figures are sufficiently close to actual fact to form a basis for reliable broad conclusions. The figures serve the purpose of presenting a mass of data scattered throughout various Official sources, in a sufficiently objective whole to enable some measure of practical reasoning to be applied to them.

All Roads, Streets, and Bridges.

The following table shows an analysis of the road bill for the year ended 31st March, 1932:—

Nature of Expenditure.	Source of Money.				
	Loan.	Local Rates.	General Taxation.	Motor-Taxation.	Total.
	£	£	£	£	£
Construction	1,930,977	701,960	13,903	69,989	2,716,829
Maintenance .. .. .	..	1,378,433	..	1,603,364	2,981,797
Interest and loan charges .. .. .	..	1,005,756	1,363,375	262,079	2,631,210
Totals	1,930,977	3,086,149	1,377,278	1,935,432	8,329,836
Totals, maintenance, interest and loans charges	..	2,384,189	1,363,375	1,865,443	5,613,007

The principal points emerging from the foregoing are as follows:—

1. Expenditure on construction amounted to £2,716,829, or 32·61 per cent., of the total expenditure on roads (£8,329,836) during the year. Loan-moneys contributed 71·07 per cent. of this total; local rates, 25·83 per cent.; general taxation, 10·52 per cent.; and motor-taxation, 2·58 per cent.
2. Expenditure on maintenance amounted to £2,981,797, and was divided between the local ratepayer, who contributed £1,378,433, or 46·22 per cent., and the motorist, who contributed £1,603,364, or 53·78 per cent.
3. The interest and loan charges, amounting to £2,631,210, were contributed to in the following proportions: Local ratepayers, 38·23 per cent.; general taxpayer, 51·81 per cent.; and the motorist, 9·96 per cent.
4. The total annual charges (maintenance plus interest and loan charges) amounted to £5,613,007. The local ratepayer contributed £2,384,189, or 42·48 per cent.; the motorist, £1,865,443, or 33·23 per cent.; and the general taxpayer, £1,363,375, or 24·29 per cent.
5. The total annual charges on all roads (£5,613,007) represent £30 per motor-vehicle of the average monthly "live" registrations for the year ended 31st March, 1932.
6. The total motor-taxation, including Customs duties on vehicles and parts for the year ended 31st March, 1932, amounted to £14 per motor-vehicle of the average monthly "live" registrations for the year ended 31st March, 1932.
7. Altogether £3,086,149, representing revenue from local rates, was expended on roads, streets, and bridges during the year ended 31st March, 1932. Expenditure from this amount on interest and loan charges amounted to £1,005,756, or 32·59 per cent.; maintenance, £1,378,433, or 44·67 per cent.; and construction, £701,960, or 22·74 per cent.
8. Of £1,377,278, which represents the total contribution from general taxation, £1,363,375, or 98·99 per cent., was spent in meeting interest and loan charges; and £13,903, or 1·01 per cent., on construction.
9. The total contribution from motor-taxation which was expended on roads, streets, and bridges amounted to £1,935,432; the great bulk of this amount (£1,603,364, or 82·84 per cent.) was spent on maintenance; £262,079, or 13·54 per cent., on interest and loan charges; and £69,989, or 3·62 per cent., on construction.

(b) MAIN AND SECONDARY HIGHWAYS AND BRIDGES.

The following table shows various analyses of the expenditure on main and secondary highways during the year ended 31st March, 1932:—

Nature of Expenditure.	Source of Money.				
	Loan.	Local Rates.	General Taxation.	Motor-taxation.	Total.
	£	£	£	£	£
Construction	455,296	..	13,903	24,856	494,055
Maintenance .. .. .	..	244,473	..	962,089	1,206,562
Loan charges .. .. .	..	211,230	340,844	262,079	814,153
Totals	455,296	455,703	354,747	1,249,024	2,514,770
Totals, maintenance, interest, and loan charges	..	455,703	340,844	1,224,168	2,020,715

The principal points emerging from the above figures are as follows:—

1. Almost the whole of the new construction work on main highways during the year under review was financed by loan-moneys. It is of interest to note that up to the 31st March, 1932, £1,400,000 had been transferred from the proceeds of motor-taxation to the Construction Fund of the Main Highways Account and expended on construction work.
2. During the year ended 31st March, 1932, £1,206,562 was spent on the maintenance of main highways. Of this amount, £244,473, or 20·26 per cent., was derived from local rates, while £962,089, or 79·74 per cent., was obtained from motor-taxation.
3. The estimated interest and sinking-fund charges on the estimated proportion of the total road liability chargeable against main highways amounted to £814,153 during the year. The biggest contributor to this charge was the general taxpayer, who contributed £340,844, or 41·87 per cent., the motorist coming next with £262,079, or 32·19 per cent., and the local ratepayer with the smallest contribution of £211,230, or 25·94 per cent.
4. The annual cost (maintenance and interest and loan charges) of main highways for the year ended 31st March, 1932, amounted to £2,020,715. Motor-taxation revenue provided £1,224,168, or 60·58 per cent. of this figure; the general taxpayer, £340,844, or 16·87 per cent.; and the local ratepayer, £455,703, or 22·55 per cent.
5. The maintenance expenditure on main highways represents 40·33 per cent. of the total maintenance expenditure on all roads. The interest and loan charges on main highways represent 30·94 per cent. of the total interest and loan charges for all classes of roads.
6. The total annual cost of main highways for the year ended 31st March, 1932, represents £11 per motor-vehicle of the average monthly "live" registrations for the year ended 31st March, 1932.

(c) URBAN ROADS AND STREETS.

Particulars regarding the expenditure during the year ended 31st March, 1932, on urban roads and streets are given hereunder:—

Nature of Expenditure.	Source of Money.				
	Loan.	Local Rates.	General Taxation.	Motor-taxation.	Total.
	£	£	£	£	£
Construction	330,114	701,960	..	..	1,032,074
Maintenance .. .. .	..	467,406	..	317,126	784,532
Loan charges .. .. .	..	583,295	..	..	583,295
Totals	330,114	1,752,661	..	317,126	2,399,901
Totals, maintenance and loan charges	..	1,050,701	..	317,126	1,367,827

The principal points emerging from the above figures are:—

1. Approximately one-third of the money spent on construction of urban roads and streets and footways was derived from loans, while two-thirds was derived from the revenue from local rates. This is vastly different from the position in respect of main highways and rural roads, where the construction work is financed principally from loans.

2. Maintenance expenditure, amounting to £784,532, was derived from local rates, £467,406, or 59·58 per cent., and motor-taxation, £317,126, or 40·42 per cent.

3. The whole burden of loan charges, amounting to £583,295, fell on the shoulders of the local ratepayer.

4. The maintenance expenditure and the interest and loan charges together make up £1,367,827. The motorist finds £317,126, or 23·18 per cent., of this figure; the local ratepayer £1,050,701, or 76·82 per cent.

5. The annual cost of urban roads and streets (£1,367,827) represents 24·37 per cent. of the total and annual cost of all roads, streets, and bridges.

(d) OTHER ROADS AND BRIDGES.

The following table shows the various analyses of the expenditure on roads and streets other than main highways and urban roads and streets for the year ended 31st March, 1932:—

Nature of Expenditure.	Source of Money.				
	Loan.	Local Rates.	General Taxation.	Motor-taxation.	Total.
	£	£	£	£	£
Construction	1,145,567	..	..	45,133	1,190,700
Maintenance .. .. .	..	666,554	..	324,149	990,703
Loan charges .. .. .	..	211,231	1,022,531	..	1,233,762
Totals	1,145,567	877,785	1,022,531	369,282	3,415,165
Totals, maintenance and loan charges	..	877,785	1,022,531	324,149	2,224,465

The principal points emerging from the above figures are:—

1. Practically the whole of the expenditure on construction work on roads other than urban roads and streets and main highways is found from borrowed money.

2. The expenditure on maintenance amounted to £990,703 for the year ended 31st March, 1932. The local ratepayer found £666,554, or 67·28 per cent., and the motorist £324,149, or 32·72 per cent., of this amount.

3. The interest and loan charges amounted to £1,233,762. The general taxpayer found £1,022,531, and the local ratepayer £211,231 of this figure.

4. Maintenance and interest and loan charges combined amounted to £2,224,465. The general taxpayer found £1,022,531, or 45·97 per cent.; the local ratepayer £877,785, or 39·46 per cent.; and the motorist £324,149, or 14·57 per cent., of this figure.

5. The total annual charges on rural roads for the year ended 31st March, 1932, represents £12 per motor-vehicle of the average monthly "live" registrations for the year ended 31st March, 1932.

(e) ANNUAL CHARGES PER MILE ON ROADS, STREETS, ETC.

The following table shows the annual expenditure on the various classes of roads and streets and bridges computed per mile of road and/or street :—

Class of Road, Street, &c.	Length of Formed Roads as at 31st March, 1932.	Annual Charges.					
		Maintenance.	Interest and Loan Charges.	Total.	Per Mile of Road.		
					Mainten-ance.	Inter-est and Loan Char-ges.	Total.
	Miles.	£	£	£	£	£	£
Main highways	10,542	1,206,562	814,153	2,020,715	115	77	192
Urban roads and streets	4,139	784,532	583,295	1,367,827	189	141	330
Other roads	36,181	990,703	1,233,762	2,224,465	27	34	61
Totals	50,862	2,981,797	2,631,210	5,613,007	59	52	111

The above figures direct attention to the following points :—

1. That the annual charges per mile (interest and loan charges plus maintenance) on urban roads and streets is £330 ; on main highways, £192 ; and other roads, £61.
2. That the maintenance, which varies to a considerable extent in proportion to the volume of traffic, is £189 per vehicle-mile on urban roads ; on main highways, £105 per mile ; and on other roads, £27 per mile.
3. That the interest and loan and charges are highest per mile on urban roads and streets (£189), are £105 per mile on main highways, and £27 per mile on other roads.

(f) MOTOR-TAXATION.

Table No. 8 shows the total amount of revenue received from the different taxes and fees levied in connection with motor-vehicles to have been £2,662,559 for the year ended 31st March, 1933. It is of interest to note that this figure is only a little over £18,000 greater than the figure for the preceding year, and is less than the figures for 1929-30 and 1930-31, when the revenue from Customs duties on vehicles and parts was over the million mark.

It is also of interest to note that the total receipts from all classes of motor-vehicle taxation for the year ended 31st March, 1932 (£2,664,041), represented approximately 48 per cent. of the total expenditure on maintenance and interest and loan charges for all roads and streets during the same year.

5. HEAVY MOTOR-VEHICLE REGULATIONS, 1932.

(a) LIMITATION OF LOADS ON ROADS.

During the year over 2,000 additional miles of the rural roads were classified, and the following table shows the present position :—

Classification of Rural Roads.

	Formed Roads.	Class II.	Class III.	Class IV.	Class V.	Total Classification.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
North Island	25,305	575	3,896	6,941	2,653	14,065
South Island	21,418	1,093	3,746	2,046	334	7,219
Totals	46,723	1,668	7,642	8,987	2,987	21,284

Of the rural roading systems over 10,500 miles are main or secondary highways, and as these highways form the backbone of this system and carry by far the largest proportion of traffic their classification has an important and far-reaching effect on the development of road transport in this country.

In other words, while the classification of the less important county roads is more or less a domestic matter for each road-controlling authority, the classification of the highways is in most cases of national interest as it affects traffic on the arterial roads. For these reasons, when classifying main highways, great care has been taken to consider the national as well as the local viewpoint, and as far as possible the highways have been classified to conform to a definite plan, which is based on the following three main considerations :—

- (1) The nature of the road-surface.
- (2) The transport-requirements of the district.
- (3) The other transport facilities available.

Classification of Main Highways.

—	Main Highways.	Class II.	Class III.	Class IV.	Class V.	Total Classification.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
North Island	5,881	382	1,888	2,362	409	5,041
South Island	4,661	824	2,223	173	..	3,220
Totals	10,542	1,206	4,111	2,535	409	8,261

From the above table it will be seen that of the 8,000-odd miles of highways classified 50 per cent. are Class III roads, 30 per cent. Class IV, 14 per cent. Class II, and 6 per cent. Class V.

As pointed out in last year's report, the general policy is to adopt Class III as the maximum classification for the rural roads, and these figures make it clear that this policy is receiving more or less general support from the road controlling authorities.

(b) TIRES.

Under the regulations, tires are divided into three main classes—viz., solid tires, super-resilient tires, and pneumatic tires—and the speed-limits and heavy-traffic fees are so fixed as to encourage the use of pneumatics as is shown in the following table:—

Heavy Motor-vehicles other than Passenger-vehicles.

