

1938.  
NEW ZEALAND.

---

# TRANSPORT DEPARTMENT

(ANNUAL REPORT OF).

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*Presented to both Houses of the General Assembly by Leave.*

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The Hon. R. SEMPLE, Minister of Transport, Wellington.

SIR,—

Transport Department, 30th June, 1938.

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1938.

I have, &c.,

G. L. LAURENSEN, Commissioner of Transport.

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## REPORT.

### 1. INTRODUCTORY.

THE summarized outstanding points recorded for the year are as follows:—

- (1) Record number of new motor-vehicles. Registrations of cars numbered 29,837, compared with 25,796 for 1936-37, the previous record. Commercial vehicles were 10,413, compared with 8,999 for 1936-37, the previous record.
- (2) The number of all classes of motor-vehicle licenses at 31st March, 1938, was 280,327, which is easily the highest figure on record.
- (3) The estimated consumption of benzine by motor-vehicles during the year was 82,000,000 gallons, 10,000,000 gallons ahead of the figure for 1936-37.
- (4) Receipts from various forms of motor-taxation amounted to £5,887,206, compared with £5,350,420 for 1936-37.
- (5) Revision and simplification of weight and speed restrictions for heavy motor-vehicles.
- (6) Preliminary results of a traffic census conducted on main highways show increase over the previous figures for 1934-35 of up to 80 per cent. and 75 per cent. for the North and South Island respectively.
- (7) Receipts from special mileage-taxation on non-petrol-using vehicles amounted to £10,591, compared with £4,159 for 1936-37.
- (8) The total expenditure on roads, streets, and bridges in the Dominion amounted to £9,008,700 in 1936-37, compared with £8,077,975 for 1935-36.
- (9) Further investigations of road-safety matters by the Road Safety Council.
- (10) The results of the new statistics relating to motor accidents showed that during the year there were 4,062 road accidents involving personal injuries—243 persons lost their lives, 1,130 persons were seriously injured, and 3,961 suffered minor injuries.
- (11) A comparison between the number of deaths from road accidents during the nineteen months preceding and following the inauguration of the present road-safety campaign in September, 1936, shows a drop in the figures per million gallons of petrol consumed from 3.31 to 2.65. Had the deaths in relation to the volume of traffic continued at the same rate after the campaign was instituted as before, the deaths would have been 433 instead of 346 for the nineteen months ended March, 1938.
- (12) There was one fatal out of every seventeen accidents involving personal injuries, and for every twenty-one persons injured one person was killed.
- (13) Comprehensive steps taken in co-operation with the Education Department for the education of school-children in road safety.
- (14) Increased activity in publicity aimed at education of adults in road safety.
- (15) Improvement in machinery for securing reasonable enforcement of traffic laws.
- (16) Institution of Traffic Offences Bureau in Transport Department.
- (17) The claims paid and estimated liability for claims outstanding in the third-party-insurance scheme exceeded the premium revenue by 33 per cent.
- (18) Various steps taken by the Transport Licensing Authorities to improve the efficiency and labour-conditions in commercial road transport.
- (19) Inauguration of policy for fixation of freight charges on licensed road freight services where necessary and desirable in the public interest.
- (20) Rapid expansion in commercial air transport.
- (21) Taxi services in Christchurch City brought under the provisions of the Transport Licensing Act.

## 2. DEVELOPMENT OF MOTOR TRANSPORT.

### A. REGISTRATIONS OF MOTOR-VEHICLES, BY TYPES OF VEHICLE.

Under the Motor-vehicles Act a new vehicle is registered and simultaneously licensed for the ensuing year or part thereof. The license is renewable each year. If a license is not renewed, the registration is classed as "dormant," and after remaining "dormant" for two complete years is cancelled, the assumption being that the vehicle in question is permanently off the road. If, however, the vehicle is again brought into use after its registration has thus been cancelled, it is treated as a new registration. The registration figures set out hereunder, therefore, are not an exact record of the number of new vehicles introduced into our traffic system: they include an unknown but probably small number of vehicles which have been out of commission for more than two years.

The following table sets out the annual registrations since 1926:—

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
1934 .. .. .	5,551	3,339	1,956	10,846
1935 .. .. .	12,895	5,011	2,233	20,139
1936 .. .. .	19,469	6,445	2,421	28,335
1937 .. .. .	25,796	8,999	3,028	37,823
1938 .. .. .	29,837	10,413	3,018	43,268

The foregoing figures have been incorporated in the following table, which shows the relative increase or decrease in the annual registrations measured according to the figures for 1926:—

Year ended 31st March,	Cars.	Commercial Vehicles.	Cycles.	Total Registrations.
1926 .. .. .	100	100	100	100
1927 .. .. .	87	106	107	94
1928 .. .. .	67	77	89	72
1929 .. .. .	100	95	93	98
1930 .. .. .	111	130	84	109
1931 .. .. .	66	93	61	69
1932 .. .. .	33	60	40	38
1933 .. .. .	25	60	40	33
1934 .. .. .	30	76	38	38
1935 .. .. .	69	114	44	71
1936 .. .. .	103	146	47	100
1937 .. .. .	137	204	59	133
1938 .. .. .	159	236	59	163

An interesting feature of the above tables is the response shown by the car, as compared with the commercial vehicle, to conditions of trade boom or depression. The car was influenced earlier by the depression, and has been slower in reacting to the improved conditions. Motor-cycles are falling behind, due, no doubt, to the increasing numbers of small cars. The commercial vehicle was influenced to a relatively smaller degree by the depression, and its rate of entry into our traffic system, taken over a number of years, seems to be accelerating.

### B. REGISTRATIONS OF MOTOR-VEHICLES, BY COUNTRY OF MANUFACTURE.

The following table shows the country of manufacture and the number of motor-vehicles registered during the years ended 31st March, 1927 to 1938, 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 .. .. .	2,832	1,834	50	4,716
1934 .. .. .	3,091	2,406	54	5,551
1935 .. .. .	6,096	6,730	69	12,895
1936 .. .. .	9,396	10,023	50	19,469
1937 .. .. .	14,556	11,133	107	25,796
1938 .. .. .	16,610	12,919	308	29,837
Totals .. .. .	69,371	113,940	1,993	185,304

Year ended 31st March,	Great Britain.	United States of America or Canada.	Other Countries.	Total Registrations.
<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
1934 .. ..	941	1,471	927	3,339
1935 .. ..	1,266	2,791	954	5,011
1936 .. ..	1,515	3,785	1,145	6,445
1937 .. ..	1,955	4,991	2,053	8,999
1938 .. ..	2,032	5,697	2,684	10,413
Totals .. ..	11,410	39,406	10,803	61,619
<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
1934 .. ..	1,428	514	14	1,956
1935 .. ..	1,669	542	22	2,233
1936 .. ..	1,897	486	38	2,421
1937 .. ..	2,600	419	9	3,028
1938 .. ..	2,714	302	2	3,018
Totals .. ..	30,581	8,249	187	39,017

The foregoing figures are expressed as percentages in the following table :—

Year ended 31st March,	Great Britain.	United States of America or Canada.	Other Countries.	Total Registrations.
<i>Motor-cars.</i>				
1927 .. ..	13	83	4	100
1928 .. ..	17	81	2	100
1929 .. ..	15	84	1	100
1930 .. ..	17	82	1	100
1931 .. ..	26	73	1	100
1932 .. ..	42	57	1	100
1933 .. ..	60	39	1	100
1934 .. ..	56	43	1	100
1935 .. ..	47	52	1	100
1936 .. ..	48	52	..	100
1937 .. ..	57	43	..	100
1938 .. ..	56	43	1	100
Totals .. ..	37	61	2	100
<i>Commercial Vehicles.</i>				
1927 .. ..	14	86	..	100
1928 .. ..	16	84	..	100
1929 .. ..	14	86	..	100
1930 .. ..	9	91	..	100
1931 .. ..	11	89	..	100
1932 .. ..	22	78	..	100
1933 .. ..	37	63	..	100
1934 .. ..	39	61	..	100
1935 .. ..	31	69	..	100
1936 .. ..	29	71	..	100
1937 .. ..	28	72	..	100
1938 .. ..	26	74	..	100
Totals .. ..	22	78	..	100

Year ended 31st March,	Great Britain.	United States of America or Canada.	Other Countries.	Total Registration.
<i>Motor-cycles.</i>				
1927 .. ..	70	30	..	100
1928 .. ..	76	24	..	100
1929 .. ..	80	20	..	100
1930 .. ..	81	19	..	100
1931 .. ..	82	18	..	100
1932 .. ..	76	24	..	100
1933 .. ..	73	26	1	100
1934 .. ..	73	26	1	100
1935 .. ..	75	24	1	100
1936 .. ..	78	20	2	100
1937 .. ..	86	14	..	100
1938 .. ..	90	10	..	100
Totals .. ..	78	21	1	100

The above table shows a steady growth of the share of new cars obtained by Great Britain up till the depression year of 1933, when 60 per cent. came from that source. Then came a drop following upon the improving economic conditions, with a sudden increase for 1936-37 to 57 per cent., while for 1937-38 a similar percentage is maintained. This increase during a boom period is, no doubt, due to the increase in the general prosperity of the community and to the increasing popularity of the light, economical-running makes of cars.

Up to 1933-34 a somewhat similar trend is noticeable in the case of commercial vehicles, when 39 per cent. of the total came from Great Britain. Over the past four years this proportion has been slowly declining in favour of American and Canadian vehicles, and the imports from these two countries outnumber imports from Great Britain by over two to one. It should be noted that imports from "Other Countries" have been omitted from the percentage table; this is because practically all the figures under that heading refer to trailers, 2,639 of the 2,684 vehicles under that heading for 1937-38 being trailers.

In the motor-cycle field the British entry shows an increasing predominance since the depression years, and the slight swing-over to American machines has not been maintained. Foreign motor-cycles do not appear to be able to establish any hold on the New Zealand motor-cycle market.

### C. MOTOR-VEHICLES LICENSED AS AT 31st MARCH, 1938.

The appended figures show the number of motor-vehicles licensed for the year 1937-38 as at 31st March, 1938 (the licensing year expires on 31st May each year):—

Type of Vehicle.	North Island.	South Island.	New Zealand Total.
Cars .. ..	126,476	64,078	190,554
Light trucks (2 tons and under laden) .. ..	17,558	9,032	26,590
Heavy trucks (over 2 tons laden) .. ..	13,821	6,609	20,430
Passenger trucks .. ..	963	432	1,395
Omnibuses .. ..	472	184	656
Taxis .. ..	1,178	577	1,755
Service cars .. ..	406	289	695
Rental and private-hire cars .. ..	424	289	713
Dealers' cars .. ..	1,274	563	1,837
Local-authority road vehicles .. ..	1,546	1,346	2,892
Government vehicles .. ..	1,850	853	2,703
Trailers .. ..	3,839	3,248	7,087
Dealers' motor-cycles .. ..	93	47	140
Motor-cycles .. ..	14,352	8,528	22,880
Totals .. ..	184,252	96,075	280,327

Table No. 1 of the Appendix shows the number of motor-vehicles registered as at 31st December 1937, grouped according to highway districts.

The number of motor-vehicles licensed as at 31st March, 1938, classified according to postal districts, are set out in Table 2.

Table No. 3 of the Appendix sets out the number of motor-vehicles licensed each year since 1925. Since the system of registration was instituted there have been several changes, both in definition and in method of classification. An additional complication has been introduced by the fact that whereas since 1932 the number of vehicles "licensed" has been recorded, previously the number of vehicles "registered" was recorded. It is necessary to appreciate the distinction between these terms. When a new vehicle arrives it is registered by the owner and simultaneously is licensed for one year or lesser period. If the license is not renewed the next year the vehicle is classified as a "dormant registration." After a registration has been dormant for two years it is cancelled. If the vehicle is subsequently relicensed it is registered afresh as a new vehicle. Prior to 1932 the number of vehicles licensed was obtained by subtracting from the total registrations the number of dormant registrations. This method was not sound, however, because the date upon which the dormant registrations were totalled did not coincide with that on which the total registrations were ascertained.

It has been found necessary to endeavour to arrive at a common basis whereby the growth of the motor-vehicle in New Zealand might be measured from year to year. Table No. 3 shows the result of this effort, but attention is directed to the fact that, owing to the differences of definition and classification, the figures other than the yearly totals cannot be taken as strictly comparable. This table shows the figures as at 31st December each year. The figures for trailers have been excluded from the totals. The chief feature of the table is the steady growth in the numbers of motor-vehicles in this country, interrupted temporarily during the depression years.

The number of "dormant" registrations—*i.e.*, vehicles which although registered had not been licensed for the current year—as at 31st March, 1938, were as under:—

Type of Vehicle.	1935-36 Register.	1936-37 Register.	Total.
Cars .. .. .	3,414	7,506	10,920
Light trucks (2 tons and under laden) .. .. .	2,674	4,629	7,303
Heavy trucks (over 2 tons laden) .. .. .	1,082	1,927	3,009
Service cars .. .. .	22	60	82
Taxis .. .. .	25	41	66
Rental and private-hire cars .. .. .	18	29	47
Contract vehicles and passenger trucks .. .. .	38	68	106
Omnibuses .. .. .	14	21	35
Traction-engines .. .. .	40	90	130
Trailers .. .. .	523	1,016	1,539
Tractors .. .. .	192	245	437
Motor-cycles .. .. .	3,134	5,062	8,196
Other motor-vehicles .. .. .	19	73	92
Totals .. .. .	11,195	20,767	31,962

Section 10 of the Motor-vehicles Amendment Act, 1927, provides that after a registration has remained "dormant" for two complete years it is to be cancelled. The following sets out the 1934-35 registrations cancelled on 1st June, 1937, in accordance with this section:—

Type of Vehicle.	Number.
Cars .. .. .	2,990
Light trucks .. .. .	2,033
Heavy trucks .. .. .	863
Service cars .. .. .	23
Taxis .. .. .	28
Passenger-trucks .. .. .	27
Rental and private-hire cars .. .. .	12
Motor-buses .. .. .	15
Traction-engines .. .. .	41
Trailers .. .. .	486
Tractors .. .. .	72
Motor-cycles .. .. .	2,707
Other vehicles .. .. .	15
Total .. .. .	9,312

D. MOTOR-VEHICLE REGISTRATION PLATES.

The following classes of number-plates were assigned during the licensing year 1937-38 :—

- (1) For private cars, plates *without initial letter* from 1001 onwards, the highest number manufactured being 202,000.
- (2) For " private-hire " and " rental " cars, plates without letter 1-1999, inclusive.
- (3) Special plates for issuance to cycles.
- (4) Plates with initial letter " D " (both car and cycle) for dealers' vehicles.
- (5) Plates with initial letter " E " for vehicles exempted from payment of annual license fees.
- (6) Plates with the prefix " GOVT. " for vehicles owned by Government Departments.
- (7) Plates with initial letter " H " for heavy trucks.
- (8) Plates with initial letter " L " for light trucks.
- (9) Plates with initial letter " P " for omnibuses.
- (10) Plates with initial letter " R " for trailers.
- (11) Plates with initial letter " S " for service cars.
- (12) Plates with initial letter " T " for taxis.
- (13) Plates with initial letter " V " for passenger-trucks and " contract " motor-vehicles.

E. VEHICLES ACTUALLY ON THE ROAD.

The number of vehicles licensed on the register kept in accord 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 number of vehicles licensed have been estimated from month to month, and the averages for the years ending on the 31st March, 1934, to the 31st March, 1938, are given hereunder :—

Class of Vehicle.	Averages.				
	1934.	1935.	1936.	1937.	1938.
	Number.	Number.	Number.	Number.	Number.
Cars .. .. .	117,867	124,204	135,220	152,819	172,899
Trucks, light, up to 2 tons laden ..	17,643	19,840	21,281	23,499	24,214
Trucks, heavy, over 2 tons laden ..	13,708	14,394	15,539	17,310	18,965
Omnibuses .. .. .	518	511	531	575	622
Taxis .. .. .	1,493	1,518	1,627	1,659	1,682
Rental cars .. .. .	131	215	333	474	601
Service cars .. .. .	965	735	670	656	648
Dealers' cars .. .. .	853	1,003	1,221	1,475	1,687
Local-body road vehicles .. .. .	1,147	1,198	1,430	1,762	2,276
Government vehicles .. .. .	1,378	1,444	1,546	1,806	2,374
Dealers' motor-cycles .. .. .	127	123	128	133	135
Motor-cycles .. .. .	21,113	21,063	20,602	20,631	19,947
Trailers .. .. .	2,400	2,107	2,894	3,796	5,119
Passenger-trucks .. .. .	*	628	795	977	1,190
Totals .. .. .	179,343	188,983	203,817	227,572	252,359

\* Included under other headings for 1933-34.

There has been an increase in the number of all classes of motor-vehicles on the road excepting motor-cycles and service cars, which show a slight decline.

The following table shows the relative increase or decrease in the various classes of vehicles on the road from year to year for the period under review :—

Class of Vehicle.	1934.	1935.	1936.	1937.	1938.
Cars .. .. .	100	105	115	130	147
Trucks—					
Light .. .. .	100	112	121	133	137
Heavy .. .. .	100	105	113	126	138
Omnibuses .. .. .	100	99	102	111	120
Taxis .. .. .	100	102	109	111	113
Rental cars .. .. .	100	164	254	362	459
Service cars .. .. .	100	76	69	68	67
Dealers' cars .. .. .	100	117	143	173	198
Local-body road vehicles .. .. .	100	104	125	154	198
Government vehicles .. .. .	100	105	112	131	172
Dealers' motor-cycles .. .. .	100	97	101	105	106
Motor-cycles .. .. .	100	100	98	98	94
Trailers .. .. .	100	88	120	158	213
Passenger-trucks .. .. .	*	100	127	156	189
Totals .. .. .	100	105	114	127	141

\* Included under other headings for 1933-34.



## F. PETROL-CONSUMPTION.

The following table shows a classification of the manner in which petrol was consumed in the Dominion during the last ten calendar years :—

Calendar Year.	Estimated Consumption of Petrol.		
	By Motor-vehicles ( <i>i.e.</i> , Petrol on which all Duty was paid).	Other— <i>i.e.</i> , Engines, Aeroplanes, &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 .. .. .	55,202,983	5,286,000	60,488,983
1932 .. .. .	49,861,976	5,495,479	55,357,455
1933 .. .. .	51,293,572	5,400,000	56,693,572
1934 .. .. .	55,991,831	6,100,000	62,091,831
1935 .. .. .	62,807,535	6,483,600	69,291,135
1936 .. .. .	72,107,051	6,685,600	78,792,651
1937 .. .. .	82,110,905	7,339,000	89,449,905

\* Excludes an unknown amount of petrol on which duty was not paid.

The total gallons are calculated from the quantity of motor-spirits on which petrol-tax was paid. A further tremendous increase in motor-vehicle petrol-consumption took place in 1937 as compared with 1936, the previous peak year, the figures showing an increase of 10,000,000 gallons.

## 3. ROADS.

## A. ALTERATIONS IN RESTRICTIONS AS TO LOADING AND SPEED OF HEAVY MOTOR-VEHICLES.

For some time past the Department has been engaged on an investigation into the effects of wheel-loads on road surfaces. Due primarily to improved tire equipment of heavy vehicles, including a considerable reduction in tire-pressures, it has been found that roads will now carry greater loads without necessitating any increase in the strength of the surface. It will be appreciated that it is desirable to permit as great a load as possible, consistent with adequate protection of the road surface.

A conference of representatives of road-controlling authorities and the various organizations of the users of heavy motor-vehicles was held during the year to discuss the position in regard to the restrictions placed upon heavy motor-vehicles under the Heavy Motor-vehicle Regulations, 1932.

Following upon the discussions at this conference of interested parties, and upon the investigations carried out by the Department, the following amendments to the regulations were effected :—

(i) The Class Two classification, prescribing maximum gross loads of 8 tons in the case of two-axled heavy motor-vehicles and 12 tons in the case of multi-axled vehicles, was removed, and the roads formerly classified in Class Two are now deemed to be unclassified. Little advantage has in the past been taken of this class, only some seven hundred miles of road being so classified.

(ii) The gross load-limits for two-axled heavy motor-vehicles have been increased as follows :—

Class Three: From  $6\frac{1}{2}$  tons to 7 tons.

Class Four: From  $4\frac{1}{2}$  tons to 5 tons.

Class Five: From 3 tons to  $3\frac{1}{2}$  tons.

(Corresponding increases have been made in respect of the permissible axle loads.)

- (iii) During certain months—viz., from December to May inclusive—a further additional half-ton is permitted under each class in the case of two-axled vehicles carrying live-stock. This amendment is to enable economic loads to be carried where a considerable amount of extra weight is taken up by the live-stock crates. This concession is restricted to the months when the roads would not normally be saturated with moisture and when they would consequently have a greater bearing-capacity than during the wet winter months.

