

1941.
NEW ZEALAND.

TRANSPORT DEPARTMENT

(ANNUAL REPORT OF).

Presented to both Houses of the General Assembly by Leave.

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

Transport Department, 30th June, 1941.

SIR,—

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1941.

I have, &c.,

G. L. LAURENSEN, Commissioner of Transport.

REPORT.

INTRODUCTION.

THE following summary outlines the main facts recorded in this report :—

- (1) A heavy drop in the number of new motor-vehicles going on the road—new registrations (representing mainly new vehicles) for cars dropped from 18,107 in 1939 to 6,755 in 1940, trucks declined from 9,849 to 7,069, and motor-cycles from 1,814 to 1,727.
- (2) All classes of motor-vehicles licensed at 31st March, 1941, totalled 313,087, showing a decrease of 1·4 per cent. compared with 1940.
- (3) A substantial reduction, particularly in the private-car group, of the mileage run per vehicle.
- (4) A striking increase from 7,826 in 1940 to 10,011 in 1941 in the average number of trailers on the roads.
- (5) The volume of traffic on the roads in 1940-41 was 22 per cent. below the figure for 1939-40.
- (6) One hundred and ninety-nine persons were killed and 3,950 injured in road accidents during the year, showing decreases of 20 per cent. and 26 per cent. respectively compared with 1939-40.
- (7) A reduction in all types of fatal accidents except collisions with pedestrians.
- (8) The increase in 1939-40 in the proportion of fatal accidents occurring during hours of darkness was not continued in 1940-41.
- (9) The greatest reduction in fatal accidents occurred outside the town areas.
- (10) May was the worst accident month during the year.
- (11) New statistics show that young drivers were involved in more accidents than older drivers.
- (12) Some 322 "accident prone" drivers were interviewed during the year.
- (13) Circulation of standardized system of school road traffic patrols to Education Boards, major local authorities, and motor organizations.
- (14) Thirty-eight thousand motorists were warned regarding traffic offences, compared with 53,000 in the previous year.
- (15) A drop in the more serious traffic offences reported from 9,579 in 1939-40 to 7,491 in 1940-41.
- (16) Substantial expansions in business for all classes of public road transport.

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 1939:

Year ended 31st March,	Cars.	Commercial Vehicles	Cycles.	Total Registrations.
1939	28,937	10,862	2,233	42,032
1940	18,107	9,849	1,814	29,770
1941	6,755	7,069	1,727	15,551

In comparison with the year 1939-40, new motor-car registrations for 1940-41 have fallen off by 62.69 per cent., commercial vehicles by 28.22 per cent., and motor-cycles by 4.80 per cent.

B. MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1941.

The appended figures show the number of motor-vehicles licensed for the year 1940-41 as at 31st March, 1941 (the licensing year expires on 31st May each year):—

Type of Vehicle.	North Island.	South Island.	New Zealand Total.
Cars	143,610	71,906	215,516
Light trucks (2 tons and under laden)	18,276	8,921	27,197
Heavy trucks (over 2 tons laden)	14,679	6,601	21,280
Passenger trucks	992	568	1,560
Omnibuses	535	212	747
Taxis	1,067	430	1,497
Service cars	350	229	579
Rental and private-hire cars	464	291	755
Dealers' cars	933	410	1,343
Local-authority road and "exempt" vehicles	3,123	3,278	6,401
Government vehicles	3,155	1,558	4,713
Trailers	7,984	5,136	13,120
Dealers' motor-cycles	65	38	103
Motor-cycles	11,478	6,798	18,276
Totals	206,711	106,376	313,087

The total number of vehicles licensed at the 31st March, 1941, is only 1.4 per cent. lower than the total for March, 1940.

The number of motor-vehicles licensed as at 31st March, 1941, classified according to postal districts, are set out in Table No. 1.

Table No. 2 of the Appendix sets out the number of motor-vehicles licensed each year since 1933.