Class and Gross Weight.	Speed-limits.			Heavy-traffic License Fees.					
	Solid.	Super-resilient	Pneumatic.	Solid.		Super-resilient.		Pneumatic.	
	M.p.h.	M.p.h.	M.p.h.	£	s. d.	£	s. d.	£	s. d.
Class E, 4½ tons	12	12	25	20	0 0	18	10 0	17	0 0
Class I, 6½ tons	12	12	20	36	0 0	33	6 0	30	12 0
Class P, 10 tons	12	12	15	75	0 0	69	7 6	63	15 0

During recent years there have been big improvements in practically all branches of truck design, but the most impressive advances have been in tire equipment. To quote one transport authority: "The rapid obsolescence of the solid tire is one of the most significant recent developments in motor transportation. Substitution of pneumatics, and particularly of low-pressure tires, make possible the carrying of heavier loads in lighter vehicles at greater speed and with less destructiveness both to vehicles and to road-surfaces. Between 1921 and 1931 the proportion of annual truck-production which was equipped with solid tires decreased from 28 per cent. to 3.1 per cent. Less than 5 per cent. of the heavier trucks and buses manufactured and equipped with pneumatic tires in 1928 carried low-pressure tires, but by the end of 1931 about 90 per cent. of these vehicles were so equipped. The tendency in the matter of tire equipment is clearly towards exclusive use of pneumatics with a preponderance of balloon tires in trucking operations which utilize the rural highways."

The Department is at present carrying out investigations in connection with pneumatic tires, and, although these investigations have not yet been completed, it is clear that tire-pressures have a most important bearing on the thickness of road-surfaces required to carry various axle loads.

The encouragement of the low-pressure tire on the heavy commercial vehicles is most desirable, and it appears that as a result of the investigations it may be proved that special concessions in relation both to taxation and weight restriction are warranted.

(c) SPEED.

Due largely to the provisions of the Transport Licensing Act, 1931, under which all licensed passenger-service vehicles run to time-table as set out in the license, the speeds of heavy motor-vehicles for the carriage of passengers may now be considered reasonable and the schedule of speeds as set out in the regulations are well observed. The position in regard to the speed of goods-trucks, however, is far from satisfactory, and, in general, there is very little observance by these vehicles of the speed-restrictions. If this practice proceeds unchecked, the deterioration of the non-dustless rural roads will be accelerated, with serious effects on road transport generally.

(d) ALLOCATION OF HEAVY-TRAFFIC FEES.

For the purpose of these regulations, New Zealand is divided into nineteen heavy-traffic districts, and the heavy-traffic licenses fees collected in each district are shared among the various local authorities in that district. The original regulations provided that if the local authorities were unable to come to an amicable agreement among themselves as to the allocation of these fees the whole matter was to be submitted to a Magistrate, who would then make the allocation, taking into

account certain factors set out in the regulations. As disagreement on the part of one local authority could thus involve the whole of the other local authorities in the heavy-traffic district in expensive litigation, it was considered desirable that some other less-costly method should be adopted. The basis of allocation should undoubtedly be the use of the roads by the heavy motor-vehicles, and truest measure of this use would be obtained from a comprehensive traffic census. This method would be almost as costly as the Magisterial inquiry, and after carefully investigating the matter it was finally decided that the relative cost of surface-maintenance incurred by each local authority would represent a reasonably close measure of use by the heavy motor-vehicles. The regulations were accordingly amended, and the Right Hon. the Minister has already made one allocation on this basis, while, in addition, there are at present three separate applications from different heavy-traffic districts being dealt with.

6. TRANSPORT LICENSING ACT, 1931.

The administration of the Transport Licensing Act has involved the Department in a heavy volume of work during the year. There were many inquiries regarding the legislation and regulations and their application, and every effort has been made to make the Act generally understood with a view to minimizing any difficulties. Broadly speaking, the system of licensing of passenger-services is now proceeding smoothly, while the licensing of goods-services is at present being carried out.

A. PASSENGER SERVICES.

(a) CONTINUOUS PASSENGER-SERVICE LICENSES.

At the first licensing period the expiry date of all licenses was made 28th February, 1933, with the exception of the "automatic" licenses in the South Island, in which cases the expiry date was for the sake of convenience, made 31st August.

Applications were received during the year under review for the granting of a number of new passenger-service licenses and for the renewal of those licenses which expired at 28th February, 1933. Altogether 548 applications were considered, and of these, 457 were granted, 47 were refused, 16 were withdrawn, and 28 were deferred.

(b) SEASONAL PASSENGER-SERVICE LICENSES.

The seasonal passenger-service license has not been utilized to any great extent so far. During the year 20 applications for this class of license were received, and of these, 16 were granted, 2 were withdrawn, and 2 deferred.

(c) TEMPORARY PASSENGER-SERVICE LICENSES.

Under section 29 of the Act a temporary passenger-service license is defined as a license for a service to be carried on for a specified period of not more than seven days, or a license for any specified special occasion or occasions. In order to give sufficient flexibility to the licensing machinery in dealing with temporary licenses, section 14, subsection (5), provides that the Chairman may in any cases of urgency grant such licenses on behalf of the Licensing Authority and shall report such grants to the next meeting of the Authority.

The temporary license has been made use of mainly in connection with race-meetings, shows, and other special occasions which involve a considerable movement of passenger traffic, which is beyond the capacity of the existing passenger-services, if any. The supply of transport facilities for these special occasions comes from two main sources—viz., the reserve fleets of passenger-service operators whose services are licensed under the Transport Licensing Act, and "taxis," which require to take out "plying for hire" licenses under local-body by-laws in respect of their usual operations as taxis, but which do not come within the scope of the Transport Licensing Act unless they charge separate fares. Broadly speaking, the operators who were already licensed under the Act were acquainted with the provisions relating to temporary licenses, and the machinery for temporary licenses worked smoothly in the bulk of these cases. The taxis, however, presented more difficulties. In the first place it took some time for the provision of the Act to become known, and, in the second place, many taxi-proprietors who were refused temporary licenses took advantage of the difficulties in proving that separate fares were charged, and continued to operate illegally in competition with properly licensed services. Steps were taken to deal with cases of this nature, and a number of successful prosecutions have largely discouraged these unlicensed services. Altogether seventy-seven prosecutions were conducted against taxi-operators running without securing temporary passenger-service licenses or running after an application for such a license has been refused. Of these proceedings 53 resulted in convictions, 16 were withdrawn, and 8 were dismissed.

Up till the 20th May, 1933, a total of 2,014 temporary passenger-service licenses had been granted to 455 separate concerns, the average number of temporary licenses per operator affected being just under four. An examination of Table No. 20, which gives an analysis of the temporary licenses granted during the above-mentioned period, discloses some points of interest.

Some 244 operators were granted one license during the period in question, 92 were granted two licenses, 69 were granted three licenses, 40 were granted four licenses, and so on in proportionate diminution until the "nine license" group, which comprised 20 operators. Twelve operators were granted more than twenty licenses and 1 operator was granted seventy licenses, or an average of more than one per week.

These figures direct attention to the necessity for considering alterations to the existing machinery, whereby operators regularly providing services for the race meetings, shows, &c., in a given locality might be granted one license to endure for the whole year, thus obviating the necessity for procuring a separate license for each event. The Department is looking into this matter with a view to improving the existing machinery. The question of simplifying the forms for use in connection with the temporary passenger-service licenses is also receiving attention.

(d) TRAFFIC AND FINANCE STATISTICS, 1932-33.

In accordance with the provisions of section 37 of the Act, operators have been required to submit figures regarding traffic and finance during the year ended 31st March, 1933, in order that the full ramifications of the industry might be understood, and also that the effects of the administration of the Act might be closely observed and matters of general policy framed accordingly. The provisions of this section also provide the machinery for checking that the benefits of the transport regulation are passed on to the public in the form of lower fares or better service. There are numbers of operators whose accounts and records are not sufficient to disclose the necessary information relating to the state of their businesses, and in such cases the operators have been requested to comply with the law in this respect in the future.

In order to make the figures more informative they have been classified according to (a) fleets comprising vehicles with a seating-capacity of nine passengers or less, (b) fleets comprising vehicles with a seating-capacity of more than nine passengers, and (c) fleets comprising both classes of vehicles, and also fleets the operators of which run both passenger and goods services.

Traffic.

During the year ended 31st March, 1933, licensed passenger services carried a total of 16,065,672 passengers, in the course of which a total of 22,756,313 vehicle-miles was recorded. Of the total passengers carried 14,750,000 were carried in vehicles with more than nine seats, while the smaller vehicles with nine seats and under accounted for just under 1,000,000. The bigger vehicles are, of course, engaged on the shorter, more densely trafficked routes, while the smaller vehicles are engaged on the longer routes, the average number of vehicle-miles per vehicle-journey showing approximately seven miles for the former as against thirty-six miles for the latter class.

The relationship between the number of empty trips and the vehicle-journeys directs attention to the fact that approximately 1.6 out of every 100 trips for the larger vehicles were run empty, while no less than approximately 9 out of every 100 journeys by the smaller vehicles were recorded as empty. A certain amount of empty running is unavoidable in even the best-planned time-tables, and the low figures for the bigger vehicles do not call for any comment. The greater frequency of empty trips on the smaller vehicles is no doubt symptomatic of the slump in passenger travel and affords some evidence of the legacy of an over-supply of services passed down from the period of severe competition which existed before the services came under control. It also shows that many service-car businesses are maintaining a better service than the volume of passengers warrants, no doubt in the hope of an improvement in due course.

Some idea of the average loading is to be gained from the average number of passengers per vehicle-journey, which show an average of 3.6 passengers per vehicle-journey for the smaller vehicles and 10 for the larger ones. The figures for the fleets with both classes of vehicles show an average of 5.2 passengers per vehicle-journey.

(e) REVENUE.

The total revenue for the licensed passenger-services during the year ended 31st March, 1933, amounted to £879,310. That derived from the carriage of passengers represented £769,086, or 87 per cent., of this total, the remaining £110,224, or 13 per cent., being derived from the carriage of goods, parcels, and mails. The revenue from both passengers and goods represented an average of 9.27d. per vehicle-mile for all vehicles, and an average of 7.01d. per mile for the vehicles with nine seats or under, and 10.77d. per vehicle-mile for those with more than nine seats. The detailed figures regarding the revenue are given in Tables Nos. 11 to 18 of the Appendix.

(f) EXPENDITURE.

The analyses of the financial returns revealed an expenditure of £874,115 during the year, running-costs accounting for £480,727, or 55 per cent., standing charges for £285,149, or 33 per cent., and overhead charges £108,239, or 12 per cent. The average operating-expenses per vehicle-mile for all vehicles worked out at 9.219d. per mile, the average for the fleets comprising vehicles with passenger-seats of nine or under showed 6.896d. per mile, while the fleets comprising the bigger class of vehicles showed 10.760d. per mile.

(g) FINANCIAL RESULTS OF YEAR'S OPERATION.

The operations of licensed passenger-services during the year ended 31st March, 1933, resulted in an excess of revenue over expenditure amounting to £5,195. This figure is small, but it is satisfactory to record that a profit of any size at all was indicated for the passenger industry as a whole, for the reason that the demand for a considerable amount of passenger travel is very elastic and suffers a heavy shrinkage in times of economic depression. A detailed examination of the financial and traffic data submitted by operators shows conclusively that the Transport Licensing Act has reoriented the financial position in the motor-passenger industry, and that the control and elimination of the fierce and endless competition which existed prior to its coming into operation has stabilized the finances of many concerns that were heading for bankruptcy.

The statement of assets and liabilities shown in Table No. 9 in the Appendix reveals the financial position of the industry at 31st March, 1933. The total assets amounted to £1,354,155, of which vehicles, stocks, and plant and machinery represented £655,341, land and buildings £262,538, and other assets, excluding cash and debtors, £233,932. It is, of course, true that in times of uncertain values such as the present these figures must be interpreted with reservations, but the existence of an amount of £109,075, representing the aggregate cash in hand and at the bank, gives a somewhat healthy appearance to the liquid position. A classification of liabilities shows a total of £863,654 for capital, an aggregate of £438,461 for other liabilities, including an amount of £53,197 owing in respect of vehicles and borrowed money from various sources, and £52,040, which represented reserves.

A study of the above figures and the position which obtained in the industry before the Act came into operation indicates that the Transport Licensing Act is producing order and something on the lines of a planned system of transport where, under unregulated competition, the employment of the two great forces of capital and labour in this industry were on a most precarious basis, and where the community paid the price in the direction of higher charges due to overcapitalization and uncertainty in the operation of its transport services.

(h) APPEALS.

Up to the end of September, 1933, 172 appeals were lodged against decisions by Transport Licensing Authorities, in connection with passenger-service licenses, and were dealt with as follows by the Transport Appeal Board:—

	Number of Appeals.
Appeal allowed	69
Appeal disallowed	51
Appeal withdrawn	42
Appeal struck out	2
Appeal awaiting hearing	5
Appeal referred back to Licensing Authority	3
Total	172

(i) SAVINGS IN VEHICLE-MILEAGE.