The limits under these conditions are—

Class Three :  $7\frac{1}{2}$  tons gross weight ; 6 tons axle load.  
 Class Four :  $5\frac{1}{2}$  tons gross weight ;  $4\frac{1}{2}$  tons axle load.  
 Class Five : 4 tons gross weight ;  $3\frac{1}{4}$  tons axle load.

- (iv) The restrictions upon the gross weight of multi-axled heavy motor-vehicles have been removed and the following maximum axle-loads are now the only restrictions as regards loading :—

Class Three :  $4\frac{1}{2}$  tons on any axle.  
 Class Four : 3 tons on any axle.  
 Class Five : 2 tons on any axle.

Experience has shown that the gross load restrictions imposed by the regulations have to a certain extent discouraged the use of modern types of multi-axled vehicles. At the same time the road surfaces may be given all the protection required by limiting the axle loads.

- (v) In practice it has been found that speed-limits must be as simple and uniform as possible. With this end in view the speed-limits for heavy motor-vehicles have now been reduced to two, viz.—

Goods vehicles            ..    ..    ..    ..    ..    25 m.p.h.  
 Passenger vehicles        ..    ..    ..    ..    ..    35 m.p.h.

The following table sets out the load-limits as they now apply :—

Classification of Roads.	Two-axled Heavy Motor-vehicles.		Multi-axled Heavy Motor-vehicles Axle-load.
	Gross Weight.	Axle Load.	
Class Three    ..    ..    ..	7 tons	$5\frac{1}{2}$ tons	$4\frac{1}{2}$ tons.
Class Four    ..    ..    ..	5 tons	4 tons	3 tons.
Class Five    ..    ..    ..	$3\frac{1}{2}$ tons	$2\frac{3}{4}$ tons	2 tons.

Further to the alteration in weight-limits on classified roads, certain provisions of the Public Works Act, 1928, were amended by statute during last session. Formerly the use of any vehicle, other than a "six-wheeled motor-lorry," was prohibited if the weight of its load exceeded 6 tons or if its gross weight exceeded 10 tons. The former provision has been revoked, and on an unclassified road the only weight restriction is the limitation of the gross load to 10 tons. "Six-wheeled motor-lorries," now termed "multi-axled heavy motor-vehicles," and now including vehicles of an approved type with more than three axles, were formerly restricted to 9 tons pay-load and 15 tons gross load. There was also a provision regarding the distribution of the load when the pay-load exceeded 6 tons. The law now requires only that the load transmitted by any axle shall not exceed 6 tons, the other provisions being revoked. The new provisions may be waived in any particular instance subject to the discretion of the Minister.

These amendments are the result of an endeavour to bring the control of the use of heavy vehicles into line with present-day road conditions and modern vehicle design and equipment. It appears likely that the method of regulating the use of these vehicles will in future undergo considerable changes from the existing system. The whole question of damage to the roads as viewed in the light of the conditions of only a few years ago must in future be reconsidered owing to the present rapid trend towards universal low-pressure-tire equipment and other developments in vehicle design.

## B. THE PRESENT POSITION AS TO LIMITATION OF LOADS ON ROADS.

The following tables show the mileages of roads classified in the rural areas. In regard to urban roads, some of the smaller boroughs have classified their lighter surfaced roads, but in general no restriction is imposed upon loading in an urban area beyond the statutory limits which are universally applicable.

## (i) CLASSIFICATION OF RURAL ROADS.

—			Formed Roads.	Class Three.	Class Four.	Class Five.	Total Classification.
			Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	26,366	5,036	8,779	2,752	16,567
South Island	..	..	21,785	6,349	2,244	275	8,868
Totals	..	..	48,151	11,385	11,023	3,027	25,435

Although only 53 per cent. of the total mileage of formed rural roads is shown to be classified, this proportion includes in most cases the major roads in the district, and the classification of these, owing to their key position, virtually restricts loads on the minor feeder roads also.

## (ii) CLASSIFICATION OF MAIN HIGHWAYS (RURAL SECTIONS).

—			Main Highways.	Class Three.	Class Four.	Class Five.	Total Classification.
			Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	6,483	3,094	3,065	87	6,246
South Island	..	..	5,245	4,436	137	32	4,605
Totals	..	..	11,728	7,530	3,202	119	10,851

Less than 900 miles of the rural highway system now remain unclassified. A great part of this unclassified mileage is adjacent to the large centres of population where the road surfaces have been constructed to a standard sufficient to allow for heavy loads. This standard has been adopted to meet the demand in and adjacent to industrial areas.

Elsewhere except for the weaker road surfaces to be found in North Auckland and the central portion of the North Island, a fairly uniform classification in Class Three now obtains throughout the rural main-highways system of the Dominion.

## (iii) CLASSIFICATION OF STATE HIGHWAYS (RURAL SECTIONS).

—			State Highways.	Class Three.	Class Four.	Class Five.	Total Classification.
			Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	2,102	1,148	929	..	2,077
South Island	..	..	1,640	1,512	..	..	1,512
Totals	..	..	3,742	2,660	929	..	3,589

About one-quarter of the classified mileage of the State highways system remains as yet in Class Four. This mileage is wholly in the extreme north and central portion of the North Island where the subgrades are weak and where good-quality road material is not plentiful.

## C. TRAFFIC CENSUS.

Most of the results of the traffic census conducted by the Main Highways Board during 1937-38 over the whole of the main-highway system have been received, and an analysis is now being commenced on similar lines to that made in connection with the 1934-35 census. From a preliminary comparison between the motor traffic recorded at a representative number of points on the State highways system during the 1937-38 census and during 1934-35 an extraordinary increase in traffic volume is noted. The average increase in the North Island amounts to nearly 80 per cent. over the 1934-35 figure. At a number of similar points on the South Island State highways system the increase was over 75 per cent.

Some of the comparative traffic volumes ascertained at the two census periods are shown in the following table.

It seems apparent from this preliminary investigation that the volume of traffic on the State highways system during this period of three years has increased to a much greater extent than on the average road. From the limited amount of data available the general increased use of the motor-vehicles on all roads during this period appears to be in the vicinity of 40 per cent.

Full details of the census will be included in the next annual report.

Highways District.		Section of Highway.	Daily Number of Motor-vehicles.	
No.	Name.		1934-35 Census.	1937-38 Census.
1	Auckland North	Hikurangi-Whangarei	459	830
		Whangarei-Dargaville	146	207
		Warkworth-Birkenhead	374	638
2	Auckland South	Helensville-Henderson	424	725
		Manurewa-Drury	1,515	3,040
3	Tauranga	Hamilton-Rotorua	722	1,425
		Waihi-Tauranga	300	510
4	Gisborne	Whakatane-Opotiki	142	450
		Rotorua-Taupo	143	289
		Matawai-Gisborne	184	272
5	Napier	Gisborne-Wairoa via Morere	242	324
		Napier-Hastings	1,415	1,768
6	King Country	Waipawa-Waipukurau	595	786
		Dannevirke-Woodville	647	923
		Te Kuiti - Pio Pio	240	417
7	Taranaki	Te Kuiti - Taumarunui	142	251
		Awakino-Waitara	239	429
8	Wanganui	Stratford-Eltham	726	968
		Patea-Waverley	440	585
		Wanganui-Bulls	491	891
9	Wellington West	Bulls-Greatford	329	483
		Palmerston North - Woodville	592	881
		Foxton-Levin	445	779
10	Wellington East	Johnsonville-Paremata	876	1,722
		Lower Hutt - Upper Hutt	1,168	1,841
		Pahiatua-Eketahuna	247	485
11	Nelson	Masterton-Carterton	742	1,181
		Nelson-Richmond	759	1,110
12	West Coast	Blenheim-Seddon	129	191
		Westport-Inangahua	69	137
		Reefton-Greymouth	163	251
13	Canterbury North	Ross-Weheka	57	83
		Kaikoura-Parnassus	91	208
14	Canterbury Central	Kaipoi-Christchurch	1,315	2,088
		Christchurch-Sockburn	1,824	2,950
		Springfield-Bealey	9	40
15	Canterbury South	Ashburton-Hinds	263	525
		Temuka-Timaru	959	1,561
		Fairlie-Cave	128	229
16	Otago Central	Oamaru-Palmerston	418	700
		Cromwell-Arrowtown	116	149
17	Otago South	Green Island - Mosgiel	1,045	1,479
		Milton-Balclutha	333	578
18	Southland	Gore-Mataura	399	653
		Winton-Limchills	274	423
		Invercargill-Lorne	1,257	1,717

#### D. ROAD FINANCE.

##### I. DOMINION'S ROAD BILL, 1934-37.

The Department has investigated the numerous statistical data available from official sources and has analysed and classified them in order to show approximately what the roads, streets, and bridges are costing under the headings of construction, maintenance, and loan charges. The figures which have been analysed relate to the four years ended 31st March, 1937.

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 the figures are sufficiently close to actual fact to form a basis for reliable broad conclusions.

Attention is directed to the fact that certain adjustments have been made to the figures published in reports prior to 1937, while in the 1936-37 figures it has been necessary to estimate the figures for interest charges on local-body loans for roading purposes.

The following table shows the expenditure under the various headings for the four years ended 31st March, 1937 :—

	1933-34.	1934-35.	1935-36.	1936-37.
	£	£	£	£
Maintenance—				
Main highways .. .. .	954,656	1,501,539	1,632,453	1,314,694
Urban roads and streets .. .. .	397,371	392,032	406,775	424,201
Other roads .. .. .	718,943	955,994	1,098,366	1,038,204
Total .. .. .	2,070,970	2,849,565	3,137,594	2,777,099
Construction—				
Main highways .. .. .	286,709	428,072	624,943	1,622,982
Urban roads and streets .. .. .	1,104,017	944,235	903,918	938,692
Other roads .. .. .	1,240,920	1,172,529	1,102,730	1,443,185
Total .. .. .	2,631,676	2,544,836	2,631,591	4,004,859
Interest and sinking-fund charges—				
Main highways .. .. .	632,846	612,129	605,403	605,925
Urban roads and streets .. .. .	585,900	554,400	580,979	573,423
Other roads .. .. .	1,136,070	1,136,515	1,122,408	1,047,394
Total .. .. .	2,354,816	2,303,044	2,308,790	2,226,742
Total annual road bill—				
Main highways .. .. .	1,874,211	2,541,740	2,862,799	3,543,601
Urban roads and streets .. .. .	2,087,318	1,890,667	1,891,672	1,936,316
Other roads .. .. .	3,095,933	3,265,038	3,323,504	3,528,783
Total .. .. .	7,057,462	7,697,445	8,077,975	9,008,700

The principal points emerging from the figures for the years ended 31st March, 1936, have been commented upon in previous annual reports. The figures for 1936-37, as compared with those of the previous year, are commented on below :—

#### MAINTENANCE.

(a) *Main Highways.*—Expenditure on this item during 1936-37 has decreased by £318,000. The moneys expended by the Main Highways Board on maintenance and by way of grants on maintenance decreased by £315,000. This has been largely due to the large increase in construction, improvement, and renewals of main highways.

(b) *Other Roads.*—This item shows a decrease of £60,000. Grants made by the Main Highways Board decreased by £130,000, whilst grants made by the Public Works Department increased by £10,000. County and road district expenditure shows an increase of £60,000.

(c) *Urban Roads.*—Here an increase of £18,000 is shown due to an increase in expenditure by boroughs and town districts.

#### CONSTRUCTION.

(a) *Main Highways.*—Expenditure under this head has increased by £998,000. The increase in Main Highways Board and public-works expenditure totalled £1,079,000, whilst county expenditure has declined by £81,000.

(b) *Other Roads.*—An increase of £340,000 is shown under this heading. Moneys expended by the Public Works Department increased by £446,000, whilst moneys expended by counties decreased by £106,000.

#### TOTAL ROAD BILL.

The following table, showing the percentages of the total expenditure spent on maintenance, construction, and interest and loan charges, is of interest :—

	Maintenance.	Construction.	Interest and Loan Charges.
	Per Cent.	Per Cent.	Per Cent.
1933-34 .. .. .	29·3	37·3	33·4
1934-35 .. .. .	37·0	33·1	29·9
1935-36 .. .. .	38·8	32·6	28·6
1936-37 .. .. .	30·8	44·5	24·7

SOURCES OF MONEY EXPENDED ON ROAD BILL, 1933-34 TO 1936-37.

The Department has also analysed the expenditure on roads during the four years ended 31st March, 1937, in order to ascertain the sources from which the money expended has been derived.

The following table shows, under five main headings, the sources of revenue expended on (a) main highways, (b) urban roads, (c) other roads, and (d) all types of roads :—

	1933-34.	1934-35.	1935-36.	1936-37.
	£	£	£	£
<b>Main highways—</b>				
Loan .. .. .	237,469	360,118	549,546	892,274
Local rates .. .. .	431,262	471,851	502,408	517,507
Unemployment taxation .. .. .	89,612	280,751	45,638	5,662
General taxation .. .. .	157,257	151,229	157,403	169,239
Motor-taxation .. .. .	958,611	1,277,791	1,607,804	1,958,919
<b>Total .. .. .</b>	<b>1,874,211</b>	<b>2,541,740</b>	<b>2,862,799</b>	<b>3,543,601</b>
<b>Urban roads—</b>				
Loan .. .. .	70,291	71,307	118,745	199,783
Local rates .. .. .	1,153,032	1,072,108	1,080,048	1,059,920
Unemployment taxation .. .. .	616,278	475,306	384,050	330,156
General taxation .. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Motor-taxation .. .. .	247,717	271,946	308,829	346,457
<b>Total .. .. .</b>	<b>2,087,318</b>	<b>1,890,667</b>	<b>1,891,672</b>	<b>1,936,316</b>
<b>Other roads—</b>				
Loan .. .. .	341,090	398,371	466,152	939,714
Local rates .. .. .	734,844	781,010	863,458	916,181
Unemployment taxation .. .. .	797,086	714,887	580,000	357,220
General taxation .. .. .	971,955	985,081	1,010,496	1,017,082
Motor-taxation .. .. .	210,958	385,689	403,398	298,586
<b>Total .. .. .</b>	<b>3,095,933</b>	<b>3,265,038</b>	<b>3,323,504</b>	<b>3,528,783</b>
<b>All roads—</b>				
Loan .. .. .	688,850	829,796	1,134,443	2,031,771
Local rates .. .. .	2,319,138	2,324,969	2,445,914	2,493,608
Unemployment taxation .. .. .	1,502,976	1,470,944	1,009,688	693,038
General taxation .. .. .	1,129,212	1,136,310	1,167,899	1,186,321
Motor-taxation .. .. .	1,417,286	1,935,426	2,320,031	2,603,962
<b>Total .. .. .</b>	<b>7,057,462</b>	<b>7,697,445</b>	<b>8,077,975</b>	<b>9,008,700</b>

The principal points emerging from the 1936-37 figures as compared with those for the previous year are as follows :—

LOAN-MONEYS.

This item shows a large increase of £897,000 over the previous year's figures and now represents 22.5 per cent. of the total money expended. For the year 1930-31 this figure represented almost 30 per cent. of the total charges.

LOCAL RATES.

This item has shown only a slight increase and comprises 27.7 per cent. of the total expenditure. Up to the year under review this item has been the chief source of money for expenditure on roads, but in this year, 1936-37, it takes second place to motor-taxation.

UNEMPLOYMENT TAXATION.

Once again this item shows a sharp decline, approximately £316,000, and now accounts for only 7.7 per cent. of the total.

GENERAL TAXATION.

This item has remained almost constant. This year's figures represent 13.2 per cent. of the total, compared with 14.5 per cent. in 1935-36.

MOTOR-TAXATION.

The proportions of the road bill taken by motor-taxation again shows a substantial increase, this year's figures being £284,000 in excess of those for the previous year. This item has become the chief source of moneys for expenditure on roads and comprises 28.9 per cent. of the total. It is interesting

to note that the amount spent on roads from motor-taxation in the year under review is almost double that which was spent in 1933-34, and that whereas in 1930-31 the amount expended on roads from local rates exceeded that from motor-taxation by £1,200,000, the amount spent from motor-taxation in 1936-37 exceeds the amount spent from local rates by £110,000.

Details of the increase in motor-taxation generally are shown in the Appendix to this report.

#### GENERAL.

The following table indicates the approximate percentages of the various sources of revenue comprised in the total expenditure on roads during the four years ended 31st March, 1937:—

Item.	1933-34.	1934-35.	1935-36.	1936-37.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Loan .. .. .	9·8	10·8	14·0	22·5
Local rates .. .. .	32·9	30·2	30·3	27·7
Unemployment taxation .. .. .	21·3	19·1	12·5	7·7
General taxation .. .. .	16·0	14·8	14·5	13·2
Motor-taxation .. .. .	20·0	25·1	28·7	28·9
Total .. .. .	100·0	100·0	100·0	100·0

#### (ii) ANNUAL CHARGES PER MILE ON ROADS, STREETS, ETC., 1934-37.

The following table shows the annual expenditure for the four years ended 31st March, 1937, on the various classes of roads, &c., computed per mile of road and/or street:—

Class of Road.	Year ended 31st March,	Length of Formed Roads.	Annual Charges per Mile of Road.		
			Maintenance.	Interest and Loan Charges.	Total.
		Miles.	£	£	£
Main highways .. .. .	1934	10,975	87	58	145
	1935	11,176	134	55	189
	1936	11,649	140	52	192
	1937	11,684	113	52	165
Urban roads and streets .. .. .	1934	4,086	97	143	240
	1935	4,035	97	137	234
	1936	4,059	100	143	243
	1937	4,177	102	137	239
Other roads .. .. .	1934	36,010	20	32	52
	1935	36,947	26	31	57
	1936	36,350	30	31	61
	1937	36,467	28	29	57
Total, all roads .. .. .	1934	51,071	41	46	87
	1935	52,158	55	44	99
	1936	52,058	60	44	104
	1937	52,328	53	43	96

Tables Nos. 5 and 6 of the Appendix shows the lengths of various classes of roads, streets, and bridges during the years from 1922 to 1937 inclusive.

#### (iii) MOTOR-TAXATION.

Table No. 7 shows an analysis of the revenue received from the various taxes and fees levied in connection with motor-vehicles, together with comparative figures for the previous twelve years.

The total amount for 1936-37 was £5,887,206, the highest figure yet recorded. There has been an increase in every class of revenue except for Customs duties in respect of vehicles and parts. This last item has decreased by £33,722, no doubt due to the increase in the number of vehicles assembled in New Zealand. Motor-spirits tax has increased by £438,431, tire-tax by £21,633, fees and fines under the Motor-vehicles Act, 1924, by £69,412, and other fees and taxes have been estimated to increase by £41,032.

Table No. 8 sets out the full details of the collection and distribution of these taxes for 1937-38. Approximately 54 per cent. of the net total is set aside for roading purposes, while of the balance, £2,696,632, credited to the Consolidated Fund, all but £3,894 is collected as Customs duty on imports.

## YIELD OF PETROL-TAX.

The following data shows the yield from and distribution of petrol-tax plus surtax on foreign petrol imports since the inception of the tax in 1928 :—

*Yield.*

Year ended 31st March,	Gross Yield.	Refunds.	Net Yield.	Expenses of Collection and Refund.	Net Balance.
	£	£	£	£	£
1928 .. .. .	148,202	32	148,170	1,710	146,460*
1929 .. .. .	867,794	49,105	818,689	8,303	810,386
1930 .. .. .	1,063,811	67,296	996,515	12,633	983,882
1931 .. .. .	1,480,517	100,978	1,379,539	16,335	1,363,204†
1932 .. .. .	1,817,893	137,585	1,680,308	20,360	1,659,948‡
1933 .. .. .	2,018,449	132,421	1,886,028	20,266	1,865,762§
1934 .. .. .	2,520,825	148,984	2,371,841	20,283	2,351,558
1935 .. .. .	2,773,372	159,978	2,613,394	20,180	2,593,214
1936 .. .. .	3,082,862	165,389	2,917,473	21,271	2,896,202
1937 .. .. .	3,557,070	166,426	3,390,644	20,596	3,370,048
1938 .. .. .	4,020,728	188,832	3,831,896	23,417	3,808,479
Total up to 31st March, 1938	23,351,523	1,317,026	22,034,497	185,354	21,849,143

\* 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.

*Distribution.*

Year ended 31st March,	Consolidated Fund.	Main Highways Fund.	Local Authorities.	Total.
	£	£	£	£
1928 .. .. .	4,654	130,461	11,345	146,460
1929 .. .. .	16,458	730,414	63,514	810,386
1930 .. .. .	34,567	873,370	75,945	983,882
1931 .. .. .	63,154	1,219,209	80,841	1,363,204
1932 .. .. .	321,685	1,231,202	107,061	1,659,948
1933 .. .. .	1,122,147	644,126	99,489	1,865,762
1934 .. .. .	1,579,962	669,868	101,728	2,351,558
1935 .. .. .	1,510,338	970,506	112,370	2,593,214
1936 .. .. .	1,321,066	1,449,125	126,011	2,896,202
1937 .. .. .	1,524,459	1,697,942	147,647	3,370,048
1938 .. .. .	1,723,168	1,918,486	166,825	3,808,479
Total .. .. .	9,221,658	11,531,709	1,092,776	21,849,143

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, 1938, together with cumulative figures showing the total distribution from the inception of the petrol-tax up to the 31st March, 1938, is given in Table No. 4 in the Appendix.