The number of "dormant" registrations—i.e., vehicles which although registered had not been licensed for the current year—as at 31st March, 1941, were as under:—

Type of Vehicle.	1938-39 Register.	1939-40 Register.	Total.
Cars	7,417	10,283	17,700
Light trucks (2 tons and under laden)	3,144	3,313	6,457
Heavy trucks (over 2 tons laden)	1,377	1,534	2,911
Service cars	31	27	58
Taxis	20	16	36
Rental and private-hire cars	35	33	68
Passenger-trucks	50	54	104
Omnibuses	17	38	55
Local-body and exempt vehicles	798	1,294	2,092
Trailers	1,211	2,077	3,288
Government vehicles	55	119	174
Motor-cycles	3,549	3,852	7,401
Totals	17,701	22,670	40,374

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 1937-38 registrations cancelled on 1st June, 1940, in accordance with this section:—

Type of Vehicle.	Number.
Cars	5,203
Light trucks	2,752
Heavy trucks	1,326
Service cars	29
Taxis	17
Passenger-trucks	55
Rental and private-hire cars	13
Local body and exempt vehicles	260
Government vehicles	61
Trailers	789
Omnibuses	21
Motor-cycles	3,897
Total	14,423

C. 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, 1939, to the 31st March, 1941, are given hereunder:—

Class of Vehicle.	Averages.		
	1939.	1940.	1941.
	Number.	Number.	Number.
Cars	193,733	208,233	204,732
Trucks, light, up to 2 tons laden	25,413	26,063	25,416
Trucks, heavy, over 2 tons laden	19,883	20,750	20,597
Omnibuses	667	707	729
Taxis	1,672	1,607	1,519
Rental cars and private-hire cars	703	729	725
Service cars	626	616	578
Dealers' cars	1,868	1,842	1,386
Local-body road vehicles	3,439	4,922	5,472
Government vehicles	3,118	3,929	4,442
Dealers' motor-cycles	135	133	103
Motor-cycles	18,627	17,161	15,870
Trailers	6,758	7,826	10,011
Passenger-trucks	1,457	1,659	1,516
Totals	278,099	296,180	293,156

As is to be expected under war conditions and the necessity for conserving petrol-supplies, there has been a slight falling off in the average number of vehicles on the road compared with 1940, but in no particular class of vehicle has there been any marked decline. A striking feature is the comparatively heavy increase in the use of trailers, over 2,000 more being used in 1940-41 than in 1939-40.

D. GENERAL.

The outstanding facts of the motor-vehicle position in the Dominion are the rapid decline in the number of new vehicles coming into the country now and, due to restrictions, a marked reduction in the usage of petrol. It appears that the Dominion has no alternative but to face the fact that we may have to make do with our existing fleet of motor-vehicles for an indefinite period, and that our supplies of petrol from overseas may be considerably below our normal usage. Bearing in mind the extent to which all classes of motor transport have become woven into our national economy, and their importance for defence purposes, it is clear that if the future is to be adequately safeguarded the existing fleet of motor-vehicles must be carefully "nursed" to extend their normal useful lives.

3. ROADS.

A. LIMITATION OF LOADS ON ROADS.

Only minor alterations in the mileages of classified roads have taken place during the year. Most of the roads in rural areas where the surface is of a flexible type are now classified in order to

protect the surface from undue damage caused by heavy loading. The present position in regard to the classification of rural roads is as follows : -

(1) CLASSIFICATION OF ALL RURAL ROADS AT 31ST MARCH, 1941.

—			Total Formed Roads.	Class Three.	Class Four.	Class Five.	Total Classification.
			Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	26,618	5,511	9,672	2,157	17,340
South Island	..	..	22,096	6,562	2,472	275	9,309
Totals	..	..	48,714	12,073	12,144	2,432	26,649

(2) CLASSIFICATION OF MAIN HIGHWAYS (RURAL SECTIONS) AT 31ST MARCH, 1941.

(These mileages includes State Highways.)

—			Main Highways.	Class Three.	Class Four.	Class Five.	Total Classification.
			Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	6,603	3,080	3,130	151	6,361
South Island	..	..	5,428	4,565	139	42	4,746
Totals	..	..	12,031	7,645	3,269	193	11,107

(3) CLASSIFICATION OF STATE HIGHWAYS (RURAL SECTIONS) AT 31ST MARCH, 1941.

—			State Highways.	Class Three.	Class Four.	Class Five.	Total Classification.
			Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	2,166	1,230	869	..	2,099
South Island	..	..	1,686	1,554	..	..	1,554
Totals	..	..	3,852	2,784	869	..	3,653

While it is necessary to limit the loading imposed upon the non-rigid types of surfaces for their protection, consideration of the effect of such load limitation upon road transport throughout the district is also necessary. Reduced gross loads usually result in smaller payloads, with consequent increased running of vehicles, increased petrol-consumption, and higher unit costs of transport. These factors are important during normal times, but are even more important now when costs are increasing, when the need for petrol-conservation is vital, and the replacement of vehicles is difficult. A balance must be struck between the need for maintaining road surfaces to a reasonable standard and facilitating the economic transport of goods.