A detailed examination of the figures for each operator reveals a saving of approximately 9,250,000 vehicle-miles per annum for the year ended 31st March, 1933, as compared with the year ended 31st March, 1931, which marked the period before the Transport Licensing Act came into operation. A small portion of this saving is probably due to certain services being forced off the road on account of the falling-off in business, but the major part of it is due to the operation of the Transport Licensing Act. A substantial part of the savings in vehicle-mileage due to the operation of the Act followed upon the voluntary co-ordination of services by mutual agreement amongst the operators, subject to the approval of the schemes by the appropriate Licensing Authorities. Assuming that the saving in vehicle-mileage would mean economy of the full running-costs and a partial saving in standing and overhead charges, the full annual monetary saving due to the operation of the Act may be set down at approximately £275,000. These savings are real, and are represented at present by greater financial stability in the industry and the avoidance of any increase in fares to offset the heavy falling-off in traffic. There is every indication that these savings will enable substantial reductions in fares and/or improved services to be made available to the travelling public as soon as the volume of passenger traffic regains its normal level.

The reduction in vehicle-mileage would result in a decrease of approximately £38,000 per annum in the revenue from the petrol-tax at 10d. per gallon, but it is considered that this would be offset by a corresponding fall in the expenditure necessary on the maintenance of the roads.

(j) PASSENGER-SERVICE-VEHICLE INSPECTIONS.

An outline of the obligations and requirements under the Transport Licensing Act, 1931, in regard to the passenger-service vehicle was given in the Department's report for last year, and as the Act has now been in force for eighteen months every operator carrying passengers for hire or reward should now be aware of the essentials of a legal service. It is known, however, that some operators have not yet lodged applications for examination of their vehicles, and in fairness to other operators such cases are being investigated.

The majority of the applications for certificates of fitness were, of course, received as renewals in the early months of the licensing year, but since then fresh applications have been, and are being, received daily.

A summary of the position throughout the Dominion on the 21st August, 1933, shows that, in all, 2,207 applications had been lodged for the year but fees had not been paid in regard to 18 of these; thus 2,189 applications were dealt with. Of this number, 819 were for temporary permits covering 374 separate vehicles (some of which were used under temporary licenses as often as ten times).

Only six vehicles were condemned outright during the year, compared with forty-four last year, while the owners of seventeen others have been advised that permission to use such vehicles will not be forthcoming after the date of expiry shown on the respective permits or certificates of fitness. Again, several owners have, of course, voluntarily replaced old vehicles by new ones, while some operators have substituted either second-hand vehicles or have purchased a new chassis for an existing body, or *vice versa*, to maintain their respective standard of service.

The total number of "active" vehicles for the period of this report is therefore 1,738, and these are distributed throughout the Dominion as under:—

1. No. 2 District	413	7. No. 10 District	119
2. No. 4 District	272	8. No. 8 District	116
3. No. 6 District	254	9. No. 1 District	102
4. No. 5 District	178		
5. No. 7 District	157	Total	1,738
6. No. 9 District	127		

NOTE.—In June last the No. 3 Licensing District (Waikato and Bay of Plenty areas) was abolished, and consequently the boundaries of Districts Nos. 2 and 4 were altered to embrace the No. 3 territory.

A survey of the passenger-service-vehicle register shows that the 1,738 vehicles, comprising seventy-seven different makes, are in the following classes:—

Omnibuses (including 7 trackless trams)	..	..	..	..	531
Service coaches	..	..	..	..	50
Service cars	..	..	..	..	1,055
Passenger trucks	..	..	..	..	102
Total	..	..	..	..	1,738

An analysis of the "Omnibus" group shows that the distribution of the 401 vehicles is:—

1. Auckland (No. 2 District Area)	..	..	..	..	140
2. Wellington (No. 6 District Area)	..	..	..	..	71
3. Napier-Hastings (No. 4 District Area)	..	..	..	..	57
4. Dunedin (No. 9 District Area)	..	..	..	..	43
5. Christchurch (No. 8 District Area)	..	..	..	..	34*
6. Invercargill (No. 10 District Area)	..	..	..	..	21
7. Nelson-Greymouth (No. 7 District Area)	..	..	..	..	15
8. Whangarei (No. 1 District Area)	..	..	..	..	14
9. Stratford - New Plymouth - Wanganui (No. 5 District Area)	..	..	..	..	6
Total	..	..	..	..	401

* Includes 7 trackless trams.

The total capacity is 8,817 passenger-seats, or an average of 22 passenger-seats per omnibus. The actual range in size being from 12 to 39 seats, while the average weight of the omnibus-body on a "per passenger-seat" basis is 169 lb., the lowest average weight being 148 lb. (in No. 5 District) and the highest being 200 lb. (in No. 10 District), while the average body-weight for No. 2 (Auckland) and No. 6 (Wellington) Districts is respectively 161 lb. and 174 lb. per passenger-seat.

It is perhaps safe to say that the average weight of the bodies of omnibuses constructed in keeping with the up-to-date plans of local body-builders would be not more than 130 lb. per passenger-seat for vehicles of 20 or more seats.

Regulations relating to the constructional requirements of passenger-service vehicles have been under consideration for some time and have been the subject of discussion with representatives of all parties directly concerned. Certain amendments suggested at these discussions have been made and the regulations are now under final review and will be submitted to the Minister at an early date.

By the practical application of the requirements of the Transport Licensing Act to the vehicle itself, a higher degree of safety and comfort for passengers and greater regularity and dependability of service are assured. Reasonable safeguards against overloading are also provided for in the proposed regulations.

B. GOODS-SERVICES.

(k) CONTROL.

The Act defines a goods-service as any service by motor-vehicle for the carriage or haulage of goods for hire or reward unless the service is such that it is carried on entirely within the boundaries of a single borough or town district; and provided, *inter alia*, that the provisions of Part II of the Act might, by Order in Council, be applied to the control of goods-services.

The Department devoted considerable time during the year to formulating modified proposals for application to the goods-services. Every opportunity was taken to consult the various branches of industry, trade, and transport affected, and a series of conferences were held to discuss the various proposals. The Order in Council invoking the modified provisions to apply to the carriage of goods as from 1st June, 1933, was gazetted on 23rd March, 1933.

Broadly speaking, the same licensing machinery was applied to the goods-services as had been used in connection with the passenger-services; the same licensing authorities exercised jurisdiction over the same districts with the exception that the four main centres do not represent Metropolitan Licensing Districts under the regulations dealing with the control of goods-services.

The investigations carried out soon disclosed that if all the services coming within the definition of the term goods-service, as used in the Act, were brought under control there would be approximately 7,500 vehicles engaged in various classes of haulage work covered, from the regular motor-service plying regularly over a long route to the local carrier who, in the normal course of his business, runs in and around the boundaries of some borough or town district. It became apparent, as the investigations proceeded, that the control should in the initial stages cover a manageable minimum of services, and should cover at least the services principally involved in road and rail and shipping competition. The attainment of this objective was achieved by limiting the control to the carriage of goods for hire or reward for at least five miles along a main or secondary highway, with definite protection against any traffic being thrown upon the roads other than highways and with special areas of exemption in the environs of the four main centres, and Hamilton Borough.

(l) EXEMPTIONS.

The following classes of services were expressly exempted from the provisions of the Order in Council as it was evident that there were special reasons in each case which made it desirable to exempt them :—

- (1) Milk and cream while being carried from farms to dairy-factories.
- (2) Vehicles used under passenger-service licenses.
- (3) Any goods carried in a vehicle used exclusively for funerals.
- (4) Newspapers, if carried on vehicles used principally for the carriage of milk or cream from farms to dairy-factories.
- (5) Goods carried under an arrangement to hire the vehicle completely and exclusively, with or without driver, for the transport of goods belonging to the hirer over a period of not less than seven days.
- (6) Goods towed by or carried on vehicles used solely in connection with the repair or wreckage of vehicles which have met with mishap.

(m) MAIN DIFFERENCES IN REGULATIONS APPLIED TO PASSENGERS AND GOODS SERVICES.

The following are the principal directions in which the provisions of Part II of the Act, as applicable to passenger-services, were varied for application to the carriage of goods :—

(1) The preference given in section 27 to applications for passenger-service licenses by the Government and local authorities in certain cases does not apply to the carriage of goods.

(2) The qualification of continuous ownership for an automatic passenger-service license is varied to continuity of service, irrespective of ownership in the case of goods-services.

(3) The maximum period of the temporary license was expanded from seven days in the case of passenger-services to fourteen days for goods-services.

(4) Under section 30 of the Act Licensing Authorities were required to fix fares and charges for the carriage of goods, time-tables, classes of vehicles to be used, &c., in connection with each passenger-service. Under this section, as applied to goods-services, it is mandatory on the Licensing Authorities to fix the class of license, the date on which the service is to be commenced, and the localities or routes to be served, while they may at their discretion fix charges, time-tables, weights to be carried, and any other matters or conditions they may consider proper.

(5) Whereas passenger-service vehicles are subject to annual inspection, the goods-vehicle regulations do not deal with this, although there are certain safeguards referred to under the heading of " Motor accidents " on page 21.

(6) A passenger-service licensee abandoning or curtailing his service is required to give not less than twenty-eight days' notice of his intention to do so, whereas a goods-service licensee in the same position may give the same or such lesser notice as may be prescribed by the Licensing Authority.

(7) Where a passenger-service licensee abandons or curtails his service without giving the prescribed notice it was mandatory on the Licensing Authority to revoke his license. The power to revoke in such a case is discretionary in connection with the goods-services.

(n) FIXATION OF CHARGES.

The discretionary power of Licensing Authorities to fix charges for the carriage of goods by licensed goods-services in place of the mandatory power to fix passenger fares is probably one of the most far-reaching variations made in the application of Part II of the Act to these services. The object of charge-fixation is twofold—firstly, to ensure that the benefits of the regulatory control are passed on to industry and trade in the form of lower transport-costs, and, secondly, to protect licensed operators from uneconomic " rate-cutting " by irresponsible competitors. In the passenger-services customary business practice demanded that fares should be reasonably stable and based on a fare-table made known to the travelling public. Generally speaking, fare-tables that had been in operation for many years in some cases were available and formed an excellent basis upon which to ground the structure of a system of fare-fixation. The position in regard to the charges for goods was not nearly so clear-cut, investigation disclosing a lack of uniformity in the basis upon which the charges for the carriage of goods were made not only as between different concerns, but also as between the customers of the same concern. Details of the systems for making charges were required to be given by applicants for goods-service licenses, and an analysis of this information disclosed the fact that 38 per cent. of the applications showed charges based on a fixed schedule with different rates for different classes of commodities, 32 per cent. adopted the ton-mile basis, 15 per cent. showed charges fixed by tender, 11 per cent. were under contract for a definite term, while the remaining 4 per cent. charged on an hourly basis. In many cases the same firm adopted two or more systems of making charges.

While it was abundantly clear that, with competition controlled by the licensing machinery, the question of fixing charges must ultimately be undertaken to protect the public against undue exploitation of the partial monopolistic position in which many operators will ultimately find themselves, and also to ensure that the full benefits of the regulatory control are passed on to the public in the form of reduced transport charges, it was also apparent that there were certain obstacles in the way of the satisfactory fixing of charges during the first year.

First of all there was a lack of reliable and properly analysed data regarding the operating-costs of motor-trucks, and secondly, although operators generally were anxious to have charges fixed in order to put an end to uneconomic competition, there was some obscurity as to the effect of charge-fixation on industry and trade and other forms of transport. Without the first it would have been

practically impossible to have formed a basis for fixing charges, except on the purely empirical data submitted by operators in support of the charges they asked to have fixed, while the lack of experience as to the effect on industry and trade emphasized the necessity for further investigation before embarking on charge-fixation. The combined effect of this factor, together with the fact that, during the first year at any rate, competition will be in existence, and, further, the fact that steps could be taken at short notice to meet cases where, owing to competition ceasing to be effective as a result of the licensing system restricting the number of operators to a very small number with defined and uncompetitive areas, or to combination amongst operators, was a decision to refrain from fixing charges during the first year, except in these cases. In the meantime, the Department is carefully investigating the question of operating-costs throughout the Dominion, and the effects of charge-fixation on industry and trade, and other transport facilities.

The fixation of charges for the carriage of freight on motor-trucks would probably have far-reaching effects on the competition between these services and rail and coastal shipping services. In the case of both the latter services the rates are fixed by the Railways Board and by the various shipping companies, and it will remain to be seen whether the fixation of charges on motor-services under the Transport Licensing Act will confer an undue advantage on the rail and shipping services where they compete with road-services.

(o) INSURANCE.

Section 48 of Part III of the Transport Licensing Act provides that Licensing Authorities may prescribe the insurance cover to be carried by licensees in respect of their liability for loss or damage to any goods that may be conveyed. In view of the relatively small number of operators who carried insurance, it was felt that it would be too drastic a step to make insurance compulsory in the first year. An examination of the applications submitted for goods-service licenses revealed that 10 per cent. of operators carried insurance to cover their liability in respect of damage or loss to loads, while 90 per cent. carried no insurance. The whole question of making insurance compulsory will be carefully investigated before the next relicensing period.

(p) NUMBER OF APPLICATIONS RECEIVED.

Details regarding the applications received for goods-service licenses are shown in Table No. 21 in the Appendix hereto. Altogether, 2,090 applications have been made for continuous (2,018) and seasonal (72) goods-service licenses, covering 3,128 vehicle authorities, indicating that, broadly speaking, the Act will ultimately embrace between 3,000 and 4,000 trucks. Up to the end of August, 1933, 340 temporary licenses had been granted.