## REFUNDS OF PETROL-TAX.

*Refunding of Duty on Motor-spirits.*

The number of claims for refunds of duty on motor-spirits dealt with each year since the inception of the Motor-spirits Taxation Act, 1927, are set out below. The number of claims handled during the last two years has shown a decrease compared with the year 1935. The decrease in the number of claims has not, however, had the effect of reducing the amount refunded, the total under this heading having increased each year. This is due to the fact that larger quantities of motor-spirits have, during



the past few years, been consumed in aircraft. Certain types of vehicles used for agricultural purposes have been exempted from the payment of annual license fees, and this has resulted in larger amounts being refunded to certain claimants.

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	..	..	..	..	..	45,986	137,387
1933	..	..	..	..	..	49,265	138,194
1934	..	..	..	..	..	52,718	155,714
1935	..	..	..	..	..	55,447	163,884
1936	..	..	..	..	..	52,342	176,390
1937	..	..	..	..	..	50,965	188,446

The particulars of the claims paid during each of the quarterly periods in 1937 are as follows :—

Quarter.						Number of Claims.	Amount refunded.
							£    s.    d.
March	..	..	..	..	..	13,564	51,238    9    6
June	..	..	..	..	..	13,543	50,885    5    2
September	..	..	..	..	..	11,783	41,675    1    8
December	..	..	..	..	..	12,075	44,646    19    9

During the calendar year 1937, 3,270 claims were lodged during the second month following the close of the respective quarterly periods and they were reduced by 10 per cent. in accordance with the provisions of section 7 of the Finance Act, 1933 (No. 2).

Refunds are made at the rate of 6d. per gallon on all motor-spirits consumed for purposes other than as fuel for motor-vehicles in respect of which annual license fees are payable. Section 13 of the Customs Acts Amendment Act, 1934, authorizes an additional refund of 2d. per gallon to be made on motor-spirits consumed in aircraft and in vessels used exclusively in the fishing industry for commercial purposes.

#### SPECIAL MILEAGE-TAXATION.

Mileage-tax is payable by owners of most vehicles which are not propelled exclusively by means of motor-spirits. The tax is also payable by owners of self-propelled well-boring, air-compressor, saw-bench, and crane plants, the owners of which are, in effect, exempted by the provisions of the Motor-vehicles (Special Types) Regulations, 1935, from the payment of all other forms of motor-vehicle taxation. The owners of the last-mentioned vehicles are entitled to claim refunds of duty on all of the motor-spirits consumed in operating their contrivances. As the result of the amending legislation the number of vehicles subject to the tax has increased from 198 to 276.

The figures for the last five years are as follows :—

Year ended 31st March,						Number of Vehicles.	Revenue.
							£
1934	..	..	..	..	..	269	1,597
1935	..	..	..	..	..	96	1,629
1936	..	..	..	..	..	142	1,813
1937	..	..	..	..	..	198	4,159
1938	..	..	..	..	..	276	10,591
Total						..	19,789

## 4. ROAD SAFETY.

### A. GENERAL.

With the development of the motor-vehicle, especially in its speed capabilities, and its increasing use in skilled and unskilled hands, there has grown up an almost world-wide accident problem of a magnitude comparable in its effect upon the physical safety of people with the effects produced by modern warfare on a large scale. Forty years ago there were no more than four thousand petrol-driven vehicles on the road; to-day there are nearly forty million. The casualties in 1935 were not far short of two million, while the estimate for 1937 is nearly two and a quarter millions, including approximately eighty thousand killed. New Zealand's road traffic casualties, serious as they are in a country of small population, represent but a very small fraction (0.25 per cent.) of the huge world total.

The following overseas return, compiled from the latest information available from reliable sources, shows the motor-vehicle death-rates in relation to number of vehicles :—

Country.	Deaths per 10,000 Motor-vehicles.	Country.	Deaths per 10,000 Motor-vehicles.
Canada .. ..	10·5	Chile .. ..	31·4
Union of South Africa .. ..	11·2	Scotland .. ..	34·8
Denmark .. ..	12·5	Germany .. ..	42·4
Norway .. ..	12·8	Belgium .. ..	43·6
United States of America .. ..	13·0	Netherlands .. ..	51·1
Australia .. ..	16·8	Switzerland .. ..	49·1
Sweden .. ..	23·1	Ceylon .. ..	55·5
England and Wales .. ..	24·6	Italy .. ..	61·4
Irish Free State .. ..	26·0		

(Deaths from collisions of motor-vehicles with trains or street cars, and motor-cycle accidents, have been excluded, as these figures are not available for all countries.)

The latest figures for New Zealand (1937-38) show, on the same basis, a death-rate of 8·8 per 10,000 motor-vehicles. When all types of accidents are included the rate is 9·6.

While New Zealand holds the premier position with the lowest accident risk per vehicle of any of the "motorized" countries, traffic accidents in the Dominion last year exacted the heavy toll of 243 killed and 5,091 injured. In the last ten years the yearly fatalities have ranged from 135 to 247, the latter figure having been recorded in 1931.

The task—one which has been rendered more difficult by the heavy increase (30 per cent.) in the last two years in the number of motor-vehicles—is to so organize traffic that it may flow as freely and expeditiously as is permitted by the consideration of safety for all. Throughout the year the question has been further examined and studied from the aspects of engineering, education, and enforcement, and the measures adopted under those heads have been co-ordinated in an endeavour to secure the most effective results.

#### B. ROAD SAFETY COUNCIL.

The Minister and the Department continue to have the benefit of association in road-safety activities with the New Zealand Road Safety Council. During the year Miss M. Magill accepted membership on the Council, the present personnel being Hon. R. Semple, Mr. G. L. Laurensen, Miss M. Magill, Dr. G. F. Anson, Mr. J. F. Cousins, Mr. D. J. Cummings, Mr. J. S. Hawkes, Mr. J. H. Jerram, Mr. M. F. Luckie, Dr. J. W. McIlraith, Mr. W. A. O'Callaghan, Mr. D. C. Pryor, Mr. F. C. Spratt, Mr. C. G. Talbot, Mr. J. Wood.

During the year two meetings were held by the Council, at which full consideration was given to the various aspects of road safety. At the last meeting it was resolved that for the future the Council would meet at not less than three-monthly intervals. A proposal that the Council be formed into an executive rather than an advisory body was considered by the Council, which decided against the proposal.

The main problems considered by the Council were :

Accident-prone drivers and the possibility of having such drivers retested :

The high accident rate in the case of motor-cycles, taxi-cabs, and rental cars : the lighting of highways and the headlight problem :

The control of traffic and the necessity for adequate staff :

The education of children :

Adult propaganda and education :

The question of the drunken driver.

Other matters that were discussed covered pedestrian-crossings, traffic lights and signals, drivers' license systems, first-aid equipment for private cars, use of horns, the "keep to the left" rule for drivers, and the marking of guiding-lines on roads.

Discussions at the Council meetings and the general exchange of views amongst the representatives of the various interests have been of the greatest value, while the recommendations made have given the Government many helpful suggestions in the extension of its road-safety policy and have assisted materially in bringing about a reduction in the accident rate.

#### C. ROAD-ACCIDENT STATISTICS.

During the year ended 31st March, 1938, as the result of 229 motor-vehicle accidents on the roads and streets of New Zealand, 243 persons lost their lives. There were, in addition, 3,833 other accidents where some personal injury was incurred, the total number of accidents thus numbering 4,062. As well as those killed there were 1,130 persons seriously injured and 3,961 others who suffered minor injuries.

As stated in last year's annual report, a National Road Safety Council was set up in September, 1936, for the purpose of investigating the problem of road accidents and advising the Government, and a vigorous road-safety campaign has been conducted since that date.

Following recommendations by the Road Safety Council, arrangements were made with the Police Department for the reporting of all motor accidents involving any injury to person. The recording was commenced on 15th March, 1937, this date being selected in order to include the Easter period of last year. Prior to this date the only statistics available related to those accidents causing fatalities.

In order to study the effect of the road-safety campaign up to date the following table has been prepared showing the monthly death-rate for the period of nineteen months that has elapsed since the campaign activity commenced in September, 1936, and comparing this with the death-rate during the nineteen months preceding September, 1936. In order to compare also the motor-vehicle usage during these periods the petrol consumed on the roads each month is shown. From these figures the number of deaths per million gallons of petrol used is obtained. It is seen that during the nineteen months preceding the campaign—*i.e.*, from February, 1935, to August, 1936—there were 345 deaths from motor accidents on our roads and 104,000,000 gallons of petrol were consumed by road vehicles. During the comparable period of the campaign 346 lives were lost and 130,000,000 gallons of petrol were used. The number of deaths per million gallons of petrol consumed has dropped from 3.31 to 2.65, this representing a reduction of 20 per cent. Had the former fatality-rate continued it is estimated that there would have been a total of 433 deaths instead of 346 in the nineteen months from September, 1936, to March, 1938, or another 4 to 5 deaths each month. Actually this estimate is conservative, as the mathematical possibility of accident increases at a faster rate than the increased amount of road use.

*Comparison of the Monthly Death-rate and Road Usage before and after the Road-safety Campaign commenced.*

Nineteen Months preceding Safety Campaign.				Nineteen Months of Active Campaign.			
Month.	Number of Deaths.	Petrol consumed (Million Gallons).	Deaths per Million Gallons.	Month.	Number of Deaths.	Petrol consumed (Million Gallons).	Deaths per Million Gallons.
1935.				1936.			
February .. ..	15	5.0	3.0	September .. ..	5	5.5	0.9
March .. .. .	17	5.5	3.1	October .. .. .	13	6.1	2.1
April .. .. .	17	5.5	3.1	November .. .. .	10	6.1	1.6
May .. .. .	19	5.5	3.4	December .. .. .	21	8.1	2.6
June .. .. .	14	4.4	3.2	1937.			
July .. .. .	14	4.6	3.0	January .. .. .	15	6.1	2.5
August .. .. .	8	4.9	1.6	February .. .. .	22	6.6	3.3
September .. ..	12	4.8	2.5	March .. .. .	17	7.6	2.2
October .. .. .	15	5.4	2.8	April .. .. .	20	7.1	2.8
November .. .. .	14	5.6	2.5	May .. .. .	28	6.1	4.6
December .. .. .	24	6.5	3.7	June .. .. .	20	6.3	3.2
1936.				July .. .. .	15	6.3	2.4
January .. .. .	18	6.2	2.9	August .. .. .	18	6.4	2.8
February .. .. .	21	6.1	3.4	September .. .. .	17	6.8	2.5
March .. .. .	27	6.0	4.5	October .. .. .	20	6.6	3.0
April .. .. .	21	5.8	3.6	November .. .. .	15	7.5	2.0
May .. .. .	26	5.6	4.6	December .. .. .	24	8.8	2.7
June .. .. .	22	5.7	3.9	1938.			
July .. .. .	18	5.8	3.1	January .. .. .	22	7.2	3.1
August .. .. .	23	5.3	4.3	February .. .. .	21	7.2	2.9
Totals .. .. .	345	104.2	3.31	March .. .. .	23	8.3	2.8
				Totals .. .. .	346	130.7	2.65

Although through lack of earlier statistics it has not been possible to compare the accidents which have occurred during the past year with those of former years except in the case of fatalities, very many useful analyses have been made, as, for example, in regard to the nature, time of occurrence, and causes of the accidents and the types of road users involved.

During the year the statistics have been used for publicity purposes and for drawing the attention of traffic authorities and the Courts to prevalent breaches of the law leading to accidents. Special analyses have enabled various investigations to be made, as, for instance, into the prevalence of taxi, rental car, and also motor-cycle accidents; other investigations have followed a detailed analysis of accidents involving personal injuries to children and adolescents. Cases of faulty road conditions have been taken up with road-controlling authorities as they were revealed by the individual reports. For the purpose of ascertaining where the control of traffic is most urgently needed, accident-spot maps have been maintained by the Department in respect of the rural areas. In the case of the cities and larger boroughs brief particulars of every local accident have been supplied to the local authorities. In this way the larger authorities controlling traffic in their own area are kept fully apprised of the main facts relating to local accidents.

The analyses already made and presented in Table No. 9 in the Appendix give the general statistics available at present. It is proposed that the Department should publish a separate bulletin later in the year dealing in greater detail with the statistics for the past year. All the accidents for 1937-38 are recorded in the totals presented, however, except perhaps for an odd minor accident or two which may not yet be reported. From a study of the statistics the following main features are apparent:

- (i) There was 1 fatal accident for every 17 accidents where persons were injured to some extent. Also for every 21 persons injured there was 1 person killed.
- (ii) Nearly 90 per cent. of all motor accidents were collisions. The collisions were mainly with other motor-vehicles (38 per cent.), bicyclists (28 per cent.), and pedestrians (23 per cent.).

- (iii) Of the persons killed, 62 per cent. were occupants of motor-vehicles, 12 per cent. were bicyclists, and 25 per cent. pedestrians. Of the injured, motor-vehicle occupants represented 63 per cent., bicyclists 19 per cent., but pedestrians only 17 per cent.
- Of the casualties to drivers or other occupants of motor-vehicles, there was 1 death for every 21 injured and 1 cyclist was killed for 33 cyclists injured. The severity of accidents to pedestrians was much more considerable, however, as there was 1 death for every 14 injured.
- (iv) Nearly 27 per cent. of those killed or injured were under twenty years and nearly 13 per cent. under fifteen years. Over 12 per cent. of the victims were over fifty-five years.
- (v) Accidents are most frequent during the late afternoon and evening hours. No less than 39 per cent. of all accidents occurred between 4 p.m. and 8 p.m.
- (vi) Twenty-two per cent. of all accidents occurred on Saturdays, and over 52 per cent. of the weekly total occurred on Friday, Saturday, or Sunday.
- (vii) Of all accidents, 36½ per cent. occurred at dusk or in hours of darkness. The corresponding proportion of fatal accidents occurring under those conditions has not yet been ascertained, but in past years nearly 50 per cent. of the total fatal accidents occurred at dusk or dark. It thus seems evident that accidents at night are apt to result in more serious consequences.
- (viii) Although past records have shown that the majority of fatal accidents (59 per cent. in 1936-37) occur on rural roads, these complete statistics show that only one-third of all accidents involving injury occur on the country highways and other rural roads. This supports the conclusion that when accidents occur on the open road where speeds are normally higher their severity tends to be greater than in town areas.
- (ix) Every third accident occurred on a straight, flat road or street. A further 36 per cent. occurred at road or street intersections.
- (x) Forty-four per cent. of the vehicles involved in accidents were less than three years old. The proportion of all vehicles which are in this category is not known.
- (xi) The following table has been prepared showing the number of accidents in which different types of vehicles have been involved, the number licensed in each category, the estimated annual mileages, and the respective number of accidents per million miles travelled.

Type of Vehicle.	Number of Accidents in which the Type of Vehicle was involved during the Year.	Average Number of Vehicles licensed during the Year.	Estimated Annual Mileage.	Number of Accidents per Million Miles travelled.
Motor-cycles .. .. .	885	19,172	3,000	15·4
Motor-cars .. .. .	2,831	173,901	4,000	4·1
Goods-vehicles .. .. .	833	45,507	7,000	2·6
Taxis .. .. .	230	1,667	20,000	6·9
Service cars and omnibuses .. .. .	54	1,253	30,000	1·4
Rental cars .. .. .	56	587	15,000	6·4

- (xii) Apart from general negligence, the predominant faults of motorists which led to accidents were—
- (1) Failure to keep to the left (including cutting corners).
  - (2) Failure to yield right of way.
  - (3) Excessive speed.
- These accounted for 80 per cent. of the specific driving breaches which were a factor in causing accidents. There were 93 cases of intoxicated drivers involved in accidents.
- (xiii) A feature of the statistics obtained was the large number of unlicensed drivers involved in accidents. No less than 385 drivers of motor-vehicles, or 1 driver in every 14 involved held no license to drive.
- (xiv) Vehicle defects were present in 397 instances—*i.e.*, nearly 10 per cent. of the accidents. The worst features in this connection were: Dazzling headlights, inadequate headlights, defective brakes, faulty steering. These faults accounted for two-thirds of the vehicle defects reported.
- (xv) Bicyclists involved in 989 collisions with motor-vehicles (and also sundry other accidents where no collision actually occurred) contributed towards these accidents by committing 691 specific breaches of the laws relating to bicyclists and cycle equipment. Similar faults were prevalent as in the case of motorists, the main breaches being reckless or careless riding, failure to keep to the left, and failure to yield the right of way.
- (xvi) Pedestrians were involved in 841 collisions with motor-vehicles, and contributed towards these accidents by committing over four hundred breaches of the various regulations laid down for the conduct of pedestrians. One of the most important actions of pedestrians causing accidents is that of running or walking heedlessly across the street

right into a moving vehicle. There were 233 cases recorded where pedestrians walked into the vehicle. There were also over one hundred cases where the pedestrian stepped out into the traffic lane from behind another vehicle which masked him from view and prevented him from seeing approaching vehicles.

- (xvii) Pedestrians walking along the road in the same direction as the vehicle were struck in 84 cases, while only 17 of those walking in the opposite direction to the vehicle were struck. There were 44 instances of pedestrians struck by motor-vehicles while on authorized pedestrian crossings.
- (xviii) Nearly 20 per cent. of the accidents occurred on wet bitumen or concrete surfaces, and in 14 per cent. of the cases the surface was of loose metal. It does not necessarily follow, however, that these factors were in every case a cause of the accident.

A common fault encountered in regard to road conditions, however, is that of obstructed view. This was reported in 150 cases and was often found to be caused by some form of vegetation growth, such as high hedges at road intersections.

- (xix) Although particulars have been ascertained regarding the years of experience of motor-drivers, the full value of this analysis would be obtained only from a comparison with the total number of drivers in each group. The latter information is not available.

#### D. PREVENTIVE MEASURES.

##### ROAD CONDITIONS.

Where the motor accident reports received from the police have referred to faulty road conditions at the scene of any particular accident, the Department has taken the matter up with the road-controlling authority, with the result that in many cases the hazards have been eliminated. The most common hazards reported are in regard to obstructions to view caused by trees or hedges, mainly at intersections, and also unnecessarily heavy loose metal road surfaces. In many cases it is obvious that the road conditions would be perfectly safe if the motorist exercised a greater degree of care. This is particularly evidenced where loose metal surfaces are reported. However, this fact does not relieve the road-controlling authority of the responsibility of maintaining the gravel roads in a safe condition with a light film of fine material rather than a heavy coat of large-sized metal as is sometimes encountered.

##### LIGHTING OF HIGHWAYS.

The recommendations of the New Zealand Road Safety Council provided for the installation of a modern system of highway lighting on those highways where the daily volume of traffic reached a minimum of 2,500 motor-vehicles. At that time the only roads outside urban centres which qualified in this respect were (i) the Hutt Road between Wellington and Petone and (ii) the Great South Road between Auckland and Otahuhu. However, it now appears from the results of the recent traffic census that the volume of 2,500 vehicles per day is exceeded on the Great South Road from Auckland for at least as far as Manurewa. Also the South Road leading out of Christchurch now carries over 2,500 vehicles for a short distance.

The lighting of these highways is regarded as a national matter, and until the Main Highways Board, representing the Government, assumes control of the sections in question little progress can be made.

#### E. EDUCATION OF CHILDREN

There is a growing but as yet inadequate appreciation of the importance of children having a working knowledge of the main traffic rules and of their becoming imbued with a full sense of their responsibilities, as children and later as adults, to other users of the road.

First to be considered is the danger to the child if he is not equipped with the knowledge necessary to help him to ensure safety for himself; but the matter goes further than this. Too many young people are acquiring bad road habits which they may carry with them into adult life, and unless effective action is taken to prevent the formation of such habits there is likely always to be an adult accident problem of considerable magnitude.

The view adopted in 1936 by the Road Safety Council may be here recalled and emphasized—namely, that when looking at the future a commencement should be made with the child. The aim is not only to reduce the casualty rate among children, but also to assist the children to develop into more self-controlled, considerate, and law-abiding people than are often seen on the highways to-day.

If the folly of the sacrifice of and injury to young lives is set aside and the whole matter examined solely from a financial point of view, it may still be agreed that it is wiser to expend public moneys upon the prevention of accident-causing faults than to allow those faults to develop and to spend far larger sums upon the more difficult task of eradication. Unfortunately, for some time to come much effort and a good deal of expenditure upon the latter are unavoidable if road casualties are to be kept in check, but it can be anticipated that increased and sustained efforts in the juvenile field will in time more readily permit of a reduction of the effort and expenditure now necessary upon the eradication of adult faults.