B. TRAFFIC CENSUS.

No comprehensive census for traffic has been taken since the Main Highways Board conducted a general census over the main highway system in 1937-38.

An indication of the use of motor-vehicles over the national roading system year by year is available from the records of the amount of petrol consumed each year. During the year ended 31st March, 1941, the rationing of petrol has effected a considerable decline in vehicle-milage as shown by the following table :—

Year ended 31st March,			Relative Vehicle-milage. (Index figures (1938-39 = 100)).
1937	..	..	81
1938	..	..	92
1939	..	..	100
1940	..	..	99
1941	..	..	77

4. ROAD SAFETY.

A. ROAD-ACCIDENT STATISTICS.

(1) THE NUMBER OF ACCIDENTS.

During the period of twelve months ended 31st March, 1941, there were 180 fatal motor accidents and 2,918 other accidents involving personal injury. As a result of these accidents 199 persons were killed and 3,950 others injured. Comparing these figures with those of the preceding year this represents a reduction of 20 per cent. in the number of persons killed and 26 per cent. in the number injured. From the records of the amount of petrol consumed on the roads it is estimated that the mileage travelled by motor-vehicles during the year decreased by about 22 per cent. The average number of motor-vehicles on the road decreased by about 1 per cent. of the number using the road during the year ended 31st March, 1940.

(2) COMPARISON OF FATAL ACCIDENTS DURING THE PAST FOUR YEARS.

A comparison of the various aspects of the fatal accidents during the past year with those of the three preceding years is given in Table No. 3 in the Appendix. The following main features are apparent :—

- (1) There was a considerable reduction in all types of accident except collisions with pedestrians. Despite the reduced motor traffic there were slightly more of these than during any of the previous years. This increase in pedestrian fatalities was confined to the daylight hours :
- (2) During 1939–40 there was a considerable increase in the proportion of fatal accidents occurring during hours of darkness, but this increase has not been sustained during 1940–41 :
- (3) The greatest reduction in fatal accidents was in respect of those occurring outside the town areas. However, it is probable that it is on these rural roads that the greatest reduction in travel has taken place.

(3) PARTICULARS OF ALL ACCIDENTS REPORTED—*i.e.*, FATAL AND NON-FATAL.

(Table No. 4 in Appendix.)

While the reduction in the number of all types of accidents amounted to 25 per cent. of the total accidents during the preceding year, the following reductions in respect of the different main types of accidents have taken place :—

- Collisions between motor-vehicles (representing 27·5 per cent. of all accidents) : 39 per cent. decrease.
- Collisions between motor-vehicles and bicycles (27·5 per cent. of all accidents) : 9 per cent. decrease.
- Collisions between motor-vehicles and pedestrians (23 per cent. of all accidents) : 23 per cent. decrease.
- Other collisions (nearly 10 per cent. of all accidents) : 23 per cent. decrease.
- Non-collisions (nearly 13 per cent. of all accidents) : 28 per cent. decrease.

The reduction in the number of collisions with bicyclists was very much less than the general reduction in all accidents. However, the severity of this type of accident as measured by one accident out of 35 proving fatal was not as great during the past year as during the previous year, when one accident out of 22 resulted in a fatality. Among pedestrian accidents, on the other hand, one out of every 12 accidents caused a death, compared with one out of 17 during 1939–40.

About 70 per cent of all accidents occurred in the cities or smaller towns and 30 per cent. on the open road. Accidents in the towns were 22 per cent. less than during the previous year, but the number occurring on the rural highways dropped by 33 per cent. Cyclist and pedestrian accidents are confined mainly to the towns, only 12 per cent. of the cyclist and 15 per cent. of the pedestrian accidents taking place on the rural roads.

(4) PARTICULARS OF ROAD-USERS INJURED (INCLUDING KILLED).

(Table No. 5 in Appendix.)

Of 4,149 casualties on the road during the year 48 per cent. were occupants of motor-vehicles, 11½ per cent. were motor-cyclists or pillion-riders, 21 per cent. were bicyclists, and 18 per cent. pedestrians.

May was the worst accident month. During the months from April until August the pedestrian and cyclist accident rates were at their heaviest. This has been the case each year and is doubtless due largely to the poorer conditions of visibility during the evening hours in the winter.

(5) THE AGE OF MOTOR-VEHICLE DRIVERS INVOLVED IN ACCIDENTS.

(Table hereunder.)

Figures are now being obtained as to the number of licensed motor-drivers classified in different age-groups. These figures are not yet complete, but the approximate proportions falling into each group have been determined and these proportions compared with the number of drivers of the corresponding ages who have been involved in accidents.