(q) TEMPORARY GOODS-SERVICE LICENSES.

It was recognized that many temporary goods-service licenses would be required, and in order to facilitate matters arrangements were made with the Post and Telegraph Department whereby the various Postmasters would act as agents for the Licensing Authorities in the issue of the licenses. Carriers can make application to the nearest post-office, and can ascertain in a few minutes whether or not a license will be issued. This enables the licensing machinery to work with a minimum of disturbance to the ordinary course of industry and trade. A certain amount of misunderstanding has arisen in connection with temporary licenses, some carriers being under the impression that if they are refused a continuous license they can obtain permission to run by securing a series of temporary licenses. This is not the case. The temporary licenses are controlled by the Licensing Authorities that control the grant or refusal of continuous and seasonal licenses, and are for the purpose of meeting that class of haulage work which cannot be appropriately covered by the latter.

(r) FEES.

As in the case of the passenger licenses, the fees were fixed to secure sufficient revenue to meet the cost of administering the Act in so far as goods-services are concerned. The following figures show the scale of fees payable:—

Kind of License.	Per Vehicle Authority.		
	Payable on Application.	Payable on Issue of License.	Total.
	£ s. d.	£ s. d.	£ s. d.
Continuous	2 0 0	1 0 0	3 0 0
Seasonal	1 0 0	1 0 0	2 0 0
Temporary	0 2 6	..	0 2 6

C. TRANSPORT CO-ORDINATION.

In the administration of the Transport Licensing Act, passed in 1931, it has been demonstrated that the licensing machinery is proving effective as an implement for rationalizing and improving the efficiency of public motor transport. It has become clear, also, that in its present form this machinery will not provide a suitable means of ensuring that all forms of transport will function in the spheres

of greatest net economic advantage; the need remains for a much greater degree of co-ordination between the various forms of transport. It is not disputed that under the present system the railways, for instance, may, if they desire, use the licensing system to challenge the existence of motor-services which are in competition with them, and if it is proved that such competition is undesirable in the public interest the motor-services may be curtailed or rearranged. Against the elimination or regulation of uneconomic competition, by one form of transport or another, there can be, if it be in the public interest, no reasonable objection. But although a given railway service may be uneconomic, and while there may be a balance of net economic advantage to the whole community if it were curtailed or eliminated in favour of another form of service, there is no power under the Transport Licensing Act to bring about any adjustment found to be necessary.

This lack of unification in the regulatory control is common to all forms of transport, and is an insuperable obstacle to the more complete co-ordination necessary to provide a full and reasonable solution to the Dominion's transport problems, and so, among other things, to lighten our heavy burden of transport-costs. Without it the existing wasteful competition between the different kinds of transport must continue, each kind of transport being ready to prove that the solution of the transport problem lies in its securing all the traffic. Under these conditions the general transport problem may well cease to be a first consideration to the various interests involved, being submerged by controversy between rival forms of transport. It is eminently desirable that the solution of the Dominion's transport difficulties should rest upon a system of co-ordination which will show no predisposition in favour of any particular kind of transport, and will be guided by a policy aimed to secure not business for any individual transport agency, but the provision of transport in the cheapest and most efficient manner possible.

The time has arrived when it is desirable seriously to consider the institution of some means by which all phases of transport may be surveyed at the hands of an independent body with power to advise upon co-ordination and other aspects of the general problem which so far have remained untouched.

Other countries are concentrating attention on the co-ordination of their transport facilities. In Victoria the Transport Regulation Board, a special body set up to investigate all aspects of the problem, recently found that the doctrine of *laissez faire* cannot be applied to transport, and that properly designed and administered regulation of all transport is essential. The Board also found that the machinery of transport regulation should be designed to afford the public, in the absence of competition, the benefits in railway service that would come from competition, and recommended that the co-ordinating transport authority be empowered to specify the standard of service that should be provided by the railways in any case where road competition is to be withdrawn or restrained by the action of the authority.

In the United States of America a recent national investigation into the transport problem directed attention to the fact that efficient co-ordination and the movement of traffic by the cheapest possible agency, or combination of agencies, cannot possibly be realized under an unco-ordinated regulatory system, and that only under a unified system of regulation which will place all transportation agencies upon a basis of economic parity will a unification of transportation that means anything from an economic point of view be possible.

The conclusions of a general character arrived at after investigation by other countries faced with problems similar to our own may be accepted as applying with equal force to the Dominion. It appears inevitable that within New Zealand there should be some independent body to which the community and the transport industry, as well as Parliament, may look for advice, after examination by that body of all relevant factors placed before it. Moreover, through some such agency it should be possible to facilitate the introduction of co-ordination between competing services.

7. OVERSEA MECHANICAL TRANSPORT COUNCIL.

It is pleasing to record continuous success with the Oversea Mechanical Transport Directing Committee's "all-wheeled-tractor-trailer unit" which was designed to carry a pay-load of 15 tons over unmetalled roads.

The first of the two experimental units of this capacity has a petrol engine of 106 horse-power, and the second one is equipped with a compression ignition (Diesel) engine of 130 horse-power, and, although each complete unit has twenty-four pneumatic-tired wheels in contact with the roadway, it does not require any more space for a complete turn on full lock than does a 2-ton motor-truck, while the unit pressure on the road for each axle is no more than that of a laden 30-cwt. lorry.

After successful preliminary trials in England (5,000 miles), the first unit was shipped to the Gold Coast, West Africa, for tests on rough earth roads, and up to the 10th June last it had proved easy to drive and to manœuvre, and no troubles had been experienced with any of the experimental features during the 3,076 miles then run of the proposed 10,000-miles test under commercial conditions.

The second unit, like the first, carries a pay-load of 3 tons, and each trailer takes a 6-ton load, but the former unit, as would be expected, incorporates improvements and changes in design that the experience with "No. 1 unit" has suggested—for example, the travelling speed, under favourable conditions, has been increased from 20 to 28 miles per hour, and the improved "tracking" of the trailers now leaves little to be desired under any conditions of service (even including running in reverse with one trailer attached); provision has been made for manual steering of the rear-most trailer when backing with two trailers.

During recent trials in England "No. 2 unit," with both trailers fully laden, climbed a slope of 1 in 6½, and the designers state that a grade of 1 in 6 may be negotiated, or it may be started from rest on a hill of 1 in 8. The tractor alone is able to climb a grade of 1 in 2½, or, under favourable conditions, even steeper slopes. An interesting description of this vehicle, with illustrations, drawings, and technical data, appears in the 21st July, 1933, issue of *The Engineer*—28 Essex Street, London W.C. 2.

The Directing Committee estimates that, without return loading, in the early stages of development of a new area the transport costs with a 15-ton-pay-load unit should not exceed 5d. per ton-mile, and, with a specially designed 30-ton unit (which was included in the Council's original scheme) the cost should be reduced to about 3½d. per ton-mile.

In general, the roads for such vehicles would not cost more than £200 to £300 per mile to construct, and the maintenance charges thereon should not be heavy.

It is regarded as important that the trials of the second unit be continued, and that the construction and testing of the 30-ton-pay-load unit be undertaken. In this connection, the Oversea Mechanical Transport Council hopes that it may be possible to proceed with such work through voluntary financial assistance from the dominions of the Empire, and in spite of the fact that no further contributions will be forthcoming from the Empire Marketing Board, now disbanded, which met the initial costs of the investigation and has provided half of the money already spent on the development of these special vehicles.

8. THE COMPRESSION-IGNITION ENGINE.

In view of the wide interest in the development of the so-called "Diesel" engine, not only amongst those directly concerned in road transport, but also by the general public, there is every justification for again making special reference to this type of engine in the Department's annual report.

During the year steady progress has been made with the compression ignition (Diesel) type of engine for road-transport purposes, and a good indication of the position in England to-day compared with that of a year ago may be obtained from the respective schedules of commercial vehicle specifications, as published by the Society of Motor Manufacturers and Traders, Ltd., London.

The issue of May, 1933, is the latest available, and, comparing the data therein with that supplied in May, 1932, the respective figures show that, in the goods-vehicle group:—

(a) Neither issue records any compression-ignition-engined unit below the class of 2-ton-pay-load capacity.

(b) Class 2 to 3 tons: 1 model in 1932, 4 models in 1933.

(c) Class 3 to 4 tons: 4 models in 1932, 8 models in 1933.

(d) Class 4 to 6 tons: 10 models in 1932, 12 models in 1933.

(e) Class over 6 tons: 15 models in 1932, 22 models in 1933.

Therefore the average percentage increase for the year in standard goods-vehicles with compression-ignition engines is 53 per cent.

In the passenger-vehicle group neither schedule records any compression-ignition models in the classes below 20-passenger capacity, and there has been no change in the aggregate figures—namely, 7 models—for the classes "20 passengers and over."

Although compression-ignition engines of comparatively small power and weight are on the English market and have proved dependable and economical for certain work, they are at present more or less in the experimental stage for service in the small-capacity motor-vehicle.

Vehicles fitted with Diesel engines are now common at all the important motor-vehicle exhibitions, and this type of power-unit is preferred by many experienced operators throughout the world, but, in so far as New Zealand is concerned, practically no progress has been made by this type of engine during the year, possibly because of the imposition in April last of special taxation on a mileage basis on motor-vehicles propelled by means other than motor-spirits. Such tax is approximately equivalent to 1d. to 1½d. per vehicle-mile, according to classification, which is determined from the maximum gross laden weight, and, from the taxation (revenue) point of view, it is approximately the same, class for class, as the tax on the motor-vehicle with a petrol-engine.

9. MOTOR ACCIDENTS.

(a) FATALITIES STATISTICS.

It is gratifying to observe that fatal motor accidents still continue to decrease, the figures detailed in Table 24 indicating that for the year ended 31st March, 1933, there were 140 fatal accidents resulting in 143 deaths, as against 148 accidents and 157 deaths for the preceding year. As mentioned in last year's report, it is probable that one of the chief causes of this reduction is the lesser vehicle-mileage prevailing due to the present conditions.

Only fatal cases are subject to analysis, and therefore it is not safe to draw conclusions from the detailed comparisons in cases from year to year. Nevertheless, attention is directed to the following points based on comparing this year's figures with last year's:—

(1) An increase by 15 in the number of accidents to pedestrians and a corresponding rise of 12 in the cases when the motorist was at fault.

When the total reduction in fatal accidents is recognized, the rise in this class of accident, one of the most distressing of all, is to be deplored.

(2) A reduction of 5 in the number of railway-crossing accidents.

(3) An increase by 23 of accidents in hours of darkness in spite of the general reduction, and, of these, 4 were due to glaring headlights and 14 to insufficient lights.

The attention of motorists and other vehicle-users is particularly drawn to these figures. Of all the types of accident, this is one which vehicle-users have the best chance of reducing by mechanical and routine attention.

(4) Of the four centres the fatalities near Wellington and Dunedin are halved, whereas those about Auckland and Christchurch have increased. The South Island generally has a noticeably lower record than the North Island, but this may be due to the difference in traffic density.

(5) The bicycle and motor-lorry both show substantial increases on last year's figures.

The cyclist can do much to reduce the chances of accident to himself, particularly at night-time. Few bicycle reflectors are efficient, although the difference in cost between the efficient and non-efficient types is negligible. Many local authorities have by-laws requiring the rear mudguard to be painted white, and this is considered to be an excellent idea. The cyclist should be particularly careful on wet nights on bitumen roads.

The fact that a large proportion of goods-vehicles which ply for hire require to be licensed under the Transport Licensing Act, 1931, may assist indirectly in a reduction of accidents in this field. Although no system of inspection of such vehicles has been imposed or is contemplated, it is a statutory condition of every license that the vehicles used under it shall be maintained in a fit and proper condition to the satisfaction of the Commissioner of Transport; and also the vehicles proposed to be used in the service form one of the factors required to be taken into account by a licensing authority before granting a license.

(6) The motor-omnibus shows the excellent record of being involved in no fatal accidents for the year.

(7) In spite of fatalities having decreased, collisions of vehicle with vehicle have increased. This is accounted for principally by the failure to keep to the left or to comply with the intersection rule of giving way to traffic on one's right. These two breaches alone account for nearly a quarter of this year's fatalities, and, with faulty lights, are the major causes of this year's accidents. It is distressing that so large a proportion of the accidents are due to these causes, which by the mere occurrence of the accident imply necessarily a lack of care on the part of one or more of the parties involved.

(b) ENFORCEMENT.

The position as to enforcement generally was dealt with in last year's report, and the statements therein made still apply to present conditions.

An examination of the statistics of prosecutions for traffic offences shows the following results for the past three years ending 31st December:—

—	1930.	1931.	1932.
Total number of convictions.. .. .	18,145	15,135	15,604
Convictions for negligent and dangerous driving	3,923	3,109	2,693
Convictions for lighting breaches	3,965	2,557	3,406
Other main causes	2,971	1,967	1,803

These figures seem to bear out that last year's reduction in prosecutions was due to the lesser number of vehicles on the roads caused by present economic conditions; but it is gratifying to note that the 1931 figures for dangerous driving, which were the lowest for five years, show a still further substantial reduction. The large increase in the prosecutions for breaches in lighting of vehicles is considered to be an indication of increased activity by Inspectors and police officers in connection with this offence. It is to be hoped that this increased activity will continue, as lighting offences have been particularly prevalent for some years past, and, as fatality figures show, are a prolific cause of serious accidents.