A great deal of very valuable work has been done in the schools, mainly by teachers, but supplemented in some areas by lectures and demonstrations given by outside instructors. It seems that the main effort will require to be made in the schools, although the efforts of teachers and of special instructors need to be reinforced by parental effort and example.

The work in the schools has been extended in recent months, and further extensions are in train. The Department has been associated closely with the Education Department in regard to this extension of activity. From time to time, in the *Education Gazette*, the Education Department has drawn the

attention of teachers to the need for teaching road sense: statistics and information concerning traffic dangers to children have been published, and many suggestions have been given as to the methods which may be employed in instructing children. Every training-college student has been supplied with a copy of the Road Code, and the co-operation of Principals of the colleges invited in incorporating the Code into the students' training course. During February, when the ordinary time-table was suspended and work out of doors given precedence, teachers were asked by the Education Department to give attention, both by explanation and demonstration, to the principles of road safety. In the last quarter of the calendar year frequent radio talks were given by those conducting children's radio sessions.

Among the matters either finalized or in process of finalization are—

- (1) Statistics of accidents occurring in the April–December, 1937, period have been compiled and analysed and circulated to educational and traffic authorities and to the press. Considerable publicity was given in the press to the facts revealed by the analysis, a summary of which appears hereunder.
- (2) Posterettes (11 in. by 17 in.) dealing with some of the principal faults by young pedestrians and young pedal-cyclists have been designed and will be distributed every second month to over nine thousand teachers who receive the *Education Gazette*; in the same issue of the *Gazette* appropriate informative material will be published for the use of teachers.
- (3) The *School Journal* will include some safety-first slogan which will serve to refresh the pupil's memory.
- (4) Education Boards are co-operating with the Education Department in the display of wall notices which were drawn up by this Department in consultation with the Education Department. The notices contain in brief form, on one side, the main pedestrian rules, and on the other the main rules for cyclists.
- (5) Material is being gathered for the purpose of compiling an illustrated manual suitable for the use of teachers and others concerned in the instruction of young people.
- (6) A Road Traffic Instructor for Schools is being appointed for duty in the Wellington Education Board's district. The Hon. the Minister of Education expressed his approval of the proposal, while a very ready response was made by the Board to the request made for its co-operation. Consideration will be given later to an extension to other districts of this means of bringing expert instruction into the schools.
- (7) Several films have been ordered from England for use in the schools, and it is proposed to prepare a local 16 mm. film applicable to children. A portable film-projector and portable screen and other equipment for the Instructor's use are under purchase.
- (8) The Dominion executive of the New Zealand Boy Scouts' Association has sent recommendations to the parent body in England for the institution of a Road Safety Proficiency Badge and for the inclusion of tests on the subject in the general training of scouts. It is proposed by the Dominion executive that the simpler tests should be conducted by Scoutmasters, while the advanced tests would be arranged by the executive in consultation with the Transport Department. The Department has offered every possible assistance in this connection and will also arrange for lectures and demonstrations to be given to assemblies of Boy Scouts.

Other matters are noted for consideration in the near future. Continued investigation into the whole problem of road accidents, and observation of the response in New Zealand and elsewhere to measures already in operation, indicate that if anything approaching a complete and permanent solution is to be found it is in the early and systematic training of children. It will be necessary, of course, to have such training followed up by special supervision, plus suitable corrective action where necessary, in the immediate past-school years and, secondly, in the adult stage.

#### F. SUMMARY OF ACCIDENT FACTS.

Casualties to persons under twenty years of age totalled 1,421 for the twelve months ended 31st March, 1938. Accidents resulting in casualties to the number of 949 (reported up to 31st January) for the period April–December, 1937, were analysed and are classified as follows:—

	Fatal.	Serious.	Minor.	Total.
Pedestrians .. .. .	6	42	146	194
Push-cycles—				
Riders .. .. .	9	51	248	308
Passengers .. .. .	..	3	9	12
Motor-cycles—				
Riders .. .. .	6	22	75	103
Pillion riders .. .. .	..	8	36	44
Motor-cars and lorries—				
Drivers .. .. .	1	5	27	33
Passengers .. .. .	14	35	199	248
Tricycles and trolleys: Riders .. .. .	..	1	6	7
	36	167	746	949

Two in every 9 accidents were of a serious (or fatal) nature. Accidents to bicyclists comprise 33 per cent. of the total; young drivers and passengers in motor-vehicles account for 30 per cent., pedestrians 20 per cent., and motor-cyclists and pillion riders together equal 15 per cent.

The worst ages are nineteen years (133 casualties); eighteen years (111); sixteen years (100); seventeen years (90); fifteen years (73); six years (48); fourteen years (47); thirteen years (46); and seven years (40).

#### PEDESTRIANS.

One in every 4 pedestrian accidents was of a serious (or fatal) nature.

Most accidents occurred in the cities of Auckland, Wellington, Dunedin, and Christchurch, in the order given.

All 6 fatal accidents were to children between three and eight years of age. Children of six and seven years of age were concerned in 22 of the 42 cases of serious injury.

The worst ages for pedestrians under twenty years of age are six, five, seven, four, and eight in that order. Very few accidents occurred to pedestrians of the ages eleven, twelve, thirteen, and fourteen years.

Two-thirds of those injured were males. One-third of the accidents to all pedestrians under twenty years of age befell boys of six, five, seven, and four years of age, in that order. Nearly three times as many accidents occurred to boys of those ages as to girls of the same ages; for the other ages there is little difference between the numbers of accidents for the two sexes. One-third of the accidents to females occurred to girls of the ages of six, seven, five, and four years, in that order.

The worst days are Friday, Saturday, and Wednesday, in that order. The worst hours are 3-4 p.m., 4-5 p.m., 5-6 p.m., 8-9 a.m., and 2-3 p.m., in that order. One-fifth of all the accidents happened to those in the 5-9 and 10-14 years groups in the two-hour period 3-5 p.m.

An outstanding feature is that 60 accidents (5 fatal, 14 serious, and 41 minor) resulted from children under ten years of age running on to or across the roadway. Emerging from behind a stationary vehicle, resulting in 34 accidents, was the next most serious cause. For all persons under twenty years of age these two causes alone were primarily responsible for over half the total number of accidents. Playing or loitering on the road accounted for 22 accidents, of which 15 were in respect of children between five and nine years of age.

Car and lorry drivers, and motor-cyclists, should be enabled more fully to understand the liability of young children to acts of impulsiveness and to be on the alert where children are walking along or across the roadway, or even where they are on the footpath.

#### PUSH-CYCLISTS.

Accidents to cyclists under twenty years of age represent about 45 per cent. of the accidents to cyclists of all ages.

One in every 5 accidents was of a serious (or fatal) nature.

Most accidents occurred in the cities of Auckland, Wellington, Christchurch, Dunedin, and Palmerston North, in that order.

As mentioned previously, pedestrians between eleven and fourteen years of age suffer very few accidents; but at age eleven the accidents to bicyclists become more numerous and rise steadily to their peak at age sixteen. (Motor-cycle accidents appear at age fifteen and rise steadily to age nineteen.)

The worst accident day for young cyclists is Friday. There is very little difference between the other days, including Sunday. For the under twenty group the highest accident hours are 5-6 p.m., 4-5 p.m., 12-1 p.m., 6-7 p.m., 7-8 a.m., and 3-4 p.m. For the ten to fourteen years group the worst hours are 5-6 p.m., 4-5 p.m., and 3-4 p.m.

One hundred and forty-six accidents occurred on straight stretches of road, 129 at intersections, and 26 at bends; 87 of the accidents occurred on grades ranging from steep to easy.

The danger of speeding down a grade, preventing the rider from yielding the right of way at an intersection, or throwing him out wide at a bend, or causing him to apply his brakes suddenly and fall or skid as the alternative to a collision, is suggested by the fact that nearly 30 per cent. of the accidents happened on a grade or at the end of a grade.

In 277 cases it was possible clearly to apportion the responsibility between motor-driver and cyclist. The cyclist was responsible for 6 fatal accidents, 40 out of 50 serious accidents, and 156 out of 219 accidents causing minor injury, or 202 (nearly three-fourths) of the 277.

One in every 8 accidents was due to failure of the cyclist to signal before turning at an intersection or through turning suddenly or swerving on a straight stretch of road. Next in order were failure to keep to the left, failure to yield the right of way to vehicles coming from the right at intersections, and excessive speed. In addition, there were 61 cases of general carelessness (covering also inexperience where young riders were concerned). These include a good many cases of cyclists riding close behind a motor-vehicle and striking the rear of the latter upon its stopping suddenly at an intersection or elsewhere. Riding straight off the footpath into the way of a passing motor-vehicle was another fairly common breach. The carelessness or recklessness to which some cyclists are prone is demonstrated by the fact that 17 cyclists ran into parked vehicles, generally in daylight.

The inexperience of young cyclists, and the tendency of such cyclists (and of some cyclists of higher ages) to do the "unexpected" are points which could with advantage be brought more prominently before all drivers.

An additional hazard affecting the safety of push-cyclists (and pedestrians on the roadway) at night exists when a driver is dazzled by the headlights of an oncoming vehicle. Under this heading there were ten accidents to cyclists and pedestrians. Further similar accidents will be obviated if drivers realize that their duty in similar circumstances is to stop.

## MOTOR-CYCLISTS.

Accidents, totalling 103, occurred as follows: age fifteen, 1; sixteen, 18; seventeen, 13; eighteen, 26; nineteen years, 45.

In addition 44 pillion-riders were injured.

These accidents have not been analysed in detail as they will be covered by a later analysis of accidents to drivers of all motor-vehicles, including motor-cyclists.

## MOTOR-VEHICLE PASSENGERS.

(Other than pillion-riders.)

This group follows push-cyclists in order of seriousness. Casualties to passengers under twenty years of age average 13 a fortnight.

One in every 5 accidents was serious (or fatal). The ages of those killed were four years, 1; six, 1; seven, 1; nine, 1; ten, 1; eleven, 2; fifteen, 1; eighteen, 2; and nineteen years, 4.

In most of the 248 accidents the responsibility rested with the drivers of the vehicles the occupants of which were injured, or with the drivers of other vehicles.

## TRENDS.

Though the figures are for a period of only nine months, there seems to be some evidence of a small general falling off in accidents to young pedestrians and young push-cyclists: though, with respect to the latter, a comparison between the June-August and September-November figures shows a small increase in the latter period. Motor-cyclists showed an increase in the four months August-November as compared with the preceding four months of April-July.

## G. ADULT EDUCATION AND PROPAGANDA.

The avenues of approach to the problem of road-safety education were explored by special sub-committees of the Road Safety Council, the findings of which were set out in detail in the last report of this Department.

The Road Safety Council defined the objects of an education campaign as:—

“Awakening the conscience of the people to the consequences of road accidents, and of securing the full and willing co-operation of the public in an effort to reduce, and if possible eliminate, such accidents;

“Educating the individual road-user regarding the requirements laid down by the law and by a reasonable standard of conduct in his relations to other road-users; and

“Inculcating in the mind of the individual a consciousness in which observance of the law and habits of caution and consideration will become second nature.”

For the purpose of achieving these objects:—

“All the main needs of publicity should be availed of to an adequate extent and expert assistance should be utilized.

“There should be co-ordination of propaganda activities.

“There should be definition of responsibility as between the Government, local authorities, and automobile associations, and assistance given in the form of Government subsidy in respect of approved educational and propaganda measures of the automobile associations.”

As a first step in giving effect to these recommendations a Publicity Officer was appointed to the staff of the Department during the year, and the possibilities of publicity are being fully explored.

Many suggestions and offers of assistance were received during the year; the thanks of the Department are due to many public and private organizations for their active co-operation, and particularly are they due to the press, the National and Commercial Broadcasting Services, theatre-proprietors, the local bodies, and many Government Departments.

Investigations have shown that it is rare to find two accidents that are precisely similar; traffic mishaps are as diverse as the road-users who are involved in them, and are further complicated by such variables as the condition of the roadway, the light, the weather, and the mechanical state of the vehicle. An attempt to modify the action of motorists, cyclists, and pedestrians, of different ages, temperaments, and experience, each one of whom will react differently under different circumstances, must be based upon publicity as diversified as possible in its appeal.

Any one type of propaganda aimed to appeal to all classes of road-users would probably be ineffective. Accordingly, the publicity has been made as varied as possible in its application, ranging in its appeal from realism to abstract idealism.

It is not proposed to give a detailed list of the various publicity schemes and methods adopted, but a brief summary is given below of the different types of propaganda used:—

*Press.*—Considerable publicity has been given by the press to road-safety material, statistical and general. Detailed analyses of accident reports were supplied monthly to every newspaper in the Dominion, these being later supplemented by statements based upon the statistical summaries. The monthly statement was later replaced by a shorter weekly statement, in which not only the monthly figures were dealt with, but specific types of accident, such as those to elderly pedestrians, were treated. It is proposed to continue this system, the statements being based upon original material and being made as interesting as possible. Comparisons are now being made between months just past and the corresponding month of the previous year. General appeals have also been made through the press on special occasions, and short statements relating to accidents in



cities and in boroughs have been made available to local newspapers. The roads upon which the greatest number of accidents occurred were shown in accident "density" and accident "spot" maps, which were widely published. By means of graphs attention has been drawn in the press to the days of the week on which most accidents occur, and the liability of different types of vehicles to accident injury. Articles of a general nature have been made available for use in motoring columns, and material has also been supplied to magazines and technical publications.

*Radio.*—A special slogan appeal was made through the National Broadcasting Stations during the nine weeks prior to Christmas. Announcements were made from the four national stations every half-hour during the breakfast sessions, again in the evenings, and occasionally at other periods. In addition to special appeals, there have been two series of talks from all YA stations, the first prior to Christmas and the second, mainly by members of the Road Safety Council, immediately prior to Easter. Publicity material has also been supplied to the radio news services. For the purpose of making road-users "road-safety minded," the national commercial stations have organized a road-safety limerick contest, over 2,500 entries being received. Road-safety radio plays are in the course of preparation.

*Posters and Road Signs.*—A poster contest was held and entries were received from practically every part of the Dominion. The winning design was widely displayed. A number of the entries were exhibited at the National Art Gallery and are being used in winter-show exhibits. Use will subsequently be made of them in road-safety processions. In view of the number of accidents to school-children, a special poster appealing to motorists was designed and distributed. The poster-distribution system was reorganized, and as a result of the very ready response of local authorities another issue of this poster was made. A poster display system is being built up and it is intended to inaugurate a six-weekly poster service. A small cyclist poster is being supplied to cycle-shops. It is proposed to hold a second poster contest in September.

Several large hoarding-sites were donated by the Railways Department and were used for displaying a road-safety design. An experiment is being made with a smaller road sign.

Twelve Traffic Inspectors were equipped with cameras for photographing scenes of accidents, wrecked vehicles, &c. Some very striking results have been obtained. As soon as a regular supply of these photographs is assured it is intended to inaugurate a posterette service, using the enlarged photographs with a minimum of wordage to explain how accidents occur. The posterette will be used in shop-windows, tram-car compartments, buses, lifts, &c., and will be changed at frequent intervals.

*Screen.*—Two introductions have been made to road-safety films. A number of films have been ordered from overseas and in addition to instructional films (35 mm. and 16 mm.) to be produced in New Zealand, an attempt will be made to dramatize road safety. Films will be used in show exhibits, theatres, schools, lectures, schools for drivers, &c.

A road-safety-screen slide was supplied shortly before Christmas to every theatre in the Dominion. This slide is still being screened in a number of centres.

*Stamps.*—A quarter million perforated poster stamps in a number of attractive designs were distributed before Christmas. Owing to the very ready demand a second supply was printed and distributed. Co-operating with the Road Safety Campaign, the Post and Telegraph Department have used a special cancellation stamp in the main centres.

*Leaflets.*—Opportunity was taken during the relicensing of motor-vehicles to distribute a small leaflet. The Department also co-operated with a commercial firm in the preparation and distribution of a small illustrated booklet. It is proposed to introduce a comprehensive illustrated booklet during the present year. Thirty thousand copies of the Traffic Regulations and Road Code have been supplied to Licensing Authorities for distribution to new drivers.

*Motor-cyclist Co-operation.*—It is felt that road-safety measures initiated by various classes of road-users and encouraged and assisted by the Department are likely to achieve results of permanent value. Informal conferences were held with representatives of motor-cycling organizations, as a result of which proposals have been made for setting up motor-cycling road-safety committees, for the provision of road-safety literature, for national safety awards, and for the organization of proper instruction in road sense of young and inexperienced riders before they are tested for their licenses.

*Automobile Association Co-operation.*—An invitation was extended to the automobile associations with a view to co-operation between the associations and the Department in road-safety activities on a subsidized basis. The North and South Island Motor Unions endorsed the proposal and submitted it to the associations, which are at present giving consideration to detailed plans.

*General.*—The automobile associations of Otago and South Canterbury, in co-operation with the Department, are arranging road-safety displays in the Dunedin and Timaru winter shows.

Plans for Safety Weeks have been discussed with a number of local bodies. Two special posters have been printed, and supplies of other posters are being obtained from overseas. It is intended to have special floats for road-safety processions prepared and used successively in the different centres holding the Road-safety Weeks.

The Department has joined the Road Safety Associations of Great Britain and Australia, and reciprocal arrangements have been made for the exchange of appropriate statistics.

#### H. SPEED-LIMITS IN BUILT-UP AREAS.

There is provision for general uniformity in speed-limits and for a maximum limit of thirty miles an hour in all boroughs and town districts and in any other closely populated localities where such a speed-limit is deemed necessary in the interests of public safety. In order that the speed-restriction might not be unreasonably or unnecessarily applied where the borough and town-district limits extend beyond the limits of the closely built areas, the Minister is empowered to exclude any street from the provisions as to speed. It has been found necessary in a great number of cases to invoke this latter provision.

The main outlets from nearly all of the boroughs and town districts throughout the Dominion have been inspected in this connection, and of a total of 187 boroughs and town districts in New Zealand it has been found necessary to de-restrict certain lengths in no less than 102 instances, while similar steps are still under consideration in certain of the other localities. On the other hand, the restriction has been extended beyond the boundary limits in seventeen instances where the limits of population extend beyond the borough boundaries. In addition, some thirty-seven small townships have been declared closely populated localities and thus made subject to the same speed-limit. However, in the case of the smaller or more scattered country settlements the speed restriction is not usually considered warranted, and the general policy followed here is to erect traffic signs of a cautionary nature and to apply the general laws prohibiting dangerous or negligent driving.

## I. ENFORCEMENT OF TRAFFIC LAWS.

### GENERAL.

Owing to their universal application, the enforcement of the traffic laws is a task which spreads over the whole Dominion and affects every citizen practically every day of his life. Partly because of the multitude of possible offences, the fact that they are of comparatively recent origin, and because the present generation has not fully appreciated their significance, and does not therefore give them the universal respect which all good laws should command, the Courts have been literally flooded during recent years with traffic cases. In 1926 approximately one out of every three cases for offences against all the laws were traffic cases. In the same year offences against good order, which deal mainly with public behaviour and include traffic offences, amounted to 26,700 cases, of which 17,300 were traffic cases.

The same problem has arisen in all motorized countries throughout the world. In some countries special Traffic Courts have been created, and in others the principle of giving police officers the power to inflict fines on traffic offenders on the spot has been tried out.

Broadly speaking, it may be said that the traffic laws provide a minimum basis of good conduct on the roads in the interests of public safety and the free flow of traffic on the roads. If, therefore, the laws are not being observed it means plainly that the public safety is being endangered and the movement of traffic impeded. The protection of human life and limb is a well-recognized function of the modern state, while the smooth flow of road traffic is now an economic and social necessity, hence the widespread efforts that are made to secure observance of the traffic laws.

There are two main aspects relating to the enforcement of traffic laws—viz., the education of road-users in their legal requirements, and the detection and certain punishment of wilful offenders. Both these factors have received attention in the present road-safety policy. Steps have been taken to acquaint every adult person in the Dominion with his legal responsibilities, while the machinery for the detection of offences has been improved.

Experience indicates that wilful offenders comprise a very small percentage of the public.

### ENFORCEMENT MACHINERY.

The machinery for securing the enforcement of the traffic laws in the Dominion consists of the following:—

- (a) The Traffic Inspectors, under the control of the Transport Department. In general, these officers have control of the main highways and the rural roads:
- (b) The Traffic Inspectors under the control of local authorities. These officers have control of the roads and streets in the larger boroughs: and
- (c) The police officers, who assist generally in the enforcement of the laws in such cases as come under their notice.