Young drivers have the greatest tendency to involvement in accident. Those under thirty years of age represent 33·2 per cent. of all drivers but constitute 41·0 per cent. of the drivers who have been involved in road accidents, and no less than 58·2 per cent. of all those who have been involved in more than one accident during the past four years. No data is available as to the average mileages travelled each year by drivers in the different age groups.

AGES OF ALL LICENSED DRIVERS AND OF DRIVERS INVOLVED IN ACCIDENTS.

Age-group.				Percentage of all Licensed Drivers.	Percentage of all Drivers involved in Accidents.	Percentage of all Drivers involved in More than One Accident during the Past Four Years.
				Per Cent.	Per Cent.	Per Cent.
Under 20 years	..	..	..	6·4	9·0	14·5
20-24 years	..	..	..	12·3	15·6	26·6
25-29	..	..	..	14·5	16·4	17·1
30-34	..	..	..	14·3	13·1	11·7
35-39	..	..	..	12·6	12·0	7·9
40-44	..	..	..	10·7	7·8	5·5
45-49	..	..	..	8·3	7·8	4·3
50-54	..	..	..	7·9	6·7	5·7
55-59	..	..	..	6·0	5·5	2·7
60-64	..	..	..	3·9	3·9	2·6
65-69	..	..	..	2·1	1·4	0·5
70 years and over	..	..	..	1·0	0·8	0·9
Totals	..	..	..	100·0	100·0	100·0

B. DEPARTMENTAL ACTION BASED ON ACCIDENT STATISTICS.

The accident statistics provide facts upon which preventive measures are based. They are used to direct public attention to various features and trends in the accident position. By means of accident maps the attention of traffic enforcement officers is directed to frequent accident locations. Local authorities are given particulars of accidents occurring in their areas in order that they may be apprised of the local accident position. Where a road hazard is indicated as contributing to an accident the attention of the road controlling authority is drawn to the hazard with a view to remedial measures being taken.

A record of all drivers involved in accidents is maintained, and where any particular driver has a second accident he is interviewed either by an experienced departmental or local-body officer to endeavour to ascertain whether he may have certain driving faults which can either be remedied or which render him unsuited to continue to hold a license. During the past year 322 such drivers have been interviewed. In several cases where a particularly bad driving record was revealed the individual was required to undergo an examination and test to determine whether his license should be revoked by the Commissioner of Transport in terms of the Motor-drivers Regulations 1949. In each case the result of the test was satisfactory and no further action was taken.

C. CONDUCT AND SAFETY OF CHILDREN.

Outside of the children's home influence the work of the teacher provides the most effective medium for inculcating a code of proper road behaviour. In most schools a certain amount of traffic instruction is given to the pupils, and teachers are encouraged in this work by the Education Department. The results of the increasing activity of teachers in this direction should be reflected by a better understanding of the traffic rules and a higher standard of road conduct on the part of the coming generation of road users.

To stimulate the interest of teachers and pupils in this subject and to assist them with expert traffic advice two road traffic instructors attached to the Transport Department are available to visit schools and address the pupils on traffic matters. Two films have been produced and are used by these instructors for visual teaching of correct traffic behaviour in every-day situations. The instructors also devote considerable time to checking irregular conduct on the part of children on the road itself.

During the year proposals which had been formulated in conjunction with the Education Department for the introduction of a recognized and standardized system of school patrols were circulated to Education Boards, the major local authorities, and the various motor organizations for their consideration. The proposals met with general support, and it is now proposed to give effect to them by the introduction of regulations and the issue of a booklet containing standard rules for their operation. Due publicity will be given to the measure at the outset to assist in its successful introduction. The school patrol system is not new, as various forms of patrols have been operating for a number of years in the South Island and, more recently, in parts of the North Island. There has been no uniformity of operation, however, and the forthcoming proposals constitute an endeavour to embody the best features of existing systems in this and other countries.

D. PUBLICITY AND ADULT EDUCATION.

During the period of this report publicity and adult educational activities were carried out as follows:—

Films. Very extensive use was made of road-safety films during the year. This form of propaganda involved no expenditure of overseas funds, and demonstrated very vividly the lessons of sound driving technique to many thousands of civilian and military drivers. Whenever possible the films were shown to members of the A.S.C. going overseas, and were received with considerable enthusiasm. Programmes at military camps were interspersed with special war news-reels and general entertainment films. In conjunction with automobile associations and local bodies, programmes were shown at many agricultural and pastoral shows during the winter months, and attracted considerable interest. The films have also been shown at a number of meetings of the Home Guard and Emergency Precautions Organization, and numerous requests have been received for their display during the forthcoming year.