10. TRANSPORT LEGISLATION IN OTHER COUNTRIES.

(a) GREAT BRITAIN.

Transport legislation overseas of great interest in the past year is contained in the Road and Rail Traffic Bill of Great Britain which, on latest advice, has passed the House of Commons and will be sent to the House of Lords when Parliament reopens.

The main proposals in the Bill are, firstly, for the purpose of controlling goods-transport by a licensing system with right of appeal as in force in this country, and, secondly, to effect amendment to the Railways Act for the purpose chiefly of enabling the railway companies to make agreed charges with individual traders, subject to such charges being approved by the Railway Rates Tribunal.

The road-transport section of the Bill is much more extensive in its field of licensing control than the New Zealand goods legislation, but the licensing authorities' powers are not so complete. Even vehicles used in carrying only the owners' goods are to be licensed.

(b) VICTORIA, AUSTRALIA.

Transport Regulation Act, 1932.

This is the first instalment of legislation for the control of passenger and goods motor-transport. It sets up a representative "Transport Regulation Board" of five members appointed by the Governor in Council. The Department is advised that the second section of the legislation, dealing with the system of control was introduced to Parliament, but was deferred owing to lack of parliamentary time. Latest advice is that it has again been introduced in a modified form. The following

extracts from a report embodying the results of investigations by the Transport Regulation Board are of particular interest to New Zealand :—

EXTRACT FROM SECOND REPORT OF THE TRANSPORT REGULATION BOARD OF VICTORIA, 1933.

“ Fundamental Principles.

“ 48. It is evident that the solution of such a problem does not lie in indiscriminate prohibition or restriction of motor transport which might entail a net economic loss to the community.

“ 54. It follows that the spheres to be determined by all countries are not physical but economic, and that there is no absolute or set sphere for either form of transport. The relative spheres will be under constant change, with a probable tendency for the sphere of road transport to increase and that of rail transport to diminish, and most countries are seeking to set up an efficient Transport Authority so that by co-ordination and regulation of both systems the progressive adjustments shall be made with a minimum of economic disturbance.

“ 56. (*h*) The growing use of road-motor vehicles, especially trucks, necessitates extensive financing of road construction and maintenance, and it is commonly held that road transport does not make adequate contribution to the cost of this essential part of its equipment, and is thus assisted in its competition with the railways. There is a general opinion that if the true cost of road-motor transport to the community, including the costs relating to roads, were known, much of its apparent cheapness would disappear, and if its operation were properly costed much of its competitive ability would be lost.

“ 57. The conclusions arrived at in practically every instance by impartial investigators are that :—

“ (*a*) Road-motor transport is superior to rail transport in certain respects and under certain circumstances and is capable of rendering most valuable service to the community, and that nothing must be done to hinder its proper development.

“ (*b*) It does not render that valuable service in unrestricted competition with the existing railway system.

“ (*c*) The competition, by forcing the railways to improve their methods and reduce costs and charges, has been beneficial to an extent ; but in the absence of regulation it has been harmful to a greater extent, so that the net result is an economic loss to the community.

“ 69. In his evidence given before us, Professor Copland dealt with the connection between the transport problem and export trade, particularly of primary products, and especially having regard to the position of Australia as a debtor country. He said, in effect, that it is important to keep down the cost of production of export commodities, and agreed that this involves that their transportation—largely by rail—must be made as cheap as possible.

“ Necessity for Regulation.

“ 351. We are satisfied from our study of the evidence and of the general problem that the need for transport regulation is absolute, but that in Victoria its character and extent will, of necessity, be largely relative to the financial position of the railways. Therefore we have made a critical examination of certain aspects of railways finance, especially in relation to road competition.

“ 353. We do not agree that any investigation beyond that which we have made is necessary for the purpose of a decision regarding the need for transport regulation ; but we would agree that it may be necessary, when applying a code of regulation, to investigate matters concerning the railways which are connected with the particular case under consideration.

“ 414. In his evidence Professor Copland said, ‘ I suggest that if the railways were relieved of surplus capital it would be very much easier to arrive at a sound basis for the regulation of transport. The very heavy overcapitalization with a large railway deficit makes the problem of regulation difficult.’

“ 415. So long as transport regulation is related in any way to railways finance there will be a danger of its being applied without regard to economic loss caused to the community in other directions. The worse the appearance of the railways finances the greater will be this danger, and anything such as writing-off of capital, which improves that appearance, will lessen the danger of regulation being misapplied to the detriment of the community.

“ 419. It is, in our opinion, important that the machinery of transport regulation shall be designed so that any application of regulation protecting the railways shall depend not only on an ability, both physical and financial, to render service of a particular kind, but also on a willingness to render it to a required standard so that the community shall not be deprived by transport regulation of benefits in railway service that would come to it as the result of road competition.

“ 433. Professor Copland associated with this a suggestion of complete independence of railway management from political control subject only to such control of services, including the closing-down of lines and co-ordination with motor services as the Transport Board after inquiry may recommend.

“ 467. (15) It is an impossibility from the point of view of cost for road-motor transport to take the place of railway transport except in the case of the valuable traffic, which the railways must retain if they are to be able to function as a comprehensive transport system.

“ 549. In the absence of adequate regulation of road-motor transport in Victoria, unrestrained competition has produced and will continue to produce the following results :—

“ (1) Uncertainty in business due to instability in transportation charges both of railways and road motor combined with discrimination between users of transport with its inevitable unfairness.

“ (2) Loss of capital by the community caused by the reduction in the earning-capacity of the assets of the railways system in State ownership and of commercial motor-vehicles in private ownership.

“ (3) Interference with the correct adjustment of the rates structure of the railways, with consequential loss of State revenue and detrimental effects on primary industries.

“ (4) Reduced standard of working conditions in the road-transport industry.

“ (5) Increased risk to life and property on and in the vicinity of roads.

“ 551. Upon all the facts we express the opinion that the doctrine of *laissez faire* cannot be applied to the transport problem in Victoria (paragraph 61) and that properly designed and administered regulation of all transport is essential.

“ *Transport Co-ordination Organization.*

“ 604. In order to give effect to the recommendations in Part 7 of this report it will be necessary for Parliament to provide for the appointment of a Transport Authority and to clothe it with the necessary powers.

“ 607. There is no ready or easy solution of the transport problem ; it can only be solved by progressive action taken in the light of experience, and it must therefore be kept under investigation so that any adjustment by extension or restriction of regulation and control which is necessary in the public interest can be made.

“ 609. The Transport Authority should therefore be clothed not only with the powers necessary for the application of the regulations and control recommended in Part 7, but also with powers of investigating any aspect of the regulation or co-ordination of transport that it may think fit, and to make recommendations as it may deem wise or expedient as the result of its investigations.

“ 610. We recommend that the Transport Authority shall be given the widest possible freedom and discretion in the exercise of its powers, and that the Act under which it is appointed shall lay down general principles rather than precise instructions for its guidance. In no other way, in our opinion, can a constantly changing situation be properly met.

“ 627. Under the circumstances which exist in Victoria any system of regulation and co-ordination of transport must tend to protect the railways, and therefore, without reflecting in any way on the administration and management of the railways, we regard it as important that under transport regulation community interests affected by transport shall be enabled to influence railways administration directly without involving political pressure.

“ 636. The need for general co-ordination marks the difference in character between the transport industry and nearly all other industries. Most industries need some degree of regulation ; very few require general co-ordination.

“ 638. It is likely that a lengthy period will elapse before the objective of general co-ordination of transport in Victoria will be attained, because complete co-ordination could be effected within a short period only by the establishment of a transport monopoly either in the hands of Government or under extensive Government control. This is hardly a practical possibility.

“ 639. Transport co-ordination must therefore evolve gradually as the result of regulation and control based on experience. It is important that fundamentals shall be sound and that the early steps shall be in the right direction, so that they shall naturally lead to other rightly directed steps.

“ 655. We have previously stated (paragraph 419) that in our opinion the machinery of transport regulation should be designed to afford the public in the absence of competition the benefits in railway service that would come from competition. This would involve that the Transport Authority be empowered to specify the standard of service that should be provided by the railways in any case if road competition is to be withdrawn or restrained by action of the Authority.

“ 658. The degree to which non-paying lines in Victoria are indispensable can only be decided after proper investigation. We therefore recommend that the proposed Transport Authority should be empowered to make the necessary investigations as part of its work of co-ordinating transport, and should be given power to declare a railway line suitable to be closed for the purposes of co-ordination of transport, and that thereupon, subject to the measure of review involved by requiring the date of closing to be fixed by Order in Council or by Resolution of both Houses of Parliament, the line should be closed.

“ 659. In the contrary case of the reopening of a line of railway it should be made possible for the line to be reopened under the sole authority of the Transport Authority.

“ 660. It is entirely consistent with the purpose of creating a Transport Authority that it should be entrusted with the duty of investigating and expressing approval or disapproval of the building of new lines of railway. Indeed, it would be quite inconsistent with the purpose of its existence if it had no such duty.”

(c) UNITED STATES OF AMERICA.

Emergency Railroad Transportation Act, 1933.

This Act was passed in United States of America in June last, its introduction having been announced by the President as part of the transportation section of a partnership between the Government and farming industry and transportation "to prevent cut-throat competition and encourage each industry to prevent overproduction."

It was also announced by the President that "our broad problem is so to co-ordinate all agencies of transportation as to maintain adequate service," he having previously indicated a belief that motor transportation should be regulated by the Federal Government (at present in United States the regulation is by Public Utility Commissions on behalf of the individual States); but the question of legislation on this broader issue was postponed for a later session of Congress.

The above Act aims principally at internal co-ordination of railway activities among the many private railway companies of the United States of America. For this purpose a "Co-ordinator" is appointed (with regional co-ordinating committees) to effect economies, to improve transportation and labour conditions, to prescribe general factors to be considered by the Interstate Commerce Commission in prescribing rates and otherwise to effect improvements in the rail position, as detailed in the Act.

The Co-ordinator's announced programme is aimed chiefly at the elimination of unnecessary duplication of railway facilities (including schemes for pooling of services) and reduction generally in the unnecessary national expense involved by the competition among the various railway companies.

Report on Problem generally.

The following extracts from a report on the American Transportation Problem prepared for the National Transportation Committee, relating to transport policy in the United States of America, are of particular interest to New Zealand where practically the same broad problems exist:—

"Instead of being welded into a co-ordinated system our various transport agencies are working more or less at cross purposes. Instead of a unified program of regulation designed to promote a common objective, we have a series of unrelated and often antagonistic policies carried out by a variety of Government agencies. Regulation should be solely in the public interest; it should not seek to favour or retard one form of transportation as against another. It should have as its primary objective the establishment of rates which are not unnecessarily high and do not discriminate unfairly between persons, places, and commodities.

"Efficient co-ordination and the movement of traffic by the cheapest possible agency, or combination of agencies, cannot possibly be realized under an unco-ordinated regulatory system such as we now possess. Not until we establish a unified system of regulation which will place all transportation agencies upon a basis of economic parity will a unification of transportation that means anything from an economic standpoint be possible.

"Regulation to be comprehensive must be centralized; and this means control exercised, in so far as may be practicable, through a single governmental body. For various reasons the Interstate Commerce Commission would seem to be the logical agency for the purpose in hand.

"If the regulation of transportation is concentrated in a single agency, substantial economies in government regulation may be realized. If the Interstate Commerce Commission is reorganized in such a way as to permit the delegation of routine administrative tasks and to enable the Commissioners to plan constructively in national terms, the whole transportation system may be placed upon a new plane."

11. APPENDIX.

TABLE No. 1.—MOTOR-VEHICLE REGISTRATIONS, 1925-1932.

TABLE SHOWING THE TOTAL NUMBER OF VEHICLES REGISTERED UNDER THE MOTOR-VEHICLES ACT, 1924, AT 31ST DECEMBER IN THE YEARS 1925 TO 1932.

(N.B.—Dormant, but not Cancelled, Registrations are included in this Table.)