### CONVICTIONS FOR TRAFFIC OFFENCES.

Table No. 10 in the Appendix sets forth a classification of the convictions for the principal traffic offences recorded in the Magistrates' and Supreme Courts during the last ten calendar years.

### ENFORCEMENT OF TRAFFIC LAWS BY TRANSPORT DEPARTMENT.

#### *Number of Traffic Inspectors.*

As from 1st April, 1937, the traffic-control staff, which up to that time had been attached to the Main Highways Board, was transferred to the Transport Department. When the transfer was made there were 41 Traffic Inspectors, and during the year there were 16 new appointments and 4 resignations, the number of Inspectors at 31st March, 1938, being 53.

The new appointments were made in order to cope with the increased volume of motor traffic on the roads and also as part of the general policy for maintaining road safety.

*Organization.*

The traffic staff is organized into four districts, each district being under the charge of a Chief Traffic Inspector. The numbers of Inspectors in each district and the length of roads which are under their control are set out hereunder :—

Traffic District.				Number of Traffic Inspectors as at 31st March, 1938.	Length of Roads, 31st March, 1936.
					Miles.
No. 1 district	..	..	..	16	10,230
No. 2 district	..	..	..	16	11,112
No. 3 district	..	..	..	11	9,825
No. 4 district	..	..	..	10	7,570
Totals	..	..	..	53	38,737

*Duties of Traffic Inspectors.*

The duties of the traffic staff are as follows :—

## I. Road safety—

- (a) Securing a reasonable observance of the provisions of the Motor-vehicles Act and the regulations thereunder.
- (b) Education of motorists in their legal requirements, and in general road safety.
- (c) Reporting breaches of the traffic laws to the Department.
- (d) Conducting prosecutions in the Courts in respect of traffic offences.
- (e) Testing applicants for drivers' licenses.
- (f) Controlling motor traffic at race meetings, shows, and other occasions where the flow of traffic becomes abnormal.
- (g) General patrol of roads under their control.

## II. Road Protection—

- (a) Securing reasonable observance of the Heavy Motor-vehicle Regulations which deal with the speeds, weights, loads, &c., of all heavy motor-vehicles.
- (b) Reporting breaches of these regulations to the Department.
- (c) Conducting prosecutions in the Courts in respect of offences against these regulations.

## III. Regulation of Commercial Motor Transport—

- (a) Securing reasonable observance of the Transport Licensing Act and the regulations thereunder.
- (b) Reporting breaches of these laws to the Department.
- (c) Conducting prosecutions in the Courts in respect of offences against these laws.

## IV. Taxation—

Generally seeing that all fees, licenses, and third-party insurance premiums are paid.

## PROSECUTIONS.

During the year ended 31st March, 1938, some 4,003 informations were laid by the Department in respect of breaches of the laws relating to motor traffic; convictions were obtained in 3,846 cases, and the Courts imposed fines (exclusive of costs) amounting to £6,667. In 93 instances the cases were dismissed by the Courts, and 64 informations were withdrawn. Full details of these cases are set out in Table II in the Appendix.

It is estimated that for every case of prosecution there were between 6 and 10 cases where warnings or advice were given.

## TRAFFIC OFFENCES BUREAU.

Up till the end of September, 1937, the Traffic Inspectors attached to the Department took cases against offending motorists on their own initiative. As from the 1st October, 1937, the Inspectors handed each offender on the spot a traffic-offence notice, which sets out the full details of the alleged offence and explains that the offender may, if he so desires, submit an explanation direct to the Commissioner of Transport, who will decide whether or not a prosecution will be taken.

The principal advantages of the new scheme are, firstly, that it would tend to result in a uniform policy as regards prosecutions; secondly, a motorist is notified of the offence when it occurs or as soon as possible thereafter and is given an opportunity of submitting an explanation before a prosecution is decided on; and, thirdly, the traffic-offence notices provide a national record of prosecutions and warnings. Knowing this, the motorists would tend to pay more respect to the observance of the law.

Full details of the results of the first six months operation of the scheme are set out in Table No. 12 in the Appendix to this report.

It is interesting to note that out of 483 persons who were warned and not prosecuted only two were subsequently reported for further offences.

### J. INSPECTION OF MOTOR-VEHICLES.

All motor-vehicles operated in the Dominion are required to undergo periodical mechanical inspection, the work being classified into three main divisions.

Inspection of—

- (a) Licensed passenger-vehicles.
- (b) Licensed goods-vehicles.
- (c) Private vehicles.

(a) *Licensed Passenger-vehicles.* This class embraces all vehicles used for the carriage of passengers for hire or reward with the exception of taxis, and embraces omnibuses, service cars, passenger-trucks, school buses, &c. These vehicles are examined by officers of the Department specially appointed for the purpose. The examination is a thorough one, and all matters which are likely to prejudice the safety, health, or comfort of the passengers are carefully considered. A Certificate of Fitness, showing the number of passengers which the vehicle has been authorized to carry, must be exhibited within these vehicles.

By perusing plans of proposed vehicles and giving supervision during their construction the Department ensures that all new vehicles will comply with the relevant constructional requirements, and this co-operation eliminates unnecessary expense and delay in placing the vehicle in service. In this manner 327 new vehicles were constructed during the past year.

The following is the distribution of vehicles in the four licensing districts which were newly constructed, condemned, or voluntarily withdrawn:—

	1.	2.	3.	4.	Total.
(a) Newly constructed .. .. .	105	129	43	50	327
(b) Condemned .. .. .	60	23	6	9	98
(c) Voluntarily withdrawn .. .	45	69	28	30	172

During the year 1,205 new applications for Certificates of Fitness and 123 applications for temporary permits were received.

Since December, 1936, all school buses have been required to undergo periodic inspection, and the work has entailed the examination of 578 vehicles. In this respect it may be stated that the principal consideration is given to the matters which are likely to prejudice the health and safety of the children.

Tabulated below is a statistical survey of these passenger-vehicles, which are inspected by the Department, as at 31st March, 1938:—

District.	Ambulances.	School Vehicles.	School Buses.	Omnibuses.	Service Cars.	Service Coaches.	Passenger-trucks.	Total.
1 .. .. .	27	46	107	256	204	59	220	919
2 .. .. .	28	86	64	223	220	6	107	734
3 .. .. .	12	83	49	73	192	12	46	467
4 .. .. .	12	34	49	91	98	17	11	312
	79	249	269	643	714	94	384	2,432

It is pleasing to note that all operators have responded well to the Department's requirements, and it is considered that the standard of safety and comfort provided in passenger-carrying vehicles adequately fulfils the demands of the travelling public.

(b) *Licensed Goods-service Vehicles.*—During the year all goods-service vehicles licensed under the Transport Act were examined by the Vehicle Inspectors of the Department to ensure that they were maintained in a safe condition and were not unduly overloaded.

It is satisfactory to note that whereas the condition of the vehicles left much to be desired at the initial examination, the subsequent inspections have indicated that in general the operators have responded well to the Department's requirements and a higher standard of maintenance has resulted.

The distribution of these vehicles among the four districts in the Dominion is as follows:—

District.	Number.
No. 1: Auckland .. .. .	2,050
No. 2: Wellington .. .. .	1,550
No. 3: Christchurch .. .. .	1,050
No. 4: Otago .. .. .	775
Total .. .. .	5,425

(c) *Private Vehicles.*—A system of compulsory biennial inspection of all privately-owned motor-vehicles was introduced into the Dominion during the past year. The inspection is, in the main, being executed by approved motor garages, and a survey of the year's work indicates that approximately 95 per cent. of the inspections were executed by them. At the outset an understanding was given that at the expiry of two years the city authorities that had the necessary facilities to undertake all the inspection work in their areas would be made the sole examining authorities in those areas.

Some of the larger cities have already made or are making arrangements to install specialized equipment which will enable a reliable and rapid examination of vehicles to be made.

The inspection of a motor-vehicle for a Warrant of Fitness involves a check of brakes, lights, steering, wheel alignment, windscreen-wiper, rear-vision mirror, warning-device, and door-fastenings.

During the first half-yearly inspection period 178,354 warrants were issued to motor-vehicles, of which only 21 per cent. were found to be correct in every detail when presented for examination. During the second six-monthly period, however, it was found that 45 per cent. of the 188,711 vehicles examined could be issued with warrants without repairs or adjustments being necessary.

The following gives the percentages of defects as revealed by the first and second examinations:—

	Brakes.		Lights.		Steering.	Wind-screen-wiper.	Rear-vision Mirror.	Warning-device.	Door-fastening.
	Foot.	Hand.	Head.	Tail.					
First period ..	30	28	70	17	16	17	6	4	3
Second period ..	21	19	33	10	10	7	2	3	2

From a perusal of these figures it is evident that every detail involved in the inspection has shown an improvement during the second six-monthly period, but the figures also indicate the necessity for the test being conducted periodically. The brakes and steering-gear of motor-vehicles are matters of vital importance, and although all vehicles when issued with Warrants of Fitness on the first occasion were in a satisfactory condition, the subsequent examination disclosed that one vehicle in every five had inefficient foot-brakes and one in every ten had defective steering-gear. This condition no doubt is due to the deterioration which occurs during six months' operation.

The inspection of motor-cycles for a Warrant of Fitness includes a check of brakes, lights, steering-gear, silencers, foot-rests, and warning-device.

The following gives the percentage of defects revealed by the inspection of motor-cycles during the year:—

	Brakes.	Lights.		Steering, &c.	Silencer.	Foot-rests.	Warning-device.
		Head.	Tail.				
First .. .. .	9	29	20	3	8	3	9
Second .. .. .	6	15	13	1	3	2	4

It may be stated that the manner in which the motoring public has co-operated with the Government in the policy of regular vehicle-inspection indicates that it is fully appreciative of the efforts being made to reduce road accidents to a minimum.

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

### A. STATISTICS.

The Motor-vehicles Insurance (Third-party Risks) Act passed in 1928 compels every owner of a motor-vehicle to insure against liability to pay damages on account of the death or injury to another person caused through the use of a motor-vehicle.

Payment of the insurance premiums is made annually to the Deputy Registrars of Motor-vehicles simultaneously with that of the annual license fee payable under the Motor-vehicles Act. Owners of motor-vehicles are required to nominate each year the insurance company with which the contract of insurance is to be made.

For the year ended 31st May, 1937, forty-two insurance concerns gave the prescribed notice to undertake business under the Act, and carried on business accordingly. The following table shows the experience of the scheme during the seven years ended 31st May, 1936. The figures for claims do not represent the amount paid during each year, but refer to accidents happening during each particular period.

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	202,380	86·12
1931	..	..	..	242,864	186,379	76·74
1932	..	..	..	233,731	161,217	68·98
1933	..	..	..	229,133	137,013	59·80
1934	..	..	..	221,734	165,743	74·75
1935	..	..	..	211,709	232,394	109·77
1936	..	..	..	230,696	280,938	121·78
1937	..	..	..	257,559	344,777	133·86
Totals .. .. .				1,862,433	1,710,841	91·86

#### B. ANNUAL REVIEW OF PREMIUM RATES.

Section 16 of the Act 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 financial operations of the companies undertaking this class of insurance were carefully examined, and it was decided to make the following alterations to the premiums for the year 1937-38 :—

Class.		Old Premiums.	New Premiums.
		£ s. d.	£ s. d.
Class 2	.. ..	1 16 0	2 0 0
Class 4	.. ..	0 17 0	1 0 0
Class 5	.. ..	2 5 0	2 8 0
Class 8A	.. ..	6 0 0	7 10 0
Class 10	.. ..	0 18 0	1 0 0

#### C. " HIT AND RUN " DRIVERS.

The table hereunder indicates the number of claims and the amounts paid out under the agreement gazetted on the 29th October, 1931, at page 3023, and relating to third-party insurance to cover the damage resulting from death or injuries due to the negligence of such drivers.

It is gratifying to note that, possibly as a result of the increased penalties operative since August, 1936, the number of claims still continues to drop in spite of the likelihood that claims are now lodged following nearly all the " hit-and-run " accidents.

In the earlier years the provisions of the agreement were not generally known, but steps have now been taken so that the police advise the injured parties of their rights under the agreement.

*Table of Claims.*

Year ending 31st May,				Number of Accidents for which Claims made.	Amount paid to Claimants.	Expenses incurred in handling Claims.
					£ s. d.	£ s. d.
1932 (five months only)	..	..	..	5	595 0 0	145 3 6
1933	..	..	..	11	885 8 0	144 8 7
1934	..	..	..	12	720 2 6	151 10 10
1935	..	..	..	29	1,661 11 4	327 8 4
1936	..	..	..	38	1,224 9 6	517 5 2
1937	..	..	..	37	1,730 14 0	247 5 3
1938	..	..	..	25	228 19 4*	66 4 2*
Totals .. .. .				157	7,046 4 8	1,599 5 10

\*Incomplete

## 6. REGULATION OF COMMERCIAL ROAD TRANSPORT.

### TRANSPORT LICENSING ACT, 1931.

#### A. PASSENGER-SERVICES.

The great bulk of the passenger-services now operate under licenses which have a three-year term, and as a result the activities of the licensing authorities during the year have consisted, in the main, of considering applications for new services, amendments, and variations to existing licenses and applications for temporary licenses. Details of the numbers of the various applications considered during the year are set out in Table 13 in the Appendix.

#### CONTINUOUS PASSENGER-SERVICE LICENSES.

During the year 131 applications for this class of license were heard. Of these applications, 101 were granted, 15 were refused, 3 were withdrawn, and 12 were deferred for further consideration. The corresponding figures for the previous year were 507, 470, 9, 13, and 15 respectively.

#### SEASONAL PASSENGER-SERVICE LICENSES.

Only 3 applications under this heading were received during the year, and all were granted. The figure for the previous year was 7.

#### TEMPORARY PASSENGER-SERVICE LICENSES.

The applications for this class of license showed a substantial increase over those for the previous year. No less than 7,049 applications were considered, of which 6,980 were granted, 66 refused, and 3 withdrawn. These figures compare with 4,745 applications in 1936-37, which were dealt with as follows: Granted, 4,675: refused, 69: withdrawn, 1.

#### CO-ORDINATION OF PASSENGER-SERVICES.

The following extract from the annual report of the No. 3 Transport Licensing Authority (Mr. T. H. Langford) gives an indication of some of the steps that have been taken to improve the general efficiency to the public of road-transport passenger-services:—

“In the passenger-service business wherever rationalization has been attempted it has been successful.

“On the route Westport Greymouth, Messrs. Gibbs Transport, Ltd., now operate, and on the Nelson—Westport run Messrs. Newman Bros., Ltd., operate the only services. Previously both these companies ran on each of these routes. The return fare on the Westport—Greymouth route has been reduced from 36s. to 30s. which, based on last year's loading, represents a saving to the travelling public of £2,000 annually. I have not yet dealt with the Nelson—Westport fare schedule, but intend to do so after Easter, and have informed Messrs. Newman Bros., Ltd., to that effect.

“Messrs. Newman Bros., Ltd., have, at my instigation, eliminated, by purchase, the Rink Taxis Co., Ltd., on the Nelson—Christchurch run, and the reduction in this instance is 10s. on the return fare, and an adjustment in wayside fares is now taking place. The saving to the public in this instance represents a considerable sum, and the saving in vehicle-miles is probably over 150,000 annually.

“In the Christchurch area the Midland Motorways Services, Ltd., who operate on a number of routes, including Kaiapoi—Christchurch, purchased the service Belfast—Christchurch previously operated by G. Manhire. Again, at my instigation, they then purchased the license held by A. A. Holland, Amberley—Christchurch. The result of this purchase enabled them to so co-ordinate their operations that approximately two-thirds of the vehicles were able to handle the whole of the traffic. Fares over the whole route were reduced in the suburban area to as low as 0-62d. per passenger-mile. The workers' tickets on these routes are so low that it will have the definite tendency to promote two-acre settlement in the outer areas, a very desirable feature. A worker residing at Belfast can travel to Christchurch more cheaply than one who is resident at Sumner and who uses the tram. At 5½d. a factory girl can use the motor-bus in wet weather instead of having to battle against the elements on a bicycle. These reductions, together with an improved type of vehicle being put into operation, has caused a tremendous increment in passenger loading, and the financial position as far as Midland Motorways Services, Ltd., is concerned has been tremendously improved. The return on the Kaiapoi—Christchurch run for March, 1937, when the higher-fare schedule was in operation, was £579. For March, 1938, with a lower fare in existence, the return was £669. These facts require no further comment. In October last the same company purchased the license of G. Lewis, who operated observation tours on the hills in the vicinity of Christchurch, and charged 7s. per trip, which brought him an average loading of approximately six. I requested Midland Motorways to reduce the fare to 5s. and induced them to put on the best type of vehicle available and install loud-speakers. The result of the cheaper fares and improved services has brought a daily loading in many instances of over one hundred, and the average between 1st December and 8th January was 82, and for the whole period 57. The acquisition of these services has meant the total extinction of idle vehicle-hours, and, as you will readily realize, this is the only road to lower costs in this or any other transport business. These facts not only support the idea that co-ordination is essential, but that where efficient service is given and low fares and freight rates are charged increased public patronage is automatic, and, further, that the public very definitely prefer to use the road motor for short distances rather than any other form of transport.”

## REVIEW OF FARES AND CHARGES.

Arrangements are in hand for a comprehensive review of all fares and charges made on licensed passenger-services throughout the Dominion, the object being to ensure that the public is receiving its proper share of the benefits that accrue from the licensing system.

It is worthy of mention that service cars and omnibuses are now the safest vehicles on the roads. As shown in the table on page 20, the record of these vehicles for the year ended 31st March, 1938, was an average of 1.4 accidents, involving personal injury per 1,000,000 vehicle-miles run. This figure compares rather strikingly with taxis and rental cars, which showed corresponding averages of 6.9 and 6.4, and which, with the exception of the taxi-services in Christchurch City, do not come under the provisions of the Transport Licensing legislation.

## FINANCIAL RESULTS FOR YEAR 1937-38.

Attention is directed to the fact that owing to this Report being required earlier this year than usual it has not been possible to complete the tabulation of the financial and statistical returns which were collected from the operators of passenger-services in respect of their operations during the year ended 31st March, 1938. These results will be published later on as soon as they become available.

## B. GOODS-SERVICES.

## APPLICATIONS DEALT WITH.

Table No. 14 in the Appendix shows details relating to the number of applications for various classes of goods-service licenses dealt with by the Licensing Authorities during the year.

The following is a summary of the various applications dealt with throughout the whole Dominion during the five years the licensing of goods-services has been in operation:—

Class of License.	Decision.				Total.
	Granted.	Refused.	Withdrawn.	Deferred.	
Continuous—					
1933-34	1,898	118	43	87	2,146
1934-35	2,016	91	25	11	2,146
1935-36	1,999	56	14	11	2,080
1936-37	1,750	79	47	149	2,025
1937-38	1,699	97	41	35	1,872
Seasonal —					
1933-34	88	3	8	..	99
1934-35	89	9	7	3	108
1935-36	93	4	6	1	104
1936-37	25	1	16	3	45
1937-38	11	4	6	..	21
Temporary—					
1933-34	3,793	7	..	..	3,800
1934-35	7,390	9	..	..	7,399
1935-36	8,458	31	..	..	8,489
1936-37	11,141	40	..	..	11,181
1937-38	10,970	103	..	..	11,073

Many of the operators have now been granted licenses for a term of three years.

The goods road-transport industry has been in a highly dynamic state during the year, and considerable expansion has taken place as the result of a period of marked prosperity in the internal trade of the Dominion.

## CO-ORDINATION AND AMALGAMATION OF LICENSED GOODS-SERVICES.

Broadly speaking, although there has been a tendency towards amalgamations and larger scale operating units, the small scale unit is still the predominant form of organization.

The Licensing Authorities have devoted a great deal of time to the problem of the internal organization of the industry because of the close relationship between this matter and the general efficiency of the motor-haulage business. Encouragement has been given to co-operation in the form of associations having for their objective the improvement of the general efficiency of the operators as a whole.

There is a growing tendency, reflected to a certain degree in the large increase in the numbers of applications for transfer of licenses, towards the amalgamation of services. Operators, instead of applying for additional vehicle authorities, have been buying existing licensed services which in many cases are closely related to their own. These amalgamations all require the approval of the Licensing Authorities and have for their objective the reduction of empty mileage and the increase of effective mileage.



A further trend is exemplified in the recent merger of certain route services in the Nelson district.

The following extract from the annual report of the No. 3 Transport Licensing Authority (Mr. T. H. Langford) sets out the position in this instance :—

“ After reviewing the whole situation I met the carriers in the area through their association and placed the position, as I saw it, before them. I was aware that many operators were on the point of bankruptcy, and I assured them that unless immediate rationalization took place the outcome for them would be serious indeed. I suggested that some method to eliminate duplication of traffic should be introduced, and believed that the best method to adopt would be wholesale amalgamation, with the operators in control.

“ . . . the route operators in Blenheim, Motueka, and the northern portion of the west coast were determined to proceed, and on 17th March, 1938, a company was registered, known as Transport (Nelson), Ltd., with a capital of £50,000, which covered the operation of fourteen operators with fifty-eight vehicle authorities. The headquarters of the company will be Nelson, and depots will be erected at Havelock, Nelson, Tasman, and Inangahua. An immediate reduction in freight rates will occur, and on fruit alone will represent a saving to the grower of at least £700 per annum on the Motueka-Inangahua section. The ultimate saving in general goods freight between Nelson-Blenheim will be enormous, and the reduction of vehicles, which is automatic with rationalization, will not only reduce road costs but will lessen the danger on the roads in that area. The establishment of a depot at Inangahua and the further amalgamation with Gibbs Transport, Ltd., will considerably reduce the number of heavy vehicles operating in the dangerous western portion of the Buller Gorge.

“ In the South Westland area a further company was formed some months ago, known as Fahey's Transport, Ltd. Twenty-one vehicles were originally employed by the group, and to-day fourteen are doing the work more effectively and at a lower cost to the consumer.”

A third type of amalgamation takes the form of a co-operative endeavour, each operator maintaining his separate individuality, but working through a central organization (usually a limited-liability company in which the operators all hold shares) which aims at planning the work to reduce empty mileage. The central organization also handles the accounts of the operator and distributes the net revenue on the work done.

#### DRIVING-HOURS.

The department's officers have been active in securing observance of the provisions of the regulations relating to driving-hours. Every endeavour has been made to acquaint operators with their legal requirements, and frequent checks are subsequently made to ensure that the law is complied with. Experience, however, has shown that driving-hours in the motor-haulage business have been traditionally long, and that it will take some time yet before the conditions in this connection are satisfactory. Several prosecutions have been instituted, but the general policy up to the present has been one of education rather than of prosecution.

#### FIXATION OF CHARGES.

Although the transport legislation gives the Licensing Authorities the power to fix the charges made by road operators who came under their control, the general policy up till recently has been to allow the charges to be determined by fair competition. In a few instances the operators and their customers have amicably agreed among themselves on schedules of charges, but in no cases have the schedules been made conditions of the licenses.

The present policy is to leave the matter as far as possible in the hands of those most concerned—viz., the road transport operators and the trading and farming communities. If neither of these parties ask to have the rates fixed under the provisions of the transport legislation no action is being taken.

In the event, however, of the operators showing to the Licensing Authorities that uneconomic rates are threatening the efficiency of the industry and the standard of life of those engaged in it, arrangements will be made to bring the carriers and the users of their services together with a view to arriving at mutually satisfactory schedules of rates.

Any agreed schedules will then be considered by the appropriate Licensing Authorities at public hearings specially held for the purpose. These hearings will be fully advertised, and all interested parties will have every opportunity of submitting their representations. If the Licensing Authorities are then satisfied that it is in the public interest to do so, they will make it a condition of each license in the areas affected that the schedules of charges must be observed.

In cases where the interested parties are unable to agree the Licensing Authorities will hold public sittings to hear representations from all interested parties and will then proceed to draw up schedules of charges based on these representations and any other information that may be available to them.

The public using the road-transport services may make representations to the Licensing Authorities in cases where it may be felt that competition is not fully effective and the charges are too high. The procedure that has been referred to will then be followed out.

The Licensing Authorities are now engaged in considering representations they have received regarding the fixation of charges.

## FINANCIAL AND TRAFFIC DATA.

Attention is directed to the fact that owing to this report being required earlier this year it has not been possible to include the tabulated results of the financial and traffic data which has been obtained for the year ended 31st March, 1938. This will be published later on as soon as it becomes available.

## C. CO-ORDINATION OF LONG-DISTANCE SERVICES.

Further negotiations were carried out during the year in connection with the purchase of some fifty-four operators who run road freight services for particularly long distances over routes that are parallel with the railways. The tribunal, consisting of one representative of the road and railway interests respectively and presided over by Sir Francis Frazer, considered thirteen cases during the year. The recommendations made by the tribunal in these cases were unanimous, and the prices recommended have been accepted by the parties concerned.

## D. TAXI-CABS IN CHRISTCHURCH TRANSPORT DISTRICT.

As mentioned on page 29 of the report for last year, a Committee of Investigation was set up by the Minister of Transport on the 16th September, 1936, to report to him on the taxi-cab and town carrier industries throughout New Zealand. On 19th December, 1936, the Committee made its report, which disclosed what it considered to be a chaotic state of affairs in the taxi-cab industry. The Committee recommended, *inter alia*, that all taxi-cab services be brought under the provisions of the Transport Licensing Act, 1931.

A circular was addressed to all local authorities on 28th April, 1937, drawing attention to the above Committee's report, and advising that, although it was possible to bring taxi-cabs under the Transport Licensing Act by issue of a warrant under hand of the Minister of Transport, it was intended to obtain legislative sanction before taking such a step in view of the fact that these services had been specially exempted when the legislation was enacted. It was stated that if any local authority desired such step to be taken in advance of the amending legislation the proposal would receive consideration on receipt of a request from the local authority.

On 25th May, 1937, the Christchurch City Council advised the Minister that it was agreeable to action being taken forthwith to bring taxi-cabs in the Christchurch Transport District under the Transport Licensing Act, and on 10th June, 1937, the Minister signed a warrant for this purpose, but the gazetting of the warrant was held over until 1st July, 1937.

Meantime, for the purpose of obtaining views of all interested parties on the effect of the control, and the aims to be sought through the licensing system before it became effective, a conference of all interested parties was summoned in Christchurch by the Minister on the 23rd June, 1937. Matters discussed and agreed to included hours of work, wages, fares, taxi-meters, and other important subjects to be dealt with in the licenses.

The above-mentioned warrant was then gazetted, thereby completing legal steps for bringing Christchurch taxi-cabs under the Transport Licensing Act, and on the 12th August, 1937, an Order in Council was gazetted whereby these vehicles were exempted from Certificates of Fitness, thus leaving their mechanical inspection under control of Christchurch City Council.

Sittings of Christchurch City Council as Metropolitan Licensing Authority were commenced on 18th October, 1937, to deal with the applications from eight-four persons owning 157 taxi-cabs, and on 18th November, 1937, the decisions of the Authority were given whereby 73 applications were granted and 11 applications were refused. A standard list of special conditions was applied to each license granted.

Appeals were lodged within twenty-one days of the above date from proprietors owning 123 taxi-cabs out of the total of 157 applied for. On 26th February, 1938, the Minister gave an interim appeal decision amending certain of the above-mentioned special conditions, and in particular altering the fare conditions, driving-hours, and requiring fitting of taxi-meters. The Minister gave his final appeal decision on 14th March, 1938, when he confirmed the refusal of licenses to two applicants, but granted licenses to six owner-driver applicants who were refused a license by the City Council.

So far as the number of cabs is concerned, the final result of the licensing and appeal action taken to date in respect of these vehicles under the Transport Licensing Act, 1931, is as follows:—

Licensed by Council under by-laws	..	..	..	..	165 taxi-cabs.
Transport licenses sought for	..	..	..	..	157 taxi-cabs.
Transport licenses granted by City Council for	..	..	..	..	134 taxi-cabs.
Transport licenses granted by Minister for	..	..	..	..	140 taxi-cabs.

Arising from the action taken, as above described, the taxi-cab industry in Christchurch has been stabilized, fares have been fixed which are reasonable to all parties and are easily enforceable, wages, hours of driving, and other working-conditions have been improved, and competition among the taxi-cab owners has been placed on a reasonable basis.

## E. APPEALS.

Appeals lodged during the year totalled 67, of which 52 were goods-service appeals and 15 passenger-service appeals. Eleven of the latter were in respect of taxi-services.

The following details are given regarding the above appeals and 23 goods-service appeals brought forward from the previous year:—

## (GOODS-SERVICES.

District.	Carried Forward from Previous Report.	Lodged during Present Year.	Authority's Decision upheld.	Decision modified.	Decision reversed.	Under Action.
No. 1 .. .. .	2	21	3	3	3	14
No. 2 .. .. .	..	3	1	..	..	2
No. 3 .. .. .	6*	6	3	3	2	2
No. 4 .. .. .	15	22	13	10	5	9
Totals .. .. .	23	52	20	16	10	27

\* Two of these were withdrawn.

## PASSENGER-SERVICES.

District.	Carried Forward from Previous Report.	Lodged during Present Year.	Authority's Decision upheld.	Decision modified.	Decision reversed.	Under Action.
No. 1 .. .. .	..	1	1	..	..	..
No. 2 .. .. .	..	1	..	..	..	1
No. 3 .. .. .	..	..	..	..	..	..
No. 4 .. .. .	..	2	..	..	..	2
Christchurch Metropolitan ..	..	11	2	3	6	..
Totals .. .. .	..	15	3	3	6	3

## 7. CHANGES IN TRANSPORT LAW IN NEW ZEALAND.

A major activity of the year under review has been the preparation of a Transport Bill in consolidation and amendment of all the different branches of transport law at present contained in twenty-eight different statutes. The Bill is now ready for consideration by the Government.

The following amendments have been effected, during the year covered, to the statutes and regulations administered by this Department. The effect of some of the amendments is dealt with more fully in other parts of this report.

## STATUTES.

*Sections 25-27 of the Statutes Amendment Act, 1937.*—Section 25 exempts agricultural tractors from registration fees.

Section 26 alters the law relating to weight-limits for motor-vehicles using unclassified roads. The new limits are 10 tons gross for two-axled vehicles and an axle-weight limit of 6 tons gross for vehicles with three or more axles.

Section 27 permits the Minister of Transport to exempt exceptional loads or vehicles from the above weight limit.

## REGULATIONS.

*Traffic Sign Regulations, 1937 (Gazette, 23/4/37).*—This sets forth or amends the provisions relating to traffic signs formerly contained in the Motor-vehicle Regulations, 1933. Important new provisions are those relating to parking signs, the approved type of pedestrian crossing, and the speed-limit signs.

*Fitness Certificate (Motor-cab) Exemption Order 1937 (Gazette, 12/8/37).*—This exempts from requirements as to Certificates of Fitness under the Transport Licensing Act, 1931, any motor-cabs which may be brought under the provisions of that Act.

*Motor-vehicles (Special Types) Regulations (No. 2) 1937 (Gazette, 4/11/37).*—This is a reissue of the regulations relating to application of the mileage-tax to, and/or exemption from, license fees of various unusual types of motor-vehicle. The main amendment effected by the reissue is to exempt from taxation all agricultural tractors and trailers drawn by such tractors.

*Heavy Motor-vehicles Regulations, 1932, Amendment No. 7 (Gazette, 22/12/37).*—The effect of this amendment to the regulations for protection of roads from heavy motor traffic is explained fully in the road classification section of this report.

*Motor-vehicles Insurance (Third-party Risks) Regulations, Amendment No. 3 (Gazette, 24/3/28).*—This alters the premiums for third-party insurance in certain classes of motor-vehicle, to be effective as from 1st June, 1938. The alterations are dealt with in the relative section of this report.

## WARRANTS AND EXEMPTIONS BY MINISTER.

Warrants have been issued for the purpose of bringing taxi-cabs in Christchurch Transport District under the provisions of the Transport Licensing Act, 1931 (*Gazette*, 1/7/37), adding to the list of approved multi-axled heavy motor-vehicles (*Gazette*, 24/2/38), and setting up the tribunal to report on the purchase of goods-services by the Government (*Gazette*, 29/7/37). In addition, numerous warrants have been issued fixing road classifications, areas of speed-limit restrictions or de-restrictions, and various approved types of vehicle appliances (*e.g.*, rear reflectors for bicycles).

During the year the Minister has approved of exemptions being granted for the following number of motor-vehicles :—

Number of Vehicles affected.	Nature of Exemption.	Authority for Exemption.
61	Exemption from license fees of vehicles designed for road-construction or road-maintenance purposes	Para. (3) of the Second Schedule to the Motor-vehicles (Special Types) Regulations 1937, and ditto (No. 2).
1	Exemptions from fitting mileage-recorder to vehicles subject to mileage-tax	Regulation 3 of the Motor-vehicle Special Taxation Regulations 1933.
55	Exemptions from passenger-service license in respect of vehicles carrying workmen to and from a public work	Section 14 of Transport Licensing Amendment Act, 1936.

## 8. COMMERCIAL AIR TRANSPORT.

Commercial air transport in the Dominion continued to expand rapidly during the past year. This expansion takes the form not only of an increase in the number of machines engaged (the number was 15 in December, 1937, compared with 10 in December, 1936), but also in miles of routes served (increased from 923 miles in 1936 to 1,613 miles in 1937) and in miles flown (from 706,233 in 1936 to 1,205,965 in 1937).

Details of the information relating to the licensed commercial air services are set out in Tables Nos. 15 and 16 in the Appendix.

During the year the Hon. the Minister of Transport, as Licensing Authority for air services, granted 2 applications for licenses to operate route services, 2 for licenses to operate air-taxi services, 6 for temporary licenses, and 30 amendments to existing licenses.

## 9. APPENDICES.

## APPENDIX A.—STATISTICAL RETURNS.

TABLE No. 1.—MOTOR-VEHICLE REGISTRATIONS, BY HIGHWAY DISTRICTS.

TABLE SHOWING THE NUMBER OF EACH TYPE OF MOTOR-VEHICLE LICENSED IN EACH HIGHWAY DISTRICT, AT 31ST DECEMBER, 1937.

Highway District.	District No.	Motor-cars.	Dealers' Cars. Rental and Private-hire Cars.	Taxis.	Service Cars.	Omnibuses.	Passenger-trucks.	Light Trucks.	Heavy Trucks.	Trailers.	Local-body Vehicles.	Government Vehicles.	Motor-cycles.	Dealers' Motor- cycles.	Total.	
<i>North Island.</i>																
Auckland North ..	1	27,841	301	427	85	130	229	3,111	3,093	715	217	419	3,916	29	40,689	
Auckland South ..	2	23,808	177	39	160	63	97	182	3,722	2,626	756	291	2,322	13	34,466	
Tauranga ..	3	5,165	55	28	64	49	20	53	957	612	199	67	519	4	7,911	
Gisborne ..	4	3,886	36	6	48	25	19	31	448	422	125	54	70	506	2	5,678
Hawke's Bay ..	5	10,784	110	13	75	41	45	119	1,907	1,192	338	196	81	880	9	15,791
King-country ..	6	2,333	12	..	21	6	5	31	383	369	54	20	43	274	..	3,551
Taranaki ..	7	9,607	113	40	43	25	8	37	1,438	1,165	121	108	68	1,102	11	13,906
Wanganui ..	8	7,380	72	18	48	34	5	59	1,084	823	199	87	67	801	7	10,684
Wellington West ..	9	24,773	289	87	263	18	113	38	2,719	2,350	672	277	647	2,610	15	34,924
Wellington East ..	10	5,708	54	5	26	39	19	41	958	593	200	113	6	332	3	8,095
Totals, North Island ..	..	121,285	1,219	411	1,178	385	461	890	16,727	13,245	3,379	1,430	1,730	13,262	93	175,695
<i>South Island.</i>																
Nelson ..	11	5,719	49	24	43	76	11	31	1,054	625	195	79	93	704	6	8,703
West Coast ..	12	2,865	22	18	38	31	11	59	440	475	78	55	104	435	..	4,631
Canterbury North ..	13	1,041	2	5	4	18	..	20	226	180	76	52	6	153	1	1,784
Canterbury Central ..	14	20,256	267	103	150	32	51	53	2,202	1,811	961	270	275	3,099	20	29,490
Canterbury South ..	15	8,993	59	33	43	31	25	46	1,408	720	643	217	50	837	4	13,019
Otago Central ..	16	4,203	27	16	20	21	6	30	664	394	169	45	24	427	1	6,228
Otago South ..	17	10,013	92	29	20	55	45	85	1,263	1,120	426	166	121	1,428	9	14,810
Southland ..	18	8,769	79	41	69	29	32	52	1,359	1,017	359	121	135	830	5	12,897
Totals, South Island ..	..	61,769	537	239	568	293	181	374	8,616	6,342	2,907	939	808	7,913	46	91,562
Grand totals ..	..	183,054	1,756	680	1,746	678	642	1,264	25,343	19,587	6,286	2,369	2,538	21,175	139	267,257

TABLE No. 2.—MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1938.

TABLE SHOWING BY POSTAL DISTRICTS THE NUMBER OF MOTOR-VEHICLES LICENSED UNDER THE MOTOR-VEHICLES ACT, 1924, AS AT THE 31ST MARCH, 1938.

Postal District.	Cars.	Rental and Private-hire Cars.	Light Trucks (i.e., 2-ton and under laden).	Heavy Trucks (i.e., over 2-ton laden).	Passenger-trucks.	Omnibuses.	Taxis.	Service Cars.	Trailers.	Dealers' Cars.	Local-body Road Vehicles.	Government Vehicles.	Dealers' Motor- cycles.	Motor-cycles.	Total.
<i>North Island.</i>															
Auckland ..	37,548	180	4,596	4,023	293	198	454	109	1,030	354	329	447	32	5,109	54,703
Thames ..	7,491	5	1,270	804	68	14	56	35	251	68	114	59	6	718	10,569
Hamilton ..	16,491	60	2,694	2,075	161	49	143	67	627	148	178	322	7	1,692	24,624
Gisborne ..	4,643	5	591	523	37	20	63	29	163	45	67	79	2	612	6,899
Napier ..	9,305	13	1,671	1,074	105	42	69	32	336	103	212	82	7	787	13,848
New Plymouth ..	10,228	41	1,518	1,241	62	8	40	26	154	113	112	69	12	1,262	14,886
Wanganui ..	7,272	19	1,082	823	52	4	46	31	210	72	89	63	7	811	10,581
Palmerston North ..	11,791	21	1,667	1,043	64	27	62	21	452	89	159	102	7	1,006	16,511
Wellington ..	22,097	80	2,559	2,215	101	110	245	46	616	282	286	627	13	2,355	31,632
Totals, North Island ..	126,476	424	17,558	13,821	963	472	1,178	406	3,839	1,274	1,546	1,350	93	14,352	184,252
<i>South Island.</i>															
Nelson ..	2,056	6	428	195	21	1	17	11	129	19	55	12	2	296	3,239
Blenheim ..	3,848	29	681	454	18	11	25	68	112	33	34	93	4	482	5,883
Westport ..	778	1	145	129	17	..	6	11	25	6	14	32	..	115	1,279
Greymouth ..	2,200	13	308	356	44	11	35	19	63	15	42	82	1	350	3,542
Christchurch ..	25,156	114	3,659	2,367	112	55	161	53	1,455	234	719	293	23	3,747	37,539
Timaru ..	6,160	27	985	484	36	22	32	24	399	47	183	54	2	663	9,118
Oamaru ..	2,363	7	355	224	14	6	15	2	139	19	39	9	1	224	3,417
Dunedin ..	12,218	54	1,621	1,319	112	46	211	62	515	101	123	113	9	1,708	18,242
Invercargill ..	9,299	44	1,459	1,081	58	32	75	39	420	89	146	135	5	943	13,816
Totals, South Island ..	64,078	289	9,032	6,609	432	184	577	289	3,248	563	1,346	853	47	8,528	96,075
Grand totals ..	190,554	713	26,590	20,430	1,395	656	1,755	695	7,087	1,837	2,892	2,703	140	22,880	280,327

TABLE No. 3.—MOTOR-VEHICLES ACT, 1924.

COMPARATIVE TABLE SHOWING NUMBER OF MOTOR-VEHICLES LICENSED AS AT 31ST DECEMBER, 1925 TO 1937, INCLUSIVE.