31st December,	Cars.	Trucks (classified according to Pay-load Capacity).							Total.	Omnibuses.	Traction Engines.	Trailers.		Tractors.	Others.	Motor-cycles.	Grand Total.
		Not more than 1-ton.	Over 1-ton and not more than 2-ton.	Over 2-ton and not more than 3-ton.	Over 3-ton and not more than 4-ton.	Over 4-ton and not more than 5-ton.	Over 5-ton and not more than 6-ton.	Over 6-ton.				Three or More Wheels.	Two Wheels.				
1925 ..	81,662	9,671	2,077	879	713	268	48	17	13,673	1,285	386	198	291	193	369	25,339	123,396
1926 ..	101,462	13,056	2,827	1,155	824	314	48	27	18,251	1,590	465	241	432	328	455	32,101	155,325
1927 ..	111,641	15,601	3,643	1,322	850	340	41	18	21,815	1,143	477	314	535	345	422	34,593	171,285
1928 ..	125,656	17,057	4,302	1,465	866	347	48	21	24,106	1,190	421	269	689	422	460	36,116	189,329
1929 ..	143,814	18,792	6,453	1,668	852	349	51	24	28,189	1,271	372	262	945	449	501	37,349	213,152
1930 ..	154,634	19,839	8,034	1,798	872	350	51	23	30,967	1,308	305	259	1,279	464	503	37,404	227,123
1931 ..	153,265	23,283	8,542	1,757	829	321	44	21	34,797	1,234	282	271	1,886	657	468	35,413	228,273
1932 ..	151,356	22,495	8,661	1,737	757	298	41	20	34,009	1,204	268	253	2,457	707	474	33,182	223,910

TABLE No. 2.—MOTOR-VEHICLE REGISTRATIONS, BY HIGHWAY DISTRICTS.

TABLE SHOWING ACCORDING TO HIGHWAY DISTRICTS THE NUMBER OF MOTOR-CARS, OMNIBUSES, AND MOTOR-TRUCKS (INCLUDING DORMANT, BUT NOT CANCELLED, REGISTRATIONS) REGISTERED AT 31ST DECEMBER IN THE YEARS 1928, 1929, 1930, 1931, AND 1932.

Highway District.	District No.	Motor-cars.					Omnibuses.					Motor-trucks.				
		1928.	1929.	1930.	1931.	1932.	1928.	1929.	1930.	1931.	1932.	1928.	1929.	1930.	1931.	1932.
		Auckland North	1	5,394	6,310	6,863	7,122	5,870	21	37	43	154	106	1,600	1,893	2,104	2,268	1,273
Auckland South	2	23,826	28,015	30,586	30,417	31,619	329	343	341	249	271	5,836	6,663	7,173	7,736	8,109
Tauranga	3	2,704	3,222	3,562	3,921	3,861	25	23	26	34	35	698	835	951	1,127	1,110
Gisborne	4	3,225	3,648	3,863	3,635	3,559	30	36	38	37	36	458	546	609	643	629
Hawke's Bay	5	8,728	9,834	10,382	10,092	9,789	73	72	75	66	65	1,649	1,896	2,072	2,542	2,472
King-country	6	1,478	1,826	1,989	2,254	2,146	22	28	30	18	17	523	721	787	846	791
Taranaki	7	7,221	8,184	8,789	8,726	8,686	43	42	43	36	37	1,223	1,491	1,648	1,838	1,819
Wanganui	8	5,897	6,652	6,962	6,583	6,416	39	41	39	45	44	1,110	1,263	1,326	1,418	1,350
Wellington West	9	15,830	18,503	20,328	19,545	19,564	187	192	198	149	152	3,340	3,800	4,119	4,476	4,360
Wellington East	10	4,646	5,223	5,564	5,582	5,439	35	39	39	30	30	745	881	947	1,130	1,074
Nelson	11	3,945	4,513	4,892	4,948	4,924	49	49	49	48	49	637	778	902	1,051	1,054
West Coast	12	1,590	1,891	2,183	2,340	2,308	52	58	61	52	53	459	567	670	797	756
Canterbury North	13	1,243	1,416	1,499	1,619	1,585	9	10	11	10	10	179	226	268	379	361
Canterbury Central	14	13,870	15,475	16,528	16,490	16,360	65	72	72	62	63	2,001	2,339	2,605	2,974	2,919
Canterbury South	15	9,695	10,684	11,208	11,041	8,677	91	97	100	87	60	1,008	1,235	1,422	1,819	1,343
Otago Central	16	1,647	1,869	1,977	1,982	4,035	16	18	19	22	41	238	291	329	389	793
Otago South	17	7,491	8,485	9,028	8,779	8,606	63	67	73	67	67	1,494	1,707	1,832	1,931	1,897
Southland	18	7,226	8,064	8,431	8,189	8,002	41	47	51	68	68	908	1,037	1,203	1,433	1,449
Totals .. .. .	..	125,656	143,814	154,634	153,265	151,446	1,190	1,271	1,308	1,234	1,204	24,106	28,189	30,967	34,797	33,559

TABLE No. 3.—MOTOR-CYCLE REGISTRATIONS, BY HIGHWAY DISTRICTS.

TABLE SHOWING THE NUMBER OF MOTOR-CYCLES REGISTERED IN THE DOMINION, ACCORDING TO HIGHWAY DISTRICTS, AT 31ST DECEMBER, 1928, 1929, 1930, 1931, AND 1932.

Highway District.	District No.	1928.	1929.	1930.	1931.	1932.
Auckland North	1	1,890	2,107	2,266	2,036	1,623
Auckland South	2	5,718	6,236	6,594	6,821	6,962
Tauranga	3	688	736	753	708	675
Gisborne	4	480	518	531	562	554
Hawke's Bay	5	2,108	2,036	1,871	1,860	1,724
King-country	6	375	404	416	443	428
Taranaki	7	2,650	2,759	2,782	2,423	2,248
Wanganui	8	1,706	1,696	1,598	1,341	1,230
Wellington West	9	4,617	4,614	4,526	4,347	4,008
Wellington East	10	939	946	934	749	661
Nelson	11	1,434	1,486	1,487	1,493	1,377
West Coast	12	632	657	641	733	686
Canterbury North	13	335	352	358	228	213
Canterbury Central	14	5,495	5,686	5,717	5,540	5,135
Canterbury South	15	2,583	2,622	2,555	2,278	1,616
Otago Central	16	373	371	379	315	698
Otago South	17	2,317	2,346	2,303	2,054	1,955
Southland	18	1,776	1,777	1,693	1,482	1,389
Totals .. ..	..	36,116	37,349	37,404	35,413	33,182

TABLE No. 4.—REGISTRATIONS CANCELLED AT 1ST JUNE, 1933.

TABLE SHOWING THE NUMBER OF "DORMANT"* 1930-31 REGISTRATIONS INCLUDED IN THE REGISTER OF MOTOR-VEHICLES ON THE 31ST MAY, 1933, AND WHICH WERE CANCELLED ON THE 1ST JUNE, 1933, IN ACCORDANCE WITH REGULATION 3, GAZETTED ON THE 8TH MARCH, 1928, UNDER THE MOTOR-VEHICLES AMENDMENT ACT, 1927.

Highway District.	Name.	No.	Cars.	Trucks.							Motor-buses.	Traction-engines.	Trailers.		Tractors.	Other Motor-vehicles.	Cycles.	Totals.
				1-ton.	2-ton.	3-ton.	4-ton.	5-ton.	6-ton.	Over 6-ton.			3-wheel.	2-wheel.				
Auckland North ..	1	251	97	22	4	3	1	1	..	1	..	1	8	3	..	165	557	
Auckland South ..	2	1,251	404	116	36	30	14	1	..	27	1	7	21	4	2	683	2,597	
Tauranga	3	274	80	12	2	1	1	..	..	4	..	..	4	2	..	85	465
Gisborne	4	188	35	17	4	2	1	..	..	..	..	1	4	1	..	56	308
Hawke's Bay	5	607	163	50	10	9	2	1	..	5	2	1	14	6	..	256	1,126	
King-country	6	138	51	19	5	..	..	..	..	..	..	1	4	..	..	55	273
Taranaki	7	362	79	19	3	5	5	..	..	2	1	..	4	..	1	311	792
Wanganui	8	311	83	18	7	2	..	..	..	2	..	..	4	3	1	163	594
Wellington West ..	9	867	198	73	40	35	19	1	1	13	1	2	23	9	1	461	1,744	
Wellington East ..	10	295	88	9	8	3	2	..	..	1	2	..	7	1	2	85	503
Nelson	11	230	54	11	3	4	3	..	1	2	2	..	4	2	..	144	460	
West Coast	12	142	54	5	4	7	..	..	..	3	..	..	6	..	..	103	324
Canterbury North ..	13	80	15	3	..	2	1	..	..	..	..	..	5	3	..	28	137
Canterbury Central ..	14	711	93	28	16	2	2	..	..	1	9	17	44	7	1	492	1,423
Canterbury South ..	15	452	79	8	4	..	..	1	..	6	11	13	20	4	..	207	805
Otago Central	16	264	52	7	5	3	2	..	..	1	3	2	11	..	1	101	452
Otago South	17	416	79	20	12	9	1	1	..	5	7	1	14	1	3	185	754	
Southland	18	504	74	19	3	6	2	..	..	2	1	..	13	4	1	219	848
Totals, 1933 .. ..	..	7,343	1,778	456	166	123	56	6	2	75	40	46	210	50	13	3,799	14,162
Totals, 1932 .. ..	..	6,136	1,584	331	153	94	36	7	3	63	49	44	169	56	10	4,137	12,872

* "Dormant" means vehicles which have been registered but not licensed for the current year.

TABLE No. 5.—MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1933.

TABLE SHOWING BY POSTAL DISTRICTS THE NUMBER OF MOTOR-VEHICLES LICENSED UNDER THE MOTOR-VEHICLES ACT, 1924, AS AT THE 31ST MARCH, 1933.

Postal District.	Cars.	Light Trucks (i.e. 2-ton and under Laden Weight).	Heavy Trucks (i.e. over 2-ton Laden Weight).	Total Trucks.	Omnibuses.	Taxis.	Service and Rental Cars.	Dealers' Cars.	Local Authority Road Vehicles.	Government Vehicles.	Dealers' Motor-cycles.	Motor-cycles.	Total.
<i>North Island.</i>													
Auckland ..	22,448	3,976	2,917	6,893	155	385	215	185	136	250	31	4,977	35,675
Thames ..	4,294	860	508	1,368	11	61	47	35	54	19	6	783	6,678
Hamilton ..	9,645	1,857	1,275	3,132	47	101	79	63	91	197	8	1,706	15,069
New Plymouth ..	7,517	1,096	870	1,966	8	42	58	76	76	51	18	1,587	11,399
Wanganui ..	5,134	794	553	1,347	3	56	65	37	56	34	5	874	7,611
Palmerston North ..	8,269	1,228	736	1,964	22	61	45	74	82	79	12	1,184	11,792
Napier ..	6,707	1,353	833	2,186	45	72	72	53	69	70	7	1,017	10,298
Gisborne ..	3,277	351	375	726	19	50	50	18	39	32	3	462	4,676
Wellington ..	13,903	2,109	1,671	3,780	90	216	77	168	159	227	10	2,554	21,184
Total ..	81,194	13,624	9,738	23,362	400	1,044	708	709	762	959	100	15,144	124,382
<i>South Island.</i>													
Nelson ..	2,751	458	370	828	10	43	73	18	19	43	7	721	4,513
Blenheim ..	1,603	317	147	464	1	20	19	14	24	8	1	363	2,517
Greymouth ..	1,381	246	238	484	13	29	30	8	31	58	3	375	2,412
Westport ..	514	129	105	234	3	14	16	3	14	2	..	106	906
Christchurch ..	17,646	2,975	1,443	4,418	38	179	102	127	129	188	18	4,408	27,253
Timaru ..	4,674	922	350	1,272	21	34	30	23	42	7	3	887	6,993
Oamaru ..	1,983	299	170	469	7	17	20	9	12	23	2	336	2,878
Dunedin ..	8,674	1,479	986	2,465	23	139	96	65	69	83	5	1,720	13,339
Invercargill ..	6,658	1,086	710	1,796	22	79	67	52	53	46	8	1,045	9,826
Total ..	45,884	7,911	4,519	12,430	138	554	453	319	393	458	47	9,961	70,637
Grand total ..	127,078	21,535	14,257	35,792	538	1,598	1,161	1,028	1,155	1,417	147	25,105	195,019

TABLE No. 6.—REGISTRATIONS CANCELLED UP TO AND INCLUDING 30TH JUNE, 1933.

TABLE SHOWING THE NUMBER OF CANCELLED MOTOR-VEHICLE REGISTRATIONS UP TO AND INCLUDING THE 30TH JUNE, 1933.