Year.	Cars.	Light Trucks.	Heavy Trucks.	Motor-cycles.	Motor-buses.	Traction-engines and Tractors.	Omnibuses.	Taxis.	Service and Rental Cars.	Dealers' Cars.	Local-body Road Vehicles.	Government Vehicles.	Dealers' Motor-cycles.	Trailers.	Road-rollers.	Fire-engines.	Ambulances.	Rental and Private-hire Cars.	Passenger-trucks.	Other Vehicles.	Totals, excluding Trailers.
1925 ..	81,662	9,671	4,002	25,339	1,285	579	..	..	..	..	..	..	..	489	76	102	59	..	..	132	122,907
1926 ..	97,526	12,300	4,862	28,284	1,488	663	..	..	..	..	..	..	..	550	119	115	65	..	..	146	145,568
1927 ..	105,464	14,501	5,693	27,792	1,978	574	..	..	..	..	..	..	..	629	..	..	..	..	..	408	155,410
1928 ..	118,017	15,604	6,398	28,952	1,043	562	..	..	..	..	..	..	..	690	..	..	..	..	..	426	171,002
1929 ..	132,590	16,429	8,466	27,823	1,076	483	..	..	..	..	..	..	..	801	..	..	..	..	..	456	187,323
1930 ..	140,166	16,463	9,786	26,844	1,096	490	..	..	..	..	..	..	..	1,133	..	..	..	..	..	470	195,315
1931 ..	135,909	19,249	9,832	25,774	1,062	721	..	..	..	..	..	..	..	1,576	..	..	..	..	..	417	192,964
1932 ..	123,637	20,217	13,697	23,500	..	..	528	1,568	1,123	1,005	1,134	1,406	137	†	..	..	..	..	..	..	187,952
1933 ..	123,623	21,521	14,245	23,020	..	..	524	1,497	*1,002	850	1,165	1,390	128	†	..	..	..	147	..	..	189,112
1934 ..	131,176	20,804	14,943	22,913	..	..	522	1,573	*710	1,084	1,233	1,485	126	†	2,911	..	..	261	656	..	197,486
1935 ..	143,488	22,681	16,138	22,935	..	..	559	1,672	*692	1,293	1,546	1,595	137	†	3,500	..	..	372	840	..	213,948
1936 ..	161,836	25,058	18,096	22,347	..	..	604	1,661	*673	1,543	1,865	1,931	139	†	4,580	..	..	554	1,028	..	237,335
1937 ..	183,054	25,343	19,587	21,175	..	..	642	1,746	*678	1,756	2,369	2,538	139	†	6,286	..	..	680	1,264	..	260,971

\* Service cars only. † Not available.

For further information concerning this table, see page 7 of this report.

TABLE No. 4.—ALLOCATION OF PETROL-TAX.

TABLE SHOWING THE DISTRIBUTION OF 8 PER CENT. OF THE PETROL-TAX TO BOROUGHS WITH A POPULATION OF 6,000 AND OVER IN ACCORDANCE WITH SECTION 9 (1) (b) OF THE MOTOR-SPIRITS TAXATION ACT, 1927.

Boroughs.	Year ended 31st March, 1938.					Total since Inception of Petrol-tax up to 31st March, 1938.
	Amount of Tax, Quarter ended					
	June 30th.	September 30th.	December 31st.	March 31st.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wellington City ..	6,550 0 7	6,364 14 0	7,656 0 6	7,309 16 10	27,880 11 11	179,296 13 10
Auckland City ..	5,781 1 9	5,617 10 3	6,757 4 11	6,451 14 0	24,607 10 11	166,907 9 8
Christchurch City ..	5,202 19 7	5,055 15 3	6,081 10 5	5,806 10 8	22,146 15 11	144,826 12 8
Dunedin City ..	3,642 12 11	3,539 11 7	4,257 14 5	4,065 4 0	15,505 2 11	107,652 4 10
Wanganui City ..	1,302 2 11	1,265 6 1	1,522 0 5	1,453 4 0	5,542 13 5	38,917 2 4
Palmerston Nth. City ..	1,265 13 4	1,229 17 1	1,479 7 7	1,412 9 8	5,387 7 8	34,145 10 8
Invercargill City ..	1,206 14 8	1,172 11 9	1,410 9 10	1,346 14 3	5,136 10 6	33,214 17 9
Mount Albert ..	1,116 18 7	1,085 6 6	1,305 10 6	1,246 9 10	4,754 5 5	32,484 12 4
Mount Eden ..	1,046 15 5	1,017 3 0	1,223 10 5	1,168 3 11	4,455 12 9	31,272 12 4
Timaru ..	982 4 6	954 8 8	1,148 1 6	1,096 3 3	4,180 17 11	27,269 18 2
New Plymouth ..	948 10 11	921 14 2	1,108 14 3	1,058 11 7	4,037 10 11	25,835 9 0
Hamilton ..	959 15 5	932 12 3	1,121 16 8	1,071 2 2	4,085 6 6	25,167 18 0
Lower Hutt ..	926 1 11	899 17 11	1,082 9 5	1,033 10 6	3,941 19 9	22,924 3 2
Napier ..	869 19 5	845 7 1	1,016 17 4	970 17 9	3,703 1 7	25,515 5 0
Gisborne ..	768 18 10	747 3 8	898 15 7	858 2 10	3,273 0 11	22,401 6 10
Hastings ..	729 13 0	709 9 1	852 17 2	814 5 10	3,105 16 1	19,253 13 9
Nelson City ..	634 4 9	616 5 10	741 6 7	707 16 2	2,699 13 4	17,538 11 11
Onehunga ..	628 12 6	610 16 9	734 15 5	701 10 11	2,675 15 7	17,836 13 2
Petone ..	617 7 11	599 18 7	721 13 0	689 0 4	2,627 19 10	17,460 16 10
Devonport ..	548 7 3	532 16 11	640 19 1	611 19 5	2,334 2 8	16,264 17 6
Masterton ..	517 9 10	502 17 0	604 17 5	577 10 5	2,202 14 8	14,043 3 2
One Tree Hill ..	456 17 6	443 18 11	534 0 5	509 17 5	1,944 14 3	11,000 4 2
Greymouth ..	461 7 3	448 6 2	539 5 5	514 17 8	1,963 16 6	10,455 2 6
St. Kilda ..	434 8 6	422 2 8	507 15 7	484 16 4	1,849 3 1	12,935 10 0
Oamaru ..	421 10 3	409 14 9	492 13 9	470 8 2	1,794 3 11	12,051 17 8
Whangarei ..	405 16 0	394 6 4	474 6 5	452 17 5	1,727 6 2	11,908 17 5
Takapuna ..	412 10 8	400 17 3	482 3 10	460 7 10	1,755 19 7	11,297 14 3
Rotorua ..	353 12 0	343 11 11	413 6 2	394 12 5	1,505 2 6	2,898 0 8
Totals ..	39,192 8 2	38,083 9 5	45,810 4 0	43,738 15 7	166,824 17 2	1,092,776 19 7

TABLE No. 5.—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 1937.

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 Un-specified 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 $\frac{3}{4}$	
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 $\frac{1}{4}$	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	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 $\frac{1}{4}$	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 $\frac{3}{4}$	32,855 $\frac{1}{2}$	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
1933	..	344	2,320	34,848	80 $\frac{1}{2}$	13,300 $\frac{1}{2}$	50,893	5,876 $\frac{3}{4}$	17,474	74,243 $\frac{1}{4}$
1934	..	368	2,544 $\frac{1}{2}$	35,952 $\frac{1}{4}$	79 $\frac{1}{2}$	12,698 $\frac{1}{2}$	51,642 $\frac{3}{4}$	5,878 $\frac{3}{4}$	17,708 $\frac{3}{4}$	75,230 $\frac{1}{4}$
1935	..	379 $\frac{1}{4}$	2,819	36,721 $\frac{1}{4}$	78 $\frac{1}{2}$	12,160 $\frac{1}{2}$	52,158 $\frac{1}{2}$	5,871	16,999	75,028 $\frac{1}{2}$
1936	..	395	3,246 $\frac{1}{4}$	36,056	75 $\frac{1}{2}$	12,285 $\frac{3}{4}$	52,058 $\frac{1}{2}$	5,812	16,982 $\frac{1}{2}$	74,853
1937	..	403 $\frac{3}{4}$	3,502 $\frac{3}{4}$	37,327 $\frac{3}{4}$	78 $\frac{1}{2}$	11,015	52,327 $\frac{3}{4}$	5,857	17,040 $\frac{1}{2}$	75,225 $\frac{1}{4}$

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

TABLE No. 6.—LENGTH OF BRIDGES.

TABLE SHOWING THE LENGTHS OF THE VARIOUS CLASSES OF BRIDGES IN NEW ZEALAND AS AT 31ST MARCH, 1923 TO 1937, INCLUSIVE.

Year ended 31st March,	Bridges, 25 ft. and over in Length constructed with—														
	All Concrete or Stone.		Steel and Concrete.		Steel, Concrete, and Timber.		Steel and Timber.		Australian or other Hardwood.		Native Timbers.		Total Bridges 25 ft. and over.		
	No.	Total Length.	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.	2,955†	328,766†
1924	..	*	*	*	*	*	*	*	*	*	*	*	*	3,297†	362,034†
1925	..	408	36,840	..	..	205	28,916	..	..	1,466	180,529	2,035	167,557	4,114	413,842
1926	..	431	39,127	..	..	258	34,883	..	..	1,665	197,735	2,029	161,084	4,383	432,829
1927	..	489	42,804	..	..	349	40,185	..	..	1,850	217,600	1,959	148,427	4,647	449,016
1928	..	545	47,833	..	..	282	37,623	..	..	2,013	229,208	1,994	153,078	4,834	467,742
1929	..	608	52,761	..	..	324	38,679	..	..	2,137	242,474	2,181	165,525	5,250	499,439
1930	..	671	57,739	..	..	270	37,777	..	..	2,285	245,867	2,164	168,120	5,390	509,503
1931	..	751	66,292	..	..	295	38,995	..	..	2,396	253,057	2,164	164,940	5,606	523,284
1932	..	552	43,878	330	41,272	186	20,952	182	17,433	2,277	240,622	2,277	163,453	5,804	527,610
1933	..	574	46,774	356	39,237	209	25,726	300	27,417	2,233	230,380	2,316	164,999	5,988	534,533
1934	..	590	48,957	380	39,662	235	29,387	354	30,834	2,191	227,035	2,365	167,129	6,115	543,004
1935	..	623	52,146	429	42,865	269	31,864	499	40,776	1,932	210,176	2,475	172,783	6,227	550,610
1936	..	669	57,862	456	46,132	303	34,593	457	40,638	2,077	215,742	2,381	167,404	6,343	562,371
1937	..	699	60,375	461	49,339	321	34,981	553	47,328	2,063	213,599	2,434	169,092	6,531	574,714

\* Detailed figures not available.

† 30 ft. and over in length.

TABLE No. 7.—TAXATION OF MOTOR-VEHICLES, 1926-1938.

TABLE SHOWING THE ANNUAL YIELD FOR THE YEARS ENDED 31ST MARCH, 1926 TO 1938, 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; (f) DRIVERS' LICENSES; AND (g) MILEAGE TAX.

Year ended 31st March,	Customs Duties in respect of Motor-vehicles and Parts.*	Tire-tax.	Motor-spirits Tax. Net Balance.	Fees, &c., under Motor-vehicles Act, 1924.	Heavy-traffic Fees.	Drivers' Licenses.	Mileage-tax.	Total.
1926 ..	996,311	240,042	..	86,681†	114,009	33,162	..	1,470,205
1927 ..	1,064,752	199,875	..	395,797	220,616	50,650	..	1,931,690
1928 ..	845,836	238,171	146,460	345,510	157,651	52,495	..	1,786,123
1929 ..	1,034,835	207,547	810,336	244,598	190,789	36,830	..	2,524,985
1930 ..	1,415,012	173,122	983,882	391,368	183,486	56,578	..	3,203,448
1931 ..	807,642	150,424	1,363,204	393,798	194,557	59,462	..	2,969,087
1932 ..	253,769	103,873	1,659,918	370,126	179,105	58,860	..	2,625,681
1933 ..	134,659	73,653	1,865,762	352,561	178,183	57,132	..	2,661,950
1934 ..	120,790	67,779	2,351,558	346,249	171,503	60,358	1,597	3,119,834
1935 ..	531,051	100,593	2,593,214	391,661	204,767	61,385	1,629	3,884,300
1936 ..	721,877	102,309	2,896,202	431,896	232,094	66,260	1,813	4,452,451
1937 ..	985,292	154,894	3,370,048	493,626	266,558	75,843	4,159	5,350,420
1938 ..	951,570	176,527	3,808,479	563,038	293,000‡	84,000‡	10,592	5,887,206
Totals for 12 years to 31st March, 1938	9,863,396	1,988,809	21,849,143	4,806,909	2,586,318	753,015	19,790	41,867,380

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

TABLE No. 8.—TAXATION OF MOTOR-VEHICLES, 1937-38.

TABLE SHOWING DETAILS REGARDING THE COLLECTION AND DISTRIBUTION OF TAXATION IN RESPECT OF MOTOR-VEHICLES DURING THE YEAR ENDED 31ST MARCH, 1938.

	Gross Total.	Refunds.	Collection Expenses.	Net Total.	Distribution.			
					Consolidated Fund.	Main Highways Account.	Boroughs of 6,000 Population and over.	Local Bodies.
	£	£	£	£	£	£	£	£
Customs duties on vehicles and parts ..	951,570	..	..	951,570	951,570	..	..	..
Tire-tax and surtax ..	177,935	7	1,491	176,527	18,000	158,527	..	..
Motor-spirits tax ..	4,020,728	188,822	23,417	3,808,479	1,723,169	1,918,486	166,824	..
Fees and fines under Motor-vehicles Act ..	563,699	634	..	563,038	..	563,038	..	..
Heavy traffic fees ..	293,000*	..	..	293,000	..	..	..	293,000
Drivers' license fees ..	84,000*	..	..	84,000	..	..	..	84,000
Mileage-tax ..	10,592	..	..	10,592	3,894	6,162	536	..
Totals ..	6,101,494	189,470	24,818	5,887,206	2,696,633	2,646,213	167,360	377,000

\* Estimated.



TABLE No. 9. MOTOR ACCIDENTS CAUSING DEATH OR PERSONAL INJURY.

TABLE SHOWING ANALYSIS OF VARIOUS DATA RELATING TO MOTOR ACCIDENTS IN THE DOMINION DURING THE YEAR ENDED 31ST MARCH, 1938.

*I. Number of Accidents.*

<i>(a) Classified according to severity of injury —</i>							
Involving fatalities	..	..	..	..	..	..	229
Involving serious injury	..	..	..	..	..	..	955
Involving minor injury	..	..	..	..	..	..	2,878
Total, accidents	..	..	..	..	..	..	4,062
<i>(b) Classified according to type of accident —</i>							
Collisions—							
Between two or more motor-vehicles	..	..	..	..	..	..	1,351
Between motor-vehicle and bicycle	..	..	..	..	..	..	989
Between motor-vehicle and pedestrian	..	..	..	..	..	..	841
Between motor-vehicle and fixed object	..	..	..	..	..	..	275
Between motor-vehicle and animal or horse-vehicle	..	..	..	..	..	..	50
Between motor-vehicle and railway train	..	..	..	..	..	..	32
Between motor-vehicle and tram	..	..	..	..	..	..	22
Other collisions	..	..	..	..	..	..	31
Total, collisions	..	..	..	..	..	..	3,594
No collisions—							
Drove off road	..	..	..	..	..	..	151
Ran down declivity	..	..	..	..	..	..	87
Fell into river, sea, &c.	..	..	..	..	..	..	25
Overtaken on roadway	..	..	..	..	..	..	138
Person fell from vehicle	..	..	..	..	..	..	55
Other	..	..	..	..	..	..	12
Total, non-collisions	..	..	..	..	..	..	468
Total, accidents	..	..	..	..	..	..	4,062
<i>(c) Classified according to hour of accident —</i>							
Midnight to 1 a.m.	..	..	..	..	..	..	91
1 a.m. to 2 a.m.	..	..	..	..	..	..	37
2 a.m. to 3 a.m.	..	..	..	..	..	..	32
3 a.m. to 4 a.m.	..	..	..	..	..	..	22
4 a.m. to 5 a.m.	..	..	..	..	..	..	15
5 a.m. to 6 a.m.	..	..	..	..	..	..	14
6 a.m. to 7 a.m.	..	..	..	..	..	..	26
7 a.m. to 8 a.m.	..	..	..	..	..	..	153
8 a.m. to 9 a.m.	..	..	..	..	..	..	134
9 a.m. to 10 a.m.	..	..	..	..	..	..	134
10 a.m. to 11 a.m.	..	..	..	..	..	..	181
11 a.m. to noon	..	..	..	..	..	..	186
Noon to 1 p.m.	..	..	..	..	..	..	218
1 p.m. to 2 p.m.	..	..	..	..	..	..	174
2 p.m. to 3 p.m.	..	..	..	..	..	..	224
3 p.m. to 4 p.m.	..	..	..	..	..	..	263
4 p.m. to 5 p.m.	..	..	..	..	..	..	398
5 p.m. to 6 p.m.	..	..	..	..	..	..	474
6 p.m. to 7 p.m.	..	..	..	..	..	..	355
7 p.m. to 8 p.m.	..	..	..	..	..	..	366
8 p.m. to 9 p.m.	..	..	..	..	..	..	188
9 p.m. to 10 p.m.	..	..	..	..	..	..	138
10 p.m. to 11 p.m.	..	..	..	..	..	..	135
11 p.m. to midnight	..	..	..	..	..	..	104
Total, accidents	..	..	..	..	..	..	4,062

1. Number of Accidents—continued.

(d) Classified according to day of week—

Sunday	..	..	..	..	..	..	..	..	..	576
Monday	..	..	..	..	..	..	..	..	..	449
Tuesday	..	..	..	..	..	..	..	..	..	478
Wednesday	..	..	..	..	..	..	..	..	..	506
Thursday	..	..	..	..	..	..	..	..	..	498
Friday	..	..	..	..	..	..	..	..	..	652
Saturday	..	..	..	..	..	..	..	..	..	903
Total, accidents	..	..	..	..	..	..	..	..	..	4,062

(e) Classified according to condition of light—

Daylight	..	..	..	..	..	..	..	..	..	2,578
Dusk	..	..	..	..	..	..	..	..	..	182
Dark	..	..	..	..	..	..	..	..	..	1,302
Total	..	..	..	..	..	..	..	..	..	4,062

(f) Classified according to nature of thoroughfare—

Straight and flat	..	..	..	..	..	..	..	..	..	1,305
Straight and easy grade	..	..	..	..	..	..	..	..	..	324
Straight and steep grade	..	..	..	..	..	..	..	..	..	53
Straight and change of grade	..	..	..	..	..	..	..	..	..	37
Total, "straight road" accidents	..	..	..	..	..	..	..	..	..	1,719
Bend of road on flat	..	..	..	..	..	..	..	..	..	297
Bend on easy grade	..	..	..	..	..	..	..	..	..	275
Bend in steep grade	..	..	..	..	..	..	..	..	..	105
Bend on change of grade	..	..	..	..	..	..	..	..	..	31
Total, "bend of road" accidents	..	..	..	..	..	..	..	..	..	708
Intersection	..	..	..	..	..	..	..	..	..	1,454
Level railway crossing	..	..	..	..	..	..	..	..	..	46
Two-way bridge	..	..	..	..	..	..	..	..	..	17
One-way bridge	..	..	..	..	..	..	..	..	..	39
Bridge approach	..	..	..	..	..	..	..	..	..	64
Other	..	..	..	..	..	..	..	..	..	15
Total, accidents	..	..	..	..	..	..	..	..	..	4,062

(g) Classified according to locality—

Large urban areas (boroughs over 6,000 population)	..	..	..	..	..	..	..	..	..	2,343
Small urban areas (smaller boroughs and town districts)	..	..	..	..	..	..	..	..	..	317
Rural roads	..	..	..	..	..	..	..	..	..	1,372
Total	..	..	..	..	..	..	..	..	..	4,062

2. Number of Persons Killed or Injured.

(a) Classified according to age and sex of persons—

(i) Fatalities—						Male.	Female.	Total.
0-4 years	..	..	..	..	..	3	3	6
5-9 years	..	..	..	..	..	5	4	9
10-14 years	..	..	..	..	..	7	2	9
15-19 years	..	..	..	..	..	22	4	26
20-24 years	..	..	..	..	..	27	2	29
25-54 years	..	..	..	..	..	84	20	104
55 years and over	..	..	..	..	..	42	11	53
Unspecified	..	..	..	..	..	7	..	7
Total, killed	..	..	..	..	..	197	46	243



2. *Number of Persons Killed or Injured*—continued.