Highway District.	Name.	No.	Cars.	Trucks (Pay-load Capacity).							Motor-buses.	Traction-engines.	Trailers.		Tractors.	Other Motor-vehicles.	Cycles.	Totals.
				Not more than 1-ton.	Over 1-ton and not more than 2-ton.	Over 2-ton and not more than 3-ton.	Over 3-ton and not more than 4-ton.	Over 4-ton and not more than 5-ton.	Over 5-ton and not more than 6-ton.	Over 6-ton.			3 or more Wheels.	2 Wheels.				
Auckland North ..	1	1,617	586	127	37	21	6	1	..	66	2	10	48	22	27	1,103	3,673	
Auckland South ..	2	5,451	1,674	421	172	103	31	6	..	152	21	24	66	54	43	3,374	11,592	
Tauranga ..	3	982	277	51	17	5	4	..	..	18	..	..	14	15	5	468	1,856
Gisborne ..	4	857	128	60	9	9	8	..	..	17	4	3	17	3	11	283	1,409
Hawke's Bay ..	5	2,594	596	156	51	62	9	1	4	34	15	14	37	28	28	1,845	5,474	
King-country ..	6	617	263	72	27	8	1	..	..	14	2	4	9	8	4	289	1,318
Taranaki ..	7	1,705	308	74	37	21	31	..	..	15	3	..	12	11	15	1,844	4,076
Wanganui ..	8	1,546	355	89	42	21	9	1	..	16	7	3	28	25	10	1,226	3,378	
Wellington West ..	9	4,339	967	267	162	114	38	5	2	87	12	16	70	56	26	3,335	9,496	
Wellington East ..	10	1,222	304	64	37	14	3	1	..	15	13	9	41	5	5	805	2,538	
Nelson ..	11	924	205	39	21	13	7	2	1	22	19	6	11	17	6	970	2,263	
West Coast ..	12	558	220	28	16	20	1	..	..	15	1	5	17	6	6	498	1,391
Canterbury North ..	13	244	56	10	2	5	1	1	..	1	13	11	17	3	3	203	580	
Canterbury Central ..	14	3,271	527	95	57	22	6	..	..	15	87	83	144	26	34	3,661	8,028
Canterbury South ..	15	2,242	298	55	16	14	9	4	..	39	142	116	64	27	6	1,917	4,949	
Otago Central ..	16	626	113	9	11	5	7	..	..	9	13	2	21	3	1	338	1,158
Otago South ..	17	2,112	449	69	31	30	10	2	2	19	43	10	38	11	14	1,550	4,390	
Southland ..	18	2,153	272	49	18	26	12	..	..	14	25	3	32	17	8	1,629	4,258
Totals to June, 1933 ..	..	33,060	7,598	1735	763	513	193	24	9	568	422	321	680	351	252	25,338	71,827
Totals to June, 1932 ..	..	25,717	5,821	1279	597	390	137	18	7	493	382	275	470	301	239	21,539	57,665

TABLE No. 7.—PETROL-TAX ALLOCATION TO BOROUGHES WITH 6,000 OR MORE POPULATION.

TABLE SHOWING THE DISTRIBUTION OF THE PETROL-TAX TO BOROUGHES WITH A POPULATION OF 6,000 AND OVER.

Boroughs.	Year ended 31st March, 1933.					Total since Inception of Petrol-tax up to 31st March, 1933.
	Amount of Tax, Quarter ended					
	June.	September.	December.	March.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wellington City ..	3,951 1 11	3,556 11 1	4,413 13 10	4,335 12 8	16,256 19 6	71,337 18 2
Auckland City ..	3,726 14 5	3,354 11 8	4,163 0 11	4,089 8 5	15,333 15 5	68,244 1 7
Christchurch City ..	3,179 16 2	2,862 5 8	3,552 2 0	3,489 5 7	13,083 9 5	58,298 5 3
Dunedin City ..	2,419 0 9	2,177 9 8	2,702 5 2	2,654 9 5	9,953 5 0	44,427 18 10
Wanganui City ..	876 9 3	788 18 10	979 1 7	961 15 3	3,606 4 11	16,380 15 6
Palmerston Nth. City ..	748 10 0	673 15 2	836 2 8	821 6 11	3,079 14 9	13,364 3 6
Mount Albert ..	727 9 3	654 16 5	812 12 9	798 5 3	2,993 3 8	13,248 5 11
Invercargill City ..	727 9 3	654 16 5	812 12 9	798 5 3	2,993 3 8	13,201 19 8
Mount Eden ..	704 13 6	634 6 2	787 3 7	773 5 2	2,899 8 5	12,988 13 0
Timaru ..	604 15 2	544 7 5	675 11 4	663 12 4	2,488 6 3	10,879 18 1
New Plymouth ..	569 14 0	512 16 3	636 8 0	625 2 11	2,344 1 2	10,204 7 1
Napier ..	567 19 0	511 4 8	634 8 10	623 4 6	2,336 17 0	10,578 4 5
Hamilton ..	543 8 2	489 2 11	607 0 7	596 5 11	2,235 17 7	9,936 8 6
Gisborne ..	503 1 10	452 17 1	561 19 10	552 1 1	2,069 19 10	9,161 5 2
Lower Hutt ..	499 11 8	449 13 11	558 1 6	548 4 1	2,055 11 2	8,427 17 1
Hastings ..	420 14 1	378 13 10	469 19 2	461 12 11	1,731 0 0	7,395 10 11
Onehunga ..	392 13 1	353 8 11	438 12 7	430 17 5	1,615 12 0	7,293 6 8
Petone ..	390 18 1	351 17 5	436 13 5	428 18 11	1,608 7 10	7,071 2 11
Nelson City ..	383 17 10	345 11 2	428 16 9	421 5 1	1,579 10 10	7,018 1 2
Devonport ..	364 12 2	328 4 0	407 5 11	400 1 11	1,500 4 0	6,768 5 6
Masterton ..	305 0 2	274 11 1	340 14 5	334 13 11	1,254 19 7	5,609 1 3
St. Kilda ..	289 4 8	260 7 0	323 1 11	317 7 8	1,190 1 3	5,372 12 9
One Tree Hill ..	282 4 5	254 0 10	315 5 3	309 13 9	1,161 4 3	3,373 8 3
Whangarei ..	269 19 0	242 19 11	301 11 1	296 4 6	1,110 14 6	4,827 1 1
Oamaru ..	266 8 11	239 16 9	297 12 10	292 7 6	1,096 6 0	4,937 5 0
Takapuna ..	245 8 3	220 18 1	274 2 10	269 5 11	1,009 15 1	4,536 19 0
Greymouth ..	219 2 4	197 4 9	244 15 5	240 8 10	901 11 4	3,312 4 9
Totals ..	24,179 17 4	21,765 7 1	27,010 16 11	26,533 3 1	99,489 4 5	438,195 1 0

TABLE No. 8.—TAXATION OF MOTOR-VEHICLES, 1923-1933.

TABLE SHOWING THE ANNUAL YIELD FOR THE YEARS ENDED 31ST MARCH, 1923 TO 1933, IN RESPECT OF (a) CUSTOMS DUTIES ON MOTOR-VEHICLES AND PARTS; (b) TIRE-TAX; (c) MOTOR-SPIRITS TAX; (d) FEES, ETC., UNDER THE MOTOR-VEHICLES ACT, 1924; (e) HEAVY-TRAFFIC FEES; AND (f) DRIVERS' LICENSES.

Year ended 31st March,	Customs Duties in respect of Motor-vehicles and Parts.*	Tire-tax.	Motor-spirits Tax.	Fees, &c., under Motor-vehicles Act, 1924.	Heavy-traffic Fees.	Drivers' Licenses.	Total.
1923 ..	221,679	121,092	..	..	..	..	342,771
1924 ..	621,470	123,568	..	..	..	..	745,038
1925 ..	802,903	152,303	..	257,500	..	..	1,212,706
1926 ..	1,007,641	228,711	..	86,681†	114,009	33,162	1,470,204
1927 ..	1,074,052	190,575	..	395,797	220,616	50,650	1,931,690
1928 ..	856,556	227,451	143,516	345,510	157,651	52,495	1,783,179
1929 ..	1,045,635	196,747	802,232	244,598	190,789	36,830	2,516,831
1930 ..	1,432,412	155,910	961,907	391,368	183,486	56,578	3,181,661
1931 ..	828,878	130,408	1,300,050	393,798	194,557	59,462	2,907,153
1932 ..	272,992	85,438	1,677,520	370,126	179,105	58,860	2,644,041
1933 ..	145,059	64,177	1,865,762	352,561	180,000‡	55,000‡	2,662,559
Totals up to 31st March, 1933	8,309,277	1,676,380	6,750,987	2,837,939	1,420,213	403,037	21,397,833

* Calendar year ending on previous 31st December. Includes primage and surtax on vehicles and parts; also on all tires and tire-tax on tires attached to vehicles or parts. † Alteration in licensing period. ‡ Estimated.

TABLE No. 10.—TRANSPORT LICENSING ACT, 1931.

STATEMENT OF ASSETS AND LIABILITIES OF LICENSED PASSENGER SERVICES, BY TRANSPORT DISTRICTS, AS AT 31ST MARCH, 1933.

Item.	North Island Central.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	North Island Total.	South Island Central.	No. 7.	No. 8.	No. 9.	No. 10.	South Island Total.	New Zealand Total.
<i>(a) Liabilities.</i>	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Capital	144,028	37,446	88,901	55,328	108,208	61,894	97,699	593,504	103,356	80,712	47,633	18,163	20,286	270,150	863,654
Reserves	11,585	4,696	4,216	3,230	7,990	4,319	4,960	40,996	..	10,900	..	144	..	11,044	52,040
Other liabilities ..	92,493	15,807	43,100	25,875	59,172	26,050	28,740	291,237	72,492	32,205	22,302	4,805	15,420	147,224	438,461
Total	248,106	57,949	136,217	84,433	175,370	92,263	131,399	925,737	175,848	123,817	69,935	23,112	35,706	428,418	1,354,155
<i>(b) Assets.</i>															
Passenger - service vehicles	98,516	19,416	70,469	38,157	59,363	29,863	41,123	356,907	42,869	40,629	22,597	9,731	20,950	136,776	493,683
Other vehicles ..	3,604	2,156	4,260	3,249	8,361	3,686	2,591	27,907	17,963	10,335	2,730	2,300	1,743	35,071	62,978
Stocks on hand ..	9,275	5,155	9,037	2,697	4,714	2,691	1,167	34,736	4,325	7,470	3,275	340	2,247	17,657	52,393
Plant and machinery	17,627	4,645	3,564	2,215	2,037	1,135	2,469	33,692	2,678	4,169	4,479	570	699	12,595	46,287
Land and buildings	33,557	9,484	30,407	16,327	28,999	12,623	13,713	145,110	55,543	30,083	21,110	4,684	6,008	117,428	262,538
Sundry debtors ..	19,982	9,207	3,076	7,488	12,834	6,016	1,770	60,373	11,494	12,113	4,260	2,214	2,815	32,896	93,269
Cash in hand and at bank	29,098	3,056	4,355	6,108	5,713	8,045	30,636	87,011	15,858	3,060	1,651	852	643	22,064	109,075
Other assets ..	36,447	4,830	11,049	8,192	53,349	28,204	37,930	180,001	25,118	15,958	9,833	2,421	601	53,931	233,932
Total	248,106	57,949	136,217	84,433	175,370	92,263	131,399	925,737	175,848	123,817	69,935	23,112	35,706	428,418	1,354,155

TABLE No. 11.—TRANSPORT LICENSING ACT, 1931.

DETAILS OF DEPRECIATION ON PASSENGER-SERVICE VEHICLES, BY TRANSPORT DISTRICT, AS AT 31ST MARCH, 1933.

Item.	North Island Central.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	North Island Total.	South Island Central.	No. 7.	No. 8.	No. 9.	No. 10.	South Island Total.	New Zealand Total.
Number of vehicles ..	Number. 203	Number. 56	Number. 146	Number. 123	Number. 136	Number. 86	Number. 83	Number. 833	Number. 134	Number. 97	Number. 40	Number. 33	Number. 40	Number. 344	Number. 1,177
Original purchase price ..	£ 175,739	£ 29,564	£ 154,050	£ 83,695	£ 86,297	£ 52,242	£ 94,406	£ 675,993	£ 110,460	£ 65,051	£ 32,839	£ 21,067	£ 35,812	£ 265,229	£ 941,222
Book value at commencement of year	121,557	23,324	84,235	48,404	70,034	34,653	49,805	432,012	59,166	50,975	24,974	12,337	25,522	172,974	604,986
Depreciation written off for year	23,041	3,908	13,766	10,247	10,671	4,790	8,682	75,105	16,297	10,346	2,377	2,606	4,572	36,198	111,303
Present book value ..	98,516	19,416	70,469	38,157	59,363	29,863	41,123	356,907	42,869	40,629	22,597	9,731	20,950	136,776	493,683
Unpaid purchase-money ..	9,269	3,228	9,678	5,680	7,877	3,781	1,231	40,744	4,695	2,587	265	347	4,559	12,453	53,197

TABLE No. 21.—TRANSPORT LICENSING ACT, 1931.—CONTROL OF GOODS SERVICES.
TABLE SHOWING TRANSPORT DISTRICTS, THE NUMBER OF APPLICATIONS FOR CONTINUOUS AND SEASONAL GOODS-SERVICE LICENSES RECEIVED UP TO SEPTEMBER, 1933, TOGETHER WITH THE NUMBER OF VEHICLE AUTHORITIES COVERED BY THE APPLICATIONS.

Transport District.	Number of Applications.			Number of Vehicle Authorities.		
	For Continuous Licenses.	For Seasonal Licenses.	Total.	Continuous Licenses.	Seasonal Licenses.	Total.
Central	234	8	242	429	10	439
No. 1	169	5	174	248	6	254
No. 2	379	10	389	557	11	568
No. 3* .. .. .	..	..	..	..	..	..
No. 4	246	12	258	375	17	392
No. 5	214	7	221	320	8	328
No. 6	176	8	184	264	10	274
No. 7	147	5	152	245	5	250
No. 8	197	3	200	283	4	287
No. 9	129	3	132	178	3	181
No. 10	127	11	138	142	13	155
Total	2,018	72	2,090	3,041	87	3,128

* Now abolished.

TABLE No. 22.—LENGTH OF BRIDGES.

TABLE SHOWING THE LENGTHS OF THE VARIOUS KINDS OF BRIDGES IN THE DOMINION AT 31ST MARCH IN THE YEARS 1923 TO 1932.

Year.	Bridges, 25 ft. and over in Length, constructed with—										Totals.	
	Iron and Steel.		Stone and Concrete.		Australian or other Hardwood.		Native Timbers.		Other and Unspecified Material.		No.	Total Length.
	No.	Total Length.	No.	Total Length.	No.	Total Length.	No.	Total Length.	No.	Total Length.		
1923 ..	*	Ft.	*	Ft.	*	Ft.	*	Ft.	*	Ft.		Ft.
1924 ..	*	*	*	*	*	*	*	*	*	*		*
1925 ..	131	20,315	408	36,840	1,466	180,529	2,035	167,557	74	8,601	4,114	413,842
1926 ..	175	26,227	431	39,127	1,665	197,735	2,029	161,084	83	8,656	4,383	432,829
1927 ..	193	26,144	489	42,804	1,850	217,600	1,959	148,427	156	14,041	4,647	449,016
1928 ..	171	24,779	545	47,833	2,013	229,208	1,994	153,078	111	12,844	4,834	467,742
1929 ..	206	29,089	608	52,761	2,137	242,474	2,181	165,525	118	9,590	5,250	499,439
1930 ..	232	32,330	671	57,739	2,285	245,867	2,164	168,120	38	5,447	5,390	509,503
1931 ..	272	34,819	751	66,292	2,396	253,057	2,164	164,940	23	4,176	5,606	523,284
1932† ..	..	..	552	43,878	2,277	240,622	2,277	163,543	698	79,657	5,804	527,700

* Detailed figures not available.

† 30 ft. and over in length.

‡ Classification altered this year.

TABLE No. 23.—LENGTH OF ROADS, STREETS, AND BRIDGES.

TABLE SHOWING THE LENGTHS OF THE VARIOUS CLASSES OF ROADS, STREETS, AND BRIDGES IN THE DOMINION AT 31ST MARCH IN THE YEARS 1922 TO 1932.

Year.	Roads and Streets formed to not less than Dray-width, and paved or surfaced with—				Roads and Streets formed to not less than Dray-width, but not paved or surfaced.	Total Formed Roads.	Bridle-tracks.	Unformed Legal Roads.	Total of all Roads.		
	Bituminous or Cement Concrete.	Bitumen or Tar.	Metal or Gravel.	Other and Unspecified Material.							
	Miles.	Miles.	Miles.	Miles.							
1922	26,787 $\frac{3}{4}$ *	..	17,456 $\frac{1}{4}$	44,244	5,095 $\frac{1}{2}$	13,631 $\frac{1}{2}$	62,971		
1923	27,815 $\frac{1}{2}$ *	..	17,791 $\frac{1}{2}$	45,607	5,377 $\frac{1}{2}$	13,613	64,597 $\frac{1}{2}$		
1924	28,553 $\frac{1}{4}$ *	..	17,222 $\frac{3}{4}$	45,776	5,218 $\frac{1}{4}$	13,630 $\frac{1}{2}$	64,624 $\frac{1}{4}$		
1925	58 $\frac{3}{4}$	639	28,243 $\frac{3}{4}$	458 $\frac{1}{4}$	16,748	46,147 $\frac{3}{4}$	5,181 $\frac{1}{2}$	15,676 $\frac{3}{4}$	67,006
1926	97 $\frac{3}{4}$	836	28,981 $\frac{1}{2}$	340 $\frac{1}{2}$	16,521 $\frac{3}{4}$	46,777 $\frac{1}{4}$	5,009 $\frac{3}{4}$	15,792 $\frac{1}{2}$	67,579 $\frac{1}{2}$
1927	133	1,012	29,726 $\frac{1}{2}$	373 $\frac{1}{2}$	16,107 $\frac{1}{4}$	47,352 $\frac{1}{4}$	5,093	15,795	68,240 $\frac{1}{4}$
1928	217	1,262 $\frac{1}{2}$	30,669 $\frac{3}{4}$	129 $\frac{1}{4}$	15,381 $\frac{1}{4}$	47,659 $\frac{3}{4}$	5,040 $\frac{1}{2}$	15,669 $\frac{1}{4}$	68,369 $\frac{1}{2}$
1929	254	1,472	31,334	125 $\frac{3}{4}$	15,135 $\frac{1}{4}$	48,321	5,399 $\frac{3}{4}$	15,197 $\frac{1}{2}$	68,918 $\frac{1}{4}$
1930	306	1,724 $\frac{3}{4}$	32,352 $\frac{1}{2}$	83	14,600 $\frac{1}{4}$	49,066 $\frac{1}{2}$	5,375	16,506 $\frac{1}{4}$	70,947 $\frac{3}{4}$
1931	339 $\frac{1}{4}$	1,892 $\frac{1}{2}$	32,855 $\frac{1}{4}$	116	14,374 $\frac{1}{2}$	49,578 $\frac{1}{4}$	5,642 $\frac{1}{4}$	16,923 $\frac{1}{2}$	72,144
1932	336 $\frac{3}{4}$	2,118 $\frac{1}{2}$	33,536 $\frac{1}{2}$	88 $\frac{1}{2}$	14,195 $\frac{3}{4}$	50,276	5,808	16,418	72,502

NOTE.—Figures for earlier years, particularly in regard to unformed legal roads, are not claimed to be entirely accurate.

TABLE No. 24.—FATAL MOTOR ACCIDENTS.

TABLE SHOWING ANALYSES OF VARIOUS DATA RELATING TO FATAL MOTOR ACCIDENTS IN THE DOMINION DURING THE YEARS ENDED 31ST MARCH, 1930 TO 1933.

	Year ended 31st March,				Year ended 31st March,			
	1930.	1931.	1932.	1933.	1930.	1931.	1932.	1933.
1. NUMBER OF ACCIDENTS.								
<i>(a) Classified according to Main Causes.</i>								
Collisions—								
Motor-vehicle with pedestrian ..	52	55	30	45				
Motor-vehicle with motor-vehicle ..	40	75	29	39				
Motor-vehicle with train ..	7	11	8	3				
Motor-vehicle with tram ..	1	1	1	1				
Motor-vehicle with bicycle ..	12	7	11	16				
Motor-vehicle with horse-vehicle or horse under control ..	4	1	1	6				
Motor-vehicle with fixed object ..	6	8	15	5				
Motor-vehicle with straying stock ..	1	1	..	1				
No collisions—								
Went over bank ..	27	29	22	9				
Otherwise ..	22	33	31	15				
Total accidents ..	172	221	148	140				
<i>(b) Classified according to Hour of Accident.</i>								
Midnight to 1 a.m. ..	..	4	4	2				
1 to 6 a.m. ..	7	8	3	5				
6 to 7 a.m. ..	1	1	..	2				
7 to 8 a.m. ..	1	7	5	4				
8 to 9 a.m. ..	6	5	1	2				
9 to 10 a.m. ..	4	4	4	2				
10 to 11 a.m. ..	5	10	6	11				
11 to noon ..	11	15	8	9				
12 to 1 p.m. ..	4	5	9	7				
1 to 2 p.m. ..	10	4	9	8				
2 to 3 p.m. ..	8	13	8	4				
3 to 4 p.m. ..	2	16	8	9				
4 to 5 p.m. ..	24	18	14	12				
5 to 6 p.m. ..	23	20	17	15				
6 to 7 p.m. ..	23	24	18	16				
7 to 8 p.m. ..	11	16	9	15				
8 to 9 p.m. ..	12	20	4	8				
9 to 10 p.m. ..	5	7	9	3				
10 to 11 p.m. ..	8	14	6	4				
11 to 12 midnight ..	7	10	6	2				
Total accidents ..	172	221	148	140				
<i>(c) Classified according to Day of Week.</i>								
Sunday ..	26	33	24	22				
Monday ..	23	28	21	13				
Tuesday ..	17	24	14	17				
Wednesday ..	28	25	10	17				
Thursday ..	21	23	13	20				
Friday ..	22	33	27	19				
Saturday ..	35	55	39	32				
Total accidents ..	172	221	148	140				
<i>(d) Classified according to Condition of Light.</i>								
Daylight ..	86	89	93	80				
Dusk ..	19	34	13	4				
Artificial lighting ..	22	20	12	3				
Darkness or moonlight ..	45	78	30	53				
Total accidents ..	172	221	148	140				
<i>(e) Classified according to Nature of Thoroughfare.</i>								
Intersection ..	19	18	17	20				
Railway-crossing ..	7	9	7	3				
Nature or condition of road (bad surface or bend, &c., contributed to accident)	48	51	27	12				
Road conditions not a factor ..	98	143	97	105				
Total accidents ..	172	221	148	140				
<i>(f) Classified according to Geographical Location.</i>								
<i>(a) North Island—</i>								
Auckland City and environs ..	29	25	28	33				
Wellington City and environs ..	16	19	15	8				
Other towns ..	20	31	14	7				
Country ..	57	88	48	40				
<i>(b) South Island—</i>								
Christchurch City and environs ..	13	14	9	16				
Dunedin City and environs ..	4	8	4	2				
Other towns ..	8	11	11	14				
Country ..	25	25	19	20				
Total accidents ..	172	221	148	140				
2. NUMBER OF PERSONS KILLED IN MOTOR ACCIDENTS.								
<i>(a) Classified according to Age of the Person Killed.</i>								
0-4 years ..	10	7	4	5				
5-9 years ..	8	9	8	11				
10-14 years ..	2	5	5	4				
15-19 years ..	17	24	18	17				
20-24 years ..	30	45	15	15				
25-54 years ..	83	100	81	60				
55 years and over ..	36	57	26	31				
Total deaths ..	186	247	157	143				
<i>(b) Classified according to the Location of the Person killed.</i>								
Pedestrians ..	53	55	28	45				
On motor-cycles ..	51	58	47	39				
On other motor-vehicles ..	68	119	72	38				
On other vehicles or horses ..	14	15	10	21				
Total deaths ..	186	247	157	143				
3. TYPES OF VEHICLE INVOLVED.								
Motor-cycle ..	59	64	51	48				
Private motor-car ..	105	132	75	73				
Taxi-cab ..	2	4	11	5				
Service-car ..	5	5	1	3				
Motor-omnibus ..	3	5	4	..				
Motor lorry or van ..	39	46	29	44				
Bicycle ..	12	7	11	20				
Tram ..	2	1	1	1				
Horse-drawn ..	4	..	..	5				
Train ..	7	9	7	3				
Other vehicles ..	1	..	1	..				
Total vehicles ..	239	273	191	202				
4. BREACHES OF LAW, AND OTHER CAUSES OF FATAL MOTOR ACCIDENTS.								
<i>Breaches of law—</i>								
<i>Excessive speed in circumstances—</i>								
(a) But not exceeding 20 miles per hour ..	33	6	5	6				
(b) Exceeding 20 but not exceeding 35 miles per hour ..	35	25	19	16				
(c) Exceeding 35 miles per hour ..	18	32	13	9				
On wrong side of road ..	24	38	19	22				
Did not comply with "offside" rule ..	7	7	7	11				
Passing standing tram ..	3	..	..	..	
Other passing breaches ..	9	4	2	1				
Failure of driver to signal—								
Motor-vehicles ..	3	..	2	..				
Other vehicles ..	2	..	..	1				
Breaches of law relating to railway-intersections	7	11	7	3				
Vehicle without rear reflector or with inefficient one ..	2	2	1	..				
Faulty brakes ..	8	9	6	7				
No lights or inefficient lights (including horse vehicles and bicycles)	22	17	9	14				
Glaring headlights ..	4	10	2	4				
Faulty steering-gear ..	3	4	3	2				
Faulty tires or wheels ..	4	8	4	1				
Driver's mild intoxication a factor in accident ..	12	26	7	6				
Driver's severe intoxication a factor in accident ..	3	7	4	4				
Driver unlicensed or inexperienced ..	5	2	7	2				
Straying stock ..	1	1	1	1				
Other breaches of law ..	5	2	1	12				
<i>Other causes—</i>								
Bad weather conditions ..	19	4	3	1				
Vehicle being reversed ..	3	2	..	5				
Obstruction to view by parked motor-vehicle ..	4	5	..	1				
Sun-dazzle ..	2	..	..	..	
Driver's physical defect a direct cause ..	4	..	1	2				
<i>Motorist and pedestrian—</i>								
Motorist at fault ..	17	9	1	13				
Pedestrian (not intoxicated) crossing or on road without care or becoming confused ..	17	30	12	19				
Pedestrian intoxicated ..	5	5	3	2				
Children on streets ..	2	7	7	6				
Infant (under six) not under proper control ..	9	1	1	5				
Other causes of pedestrian accidents ..	6	1	4	..				
Causes not included under the above headings ..	4	22	34	17				
Total causes ..	302	297	185	193				

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