(iv) All accidents—									
Drivers	..	..	..	..	..	..	..	..	851
Passengers	..	..	..	..	..	..	..	..	1,685
Motor-cyclists	..	..	..	..	..	..	..	..	638
Pillion riders	..	..	..	..	..	..	..	..	189
Bicyclists	..	..	..	..	..	..	..	..	1,015
Pedestrians	..	..	..	..	..	..	..	..	912
Other	..	..	..	..	..	..	..	..	41
Total, killed and injured	..	..	..	..	..	..	..	..	5,334

3. *Drivers Involved in accidents.*

Classified according to driving experience—									
Less than six months	..	..	..	..	..	..	..	..	322
From six months to one year	..	..	..	..	..	..	..	..	163
From one year to two years	..	..	..	..	..	..	..	..	327
From two years to five years	..	..	..	..	..	..	..	..	1,034
From five years to ten years	..	..	..	..	..	..	..	..	1,218
Ten years and over	..	..	..	..	..	..	..	..	2,276
Unspecified	..	..	..	..	..	..	..	..	55
Total, drivers*	..	..	..	..	..	..	..	..	5,395

4. *Motor-vehicles involved in Accidents.*

(a) Classified according to age of vehicle—									
Less than three years old	..	..	..	..	..	..	..	..	2,381
Between three years and six years	..	..	..	..	..	..	..	..	1,031
Over six years old	..	..	..	..	..	..	..	..	1,983
Total, motor-vehicles*	..	..	..	..	..	..	..	..	5,395
(b) Classified according to type of vehicle involved—									
Number of accidents where a motor-cycle was involved	..	..	..	..	..	..	..	..	885
Number of accidents where a motor-car was involved	..	..	..	..	..	..	..	..	2,831
Number of accidents where a goods-vehicle was involved	..	..	..	..	..	..	..	..	833
Number of accidents where a service car or omnibus was involved	..	..	..	..	..	..	..	..	54
Number of accidents where a taxi was involved	..	..	..	..	..	..	..	..	230
Number of accidents where a rental car was involved	..	..	..	..	..	..	..	..	56

5. *Circumstances of Accidents.*

(a) Concerning the motor-vehicle and driver—									
(i) Specific driving breaches									
Failure to yield right of way	..	..	..	..	..	..	..	..	560
Failure to keep to left	..	..	..	..	..	..	..	..	481
Excessive speed	..	..	..	..	..	..	..	..	282
Cutting corner	..	..	..	..	..	..	..	..	160
Overtaking illegally	..	..	..	..	..	..	..	..	95
Driver intoxicated	..	..	..	..	..	..	..	..	93
Failure to signal	..	..	..	..	..	..	..	..	76
Cutting in	..	..	..	..	..	..	..	..	38
Drove onto footpath	..	..	..	..	..	..	..	..	36
Stopping where prohibited	..	..	..	..	..	..	..	..	17
Disregarded traffic signal	..	..	..	..	..	..	..	..	8
Total, specific driving breaches	..	..	..	..	..	..	..	..	1,846
(ii) General breaches by driver									
Reckless or negligent driving	..	..	..	..	..	..	..	..	573
Careless or inconsiderate driving	..	..	..	..	..	..	..	..	479
No driving license	..	..	..	..	..	..	..	..	385
Total, general driving breaches	..	..	..	..	..	..	..	..	1,437

\* A few cases where particulars were not available as, for example, "hit-and-run" cars have not been included.



5. *Circumstances of Accidents* continued.

(ii) Other contributory actions—									
Walking into vehicle	..	..	..	..	..	..	..	..	233
Emerging from behind vehicle	..	..	..	..	..	..	..	..	105
Intoxicated	..	..	..	..	..	..	..	..	62
Playing on road	..	..	..	..	..	..	..	..	55
Confused by traffic	..	..	..	..	..	..	..	..	29
Waiting for tram	..	..	..	..	..	..	..	..	22
Other	..	..	..	..	..	..	..	..	101
Total, other contributory actions									607
(iii) Further particulars—									
Walking in same direction as vehicle	..	..	..	..	..	..	..	..	84
Walking in opposite direction to vehicle	..	..	..	..	..	..	..	..	17
Crossing at authorized pedestrian crossing	..	..	..	..	..	..	..	..	44
Total									145
(d) Concerning road conditions—									
Wet bitumen	..	..	..	..	..	..	..	..	642
Loose metal	..	..	..	..	..	..	..	..	583
Narrow road	..	..	..	..	..	..	..	..	261
Wet concrete	..	..	..	..	..	..	..	..	151
Obstructed view	..	..	..	..	..	..	..	..	150
Pot-holes	..	..	..	..	..	..	..	..	59
Excessive crown on road	..	..	..	..	..	..	..	..	45
Wet clay	..	..	..	..	..	..	..	..	39
Inadequate banking	..	..	..	..	..	..	..	..	22
Frost or snow on road	..	..	..	..	..	..	..	..	17
Obstruction inadequately lighted	..	..	..	..	..	..	..	..	12
Projection on road	..	..	..	..	..	..	..	..	4
Other faulty conditions	..	..	..	..	..	..	..	..	90
Total									2,075

TABLE No. 10.—CONVICTIONS FOR TRAFFIC OFFENCES, 1928–1937.

TABLE SHOWING A CLASSIFICATION OF THE CONVICTIONS FOR TRAFFIC OFFENCES RECORDED DURING THE CALENDAR YEARS, 1928–1937.

Class of Offence.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.	1937.
Negligent driving causing death	3	8	9	4	8	7	6	8	15	*
Negligent driving causing bodily injury	1	..	2	1	..	1	7	1	4	4
Unlawfully converting vehicle to own use	266	268	395	333	391	344	250	333	470	490
Drunk in charge of motor-car	304	419	435	403	309	287	253	327	477	573
Drunk in charge of other vehicle	39	60	31	28	18	15	12	8	15	15
Excessive speed in motor-vehicle	2,142	1,609	2,120	2,084	2,052	1,428	1,269	1,350	1,697	1,587
Negligent or dangerous driving of motor-vehicle	2,921	3,291	3,923	3,109	2,693	2,314	2,429	2,806	3,533	3,744
Riding bicycle on footpath	710	777	532	425	354	362	406	381	402	437
Negligent or dangerous driving of other vehicles	74	61	95	45	58	33	62	84	20	160
Breaches of regulations for lighting of vehicles	4,921	4,164	3,965	2,557	3,406	3,661	3,234	3,440	3,335	2,571
Offences relating to registration &c. of motor-vehicles	2,633	3,232	3,678	4,184	3,521	4,337	4,460	4,240	4,317	4,295
Breaches of parking regulations	1,300	1,734	1,836	1,049	949	694	1,326	1,495	1,334	2,161
Other traffic offences	941	1,147	1,135	918	854	661	729	836	1,193	1,777
Totals	16,255	16,770	18,156	15,140	14,613	14,144	14,443	15,309	16,812	17,814
Motor-vehicles registered at 31st December	171,000	187,000	195,000	193,000	188,000	189,000	197,000	214,000	237,000	261,000
Motor-vehicle petrol-consumption (million gallons)	41	57	63	55	50	51	56	63	72	82

\* Not available.

TABLE No. 11.—PROSECUTIONS BY TRAFFIC INSPECTORS OF TRANSPORT DEPARTMENT.

TABLE SHOWING FOR THE YEAR ENDED 31ST MARCH, 1938, A CLASSIFICATION ACCORDING TO THE NATURE OF THE OFFENCE OF PROSECUTIONS TAKEN BY TRAFFIC INSPECTORS OF THE TRANSPORT DEPARTMENT.

Offence.	Prosecutions.	Con- victions.	Case dis- missed.	Inform- ation with- drawn.	Amount of Fines.		
<i>Motor-vehicles Act and Regulations.</i>							
	Number.	Number.	Number.	Number.	£	s.	d.
1. Dangerous driving .. .. .	273	259	11	3	657	10	0
2. Speeding .. .. .	65	63	1	1	175	0	0
3. Exceeding 30 miles per hour in restricted area	362	359	2	1	623	15	0
4. Drunk in charge .. .. .	104	96	8	..	1,211	0	0
5. Overtaking on bend or hill-crest .. .. .	21	19	2	..	34	0	0
6. Failing to keep to left .. .. .	52	47	5	..	76	0	0
7. Failing to yield right of way at intersection	11	9	2	..	16	0	0
8. Defective brakes .. .. .	121	117	2	2	161	5	0
9. Defective lights .. .. .	132	131	1	..	93	15	0
10. No Warrant of Fitness .. .. .	349	338	2	9	230	13	0
11. Drivers license offences .. .. .	313	305	3	5	200	17	6
12. Unlicensed or unregistered motor-vehicles ..	202	197	2	3	267	18	0
13. Cycling offences .. .. .	224	219	2	3	96	17	0
14. Pedestrian offences .. .. .	8	8	..	..	3	0	0
15. Negligent driving .. .. .	28	23	3	2	52	15	0
16. Careless or inconsiderate driving .. .. .	42	39	3	..	53	15	0
17. Loading offences .. .. .	65	65	..	..	51	0	0
18. Parking offences .. .. .	43	43	..	..	16	0	0
19. Miscellaneous .. .. .	120	115	4	1	111	6	0
Totals .. .. .	2,535	2,452	53	30	4,132	6	6
<i>Motor-vehicles Insurance Act.</i>							
1. Third-party-insurance offences .. .. .	5	4	..	1	1	5	0
<i>Transport Licensing Act and Regulations.</i>							
1. Unlicensed goods-service .. .. .	134	122	10	2	288	15	0
2. Unlicensed passenger-service .. .. .	46	41	5	..	119	5	0
3. Breach of goods-service license .. .. .	61	59	1	1	97	15	0
4. Breach of passenger-service license .. .. .	3	3	..	..	4	0	0
5. Driving-hours breaches .. .. .	14	13	1	..	20	0	0
6. Overloading goods-service vehicle .. .. .	7	7	..	..	16	0	0
7. Overloading passenger-service vehicle .. .. .	8	7	..	1	12	0	0
8. Failing to carry Certificate of Fitness or Inspection Certificate .. .. .	31	29	1	1	27	10	0
9. Failing to carry vehicle authority or temporary license .. .. .	31	26	1	4	30	15	0
10. Miscellaneous .. .. .	3	3	..	..	4	0	0
Totals .. .. .	338	310	19	9	620	0	0
<i>Heavy Motor-vehicles Regulations and Miscellaneous.</i>							
1. Exceeding licensed load .. .. .	398	376	12	10	767	19	0
2. Exceeding road classification .. .. .	212	201	6	5	434	15	0
3. Exceeding axle-load .. .. .	40	40	..	..	103	0	0
4. Wrong distribution of load .. .. .	12	11	..	1	5	15	0
5. No heavy-traffic license .. .. .	168	166	..	2	265	14	0
6. Speeding .. .. .	142	138	1	3	253	0	0
7. Miscellaneous (heavy motor-vehicles) .. .. .	24	22	1	1	18	0	0
8. Others .. .. .	129	126	1	2	67	5	0
Totals .. .. .	1,125	1,080	21	24	1,915	8	0
Totals for Dominion .. .. .	4,003	3,846	93	64	6,668	19	6

TABLE No. 12. TRAFFIC OFFENCES BUREAU.

TABLE SHOWING FOR THE SIX MONTHS ENDED 31ST MARCH, 1938, A CLASSIFICATION OF THE OFFENCES REPORTED BY TRAFFIC INSPECTORS ON THE STAFF OF THE TRANSPORT DEPARTMENT, TOGETHER WITH A TABULATION OF THE ACTION TAKEN IN CONNECTION WITH THESE REPORTS.

Nature of Offence.	Reported.	Prosecuted.	Warned.	No Action.
<i>Motor-vehicles Act.</i>				
1. Drunk in charge .. .. .	55	55	..	..
2. Negligent driving .. .. .	24	24	..	..
3. Driving in dangerous manner .. .. .	205	189	9	7
4. Speed dangerous .. .. .	62	54	6	2
5. Careless or inconsiderate driving .. .. .	14	11	3	..
6. Exceeding 30 miles per hour in restricted area .. .. .	290	255	33	2
7. Overtaking at bend or hill-crest .. .. .	33	23	10	..
8. Failing to keep to left .. .. .	50	45	5	..
9. Failing to yield way at intersection .. .. .	15	13	2	..
10. Drivers' license offences .. .. .	194	152	32	10
11. Unlicensed or unregistered vehicles .. .. .	73	61	12	..
12. Defective lights .. .. .	92	65	21	6
13. Defective brakes .. .. .	74	63	9	2
14. No Warrant of Fitness .. .. .	651	519	98	34
15. Loading offences .. .. .	44	38	5	1
16. Parking offences .. .. .	38	27	10	1
17. Third-party-insurance offences .. .. .	5	4	1	..
18. Cycling offences .. .. .	160	101	41	18
19. Pedestrian offences .. .. .	6	5	1	..
20. Miscellaneous .. .. .	161	120	27	14
Total, Motor-vehicles Act .. .. .	2,246	1,824	325	97
<i>Heavy Traffic and Miscellaneous.</i>				
1. Exceeding licensed load .. .. .	228	200	26	2
2. No heavy-traffic license .. .. .	169	144	24	4
3. Speeding .. .. .	129	111	18	..
4. Exceeding road-classification .. .. .	74	65	5	4
5. Exceeding axle-load .. .. .	41	32	7	2
6. Wrong distribution of load .. .. .	18	11	7	..
7. Miscellaneous .. .. .	28	4	20	4
8. Wandering stock .. .. .	5	5	..	..
Total, heavy traffic and miscellaneous .. .. .	692	572	104	16
<i>Transport Licensing Act.</i>				
1. Unlicensed goods-services .. .. .	70	56	12	2
2. Breach of goods-service license .. .. .	55	44	9	2
3. Failing to carry Certificate of Fitness or Inspection Certificate .. .. .	55	40	13	2
4. Failing to carry vehicle-authority or temporary-license .. .. .	48	41	7	..
5. Unlicensed passenger-service .. .. .	44	34	8	2
6. Driving-hours breaches .. .. .	7	5	2	..
7. Overloading passenger-service vehicle .. .. .	6	4	2	..
8. Overloading goods-service vehicle .. .. .	3	3	..	..
9. Breaches of passenger-service license .. .. .	..	..	..	..
10. Miscellaneous .. .. .	8	6	1	1
Total, Transport Licensing Act .. .. .	296	233	54	9
SUMMARY.				
Motor-vehicles Act .. .. .	2,246	1,824	325	97
Heavy traffic and miscellaneous .. .. .	692	572	104	16
Transport Licensing Act .. .. .	296	233	54	9
Total, all offences .. .. .	3,234	2,629	483	122



TABLE No. 13.—TRANSPORT LICENSING ACT, 1931.  
TABLE SHOWING DETAILS REGARDING APPLICATIONS FOR PASSENGER-SERVICE LICENSES DURING YEAR ENDED 31ST MARCH, 1938.

Licensing Authority.	Number of Applications dealt with.				Number of Decisions given.				Number of Applications withdrawn.				Number of Decisions deferred.							
	Continous.	Seasonal.	Temporary.	Total.	Granted.			Continous.	Refused.			Continous.	Seasonal.	Temporary.	Total.	Continous.	Seasonal.	Temporary.	Total.	
					Continous.	Seasonal.	Temporary.		Continous.	Seasonal.	Temporary.									
Auckland Metropolitan Licensing Authority	9	..	2,167	2,176	3	..	2,157	2,160	..	..	..	10	..	..	..	6	..	..	..	6
Wellington Metropolitan Licensing Authority	4	..	..	4	4	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..
Christchurch Metropolitan Licensing Authority	8	..	..	8	8	..	..	8	..	..	..	..	..	..	..	..	..	..	..	..
Dunedin Metropolitan Licensing Authority	1	..	13	14	1	..	13	14	..	..	..	..	..	..	..	..	..	..	..	..
No. 1 Transport Licensing Authority	32	2	1,749	1,783	21	2	1,700	1,723	8	..	49	57	2	..	1	1	..	..	..	1
No. 2 Transport Licensing Authority	35	..	1,179	1,214	32	..	1,179	1,211	1	..	..	1	1	..	1	1	..	..	..	1
No. 3 Transport Licensing Authority	23	1	913	937	21	1	903	925	2	..	7	9	..	..	3	..	..	..	..	4
No. 4 Transport Licensing Authority	19	..	1,028	1,047	11	..	1,028	1,039	4	..	..	4	..	..	..	..	..	..	..	..
Totals—1937-1938	131	3	7,049	7,183	101	3	6,980	7,084	15	..	66	81	3	..	3	6	..	..	..	12
1936-1937	507	7	4,745	5,259	470	7	4,675	5,152	9	..	69	78	13	..	1	14	..	..	..	15
1935-1936	738	28	3,200	3,966	669	26	3,128	3,823	28	2	64	94	28	2	8	38	13	..	..	13
1934-1935	771	33	2,548	3,352	720	27	2,515	3,262	16	..	32	48	30	2	..	32	5	4	1	10
1933-1934	759	33	1,783	2,575	664	25	1,755	2,444	51	2	27	80	26	3	1	30	18	3	..	21

TABLE No. 14.—TRANSPORT LICENSING ACT, 1931.

TABLE SHOWING THE POSITION WITH RESPECT TO APPLICATIONS FOR GOODS-SERVICE LICENSES FOR YEAR ENDED 31ST MARCH, 1938.

Licensing Authority.	Number of Applications dealt with.				Number of Decisions given.								Number of Applications withdrawn.				Number of Decisions deferred.			
					Granted.				Refused.											
	Continuous.	Seasonal.	Temporary.	Total.	Continuous.	Seasonal.	Temporary.	Total.	Continuous.	Seasonal.	Temporary.	Total.	Continuous.	Seasonal.	Temporary.	Total.	Continuous.	Seasonal.	Temporary.	Total.
No. 1 Licensing Authority ..	877	10	455	1,342	796	5	352	1,153	52	3	103	158	25	2	..	27	4	..	..	4
No. 2 Licensing Authority ..	270	..	..	270	243	..	..	243	17	..	..	17	5	..	..	5	5	..	..	5
No. 3 Licensing Authority ..	302	4	..	306	260	4	..	268	14	..	..	14	7	..	..	7	21	..	..	21
No. 4 Licensing Authority ..	423	7	316	746	400	2	316	718	14	1	..	15	4	4	..	8	5	..	..	5
Totals—1937-38 ..	1,872	21	11,073*	12,966	1,699	11	10,970	12,680	97	4	103	204	41	6	..	47	35	..	..	35
1936-37 ..	2,129	52	11,181*	13,362	1,750	25	11,141	12,916	79	1	40	120	47	16	..	63	149	3	..	152
1935-36 ..	2,080	104	8,489	10,673	1,999	93	8,458	10,550	56	4	31	91	14	6	..	20	11	1	..	12
1934-35 ..	2,146	108	7,399	9,653	2,016	89	7,390	9,495	91	9	9	109	25	7	..	32	14	3	..	17
1933-44 ..	2,146	99	3,800	6,045	1,898	88	3,793	5,779	118	3	7	128	43	8	..	51	87	..	..	87

\* Temporary goods-service licenses issued by post-offices are included in the total figures.

TABLE No. 15.—COMMERCIAL AIR TRANSPORT, 1937-38.

OPERATING STATISTICS FOR COMMERCIAL AIRCRAFT SERVICES FOR YEAR ENDED 31ST MARCH, 1938.

Company.	Route.	Trips.		Hours flown.	Mileage flown.	Passengers.		Freight carried.	Mail carried.
		Scheduled.	Flown.			Paying.	Non-paying.		
		Number.	Number.	Number.	Number.	lb.	lb.		
Cook Strait Airways, Ltd ..	Wellington-Blenheim-Nelson	5,148	4,961	2,787	348,439	19,909	301	36,362	34,697
	Nelson - West Coast ..	624	581	484	60,561	549	135	4,241	2,568
	Air-taxi service ..	25	25	30	3,766	118	..	..	..
	Total for company ..	5,797	5,567	3,301	412,766	20,576	436	40,603	37,265
Union Airways of New Zealand, Ltd	Auckland-Wellington ..	819	815	2,087	281,075	6,576	249	6,937	38,045
	Palmerston North - Dunedin	734	734	3,071	361,515	8,768	151	12,191	69,202
	Air-taxi service ..	45	45	32	4,345	262	..	..	..
	Total for company ..	1,598	1,594	5,190	646,935	15,606	400	19,128	107,247
East Coast Airways, Ltd. ..	Gisborne - Napier - Palmerston North	1,745	1,734	1,828	171,210	5,664	277	1,730	9,321
	Air-taxi service ..	177*	177*	75*	6,878*	1,199	..	..	..
	Total for company ..	1,922	1,911	1,903	178,088	6,863	277	1,730	9,321
Air Travel (N.Z.), Ltd ..	Hokitika-Haast-Glaciars ..	752	746	1,254	126,562	754	24	20,331	60,524
	Air-taxi service ..	†	†	†	†	2,464	..	..	..
	Total for company ..	752	746	1,254	126,562	3,218	24	20,331	60,524
Grand total for all Commercial Services ..	10,069	9,818	11,648	1,364,351	46,263	1,137	81,792	214,357	

\* Figures for one quarter are estimated.

† Not available, but probably included in figures above.

TABLE No. 16.—COMMERCIAL AIR TRANSPORT, 1934-37.

TABLE SHOWING THE PRINCIPAL OPERATING DATA RELATING TO COMMERCIAL AIR TRANSPORT SERVICES OPERATING IN THE DOMINION DURING THE CALENDAR YEARS 1934 TO 1937.

Calendar Year.	Licensed Services.	Machines.	Seating-capacity (excluding Pilots).	Passengers carried.	Mails carried.	Goods carried.	Mileage flown.
	Number.	Number.	Number.	Number.	lb.	lb.	
1934 .. ..	1	1	4	50	2,000	500	4,200
1935 .. ..	2	3	20	4,203	14,789	11,680	186,391
1936 .. ..	5	10	77	20,718	84,924	38,339	706,233
1937 .. ..	7	15	119	37,178	166,344	67,927	1,205,965

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