Posters and Leaflets. Every endeavour has been made to conserve stocks of paper by refraining from the issuing of new posters and leaflets. Existing stocks of posters and many thousands of leaflets have been distributed.

Screen Slides. Extensive use has been made of this form of publicity, which does not involve the expenditure of overseas funds. Prior to the Easter holidays, an extensive campaign was run in the theatres.

Radio. The Department is indebted to the National and Commercial Broadcasting Services for their valuable co-operation in broadcasting safety slogans, especially before periods of heavy holiday traffic.

Processions.—The Department assisted in many processions organized to raise funds for patriotic purposes.

Press.—Excellent co-operation was received from the press in the publication of appeals and articles.

Automobile Associations.—The automobile associations gave every assistance in the distribution of safety materials, and generally in improving by education the standard of driving on the roads.

Windscreen Transfers.—Many thousands of "I Drive Safely" windscreen transfers were distributed, especially in country districts.

Churches.—Co-operation was given by the churches in the delivering of appeals against recklessness on the roads.

Wrappers.—One hundred and sixty thousand safety wrappers were issued.

Race Traffic.—A special appeal to race traffic was continued throughout the year.

Pedestrian Education.—Valuable experiments were carried out by the Psychological Laboratory at the University of Otago to test the beliefs of pedestrians regarding their visibility at night. It was found that pedestrians almost invariably overestimated their visibility, and this applied even when the pedestrians had had considerable driving experience. These experiments have been of considerable local educational value, as many of those participating were teachers. The results are also being used for general propaganda purposes.

Army Department. In addition to co-operation in the extensive showing of films at military camps, the Department has also assisted in the safety education of military drivers by making available the driver-testing machinery brought from the United States for the Centennial Exhibition. These machines are being used to test reaction time, steering ability, visual acuity, binocular co-ordination, ability to resist the adverse effects of glaring headlights, speed of recovery from these effects, fidelity of vision and peripheral vision.

Motor-cyclists.—Liaison has also been maintained with road safety committees of motor-cycle clubs.

E. ENFORCEMENT OF TRAFFIC LAWS BY THE TRANSPORT DEPARTMENT.

(1) GENERAL ENFORCEMENT WORK.

During the year ended 31st March, 1941, the Traffic Inspectors attached to the Department covered over 990,000 miles in the course of their patrols, issued verbal or written warnings for 38,000 offences, weighed 7,000 vehicles for suspected overloading, and tested 7,200 people for drivers' licenses. Comparative figures for the previous year were 53,000 verbal or written warnings issued, 7,000 vehicles weighed, and 6,100 people tested for drivers' licenses.

During the year 7,491 of the more serious offences were reported, against 9,579 in 1939–40 and 10,435 in 1938–39.

(2) TRAFFIC OFFENCES BUREAU.

Full details of the results of the year's operations under the scheme of traffic offence notices and a central bureau are set out in Table No. 6.

Of the total number of offences reported to the bureau, 5,060 prosecutions were authorized, 2,472 warnings issued, and no action taken in 259 instances. For the previous year 1939–40, 7,244 prosecutions were authorized, 2,024 warnings issued, while in 311 instances no action was taken.

(3) PROSECUTIONS.

Table No. 7 shows the results of the 6,032 prosecutions actually taken during the year.

Convictions were obtained in 5,758 instances and fines totalling £7,688 were levied. In 165 cases the information was withdrawn before the hearing, while 108 cases were dismissed. In the previous year fines totalling £10,355 were levied in the 7,449 cases where convictions were obtained, while 122 cases were withdrawn before the hearing and 111 cases dismissed.

F. INSPECTION OF MOTOR-VEHICLES.

All motor-vehicles operated in the Dominion are required to undergo a periodical mechanical inspection, and the vehicles may be classified into three main divisions :—

- (1) Passenger-service vehicles licensed under the Transport Licensing Act :
- (2) Goods-service vehicles licensed under the Transport Licensing Act :
- (3) Other vehicles.

(1) *Passenger-service Vehicles.*—These vehicles are examined by officers of the Department specially appointed for the purpose. The vehicles embraced in this class are those which carry passengers for hire or reward, and include omnibuses, service cars, passenger trucks, school vehicles, rental vehicles and taxis (excluding taxis in the four main centres, which are inspected by the Metropolitan Licensing Authorities).

(2) *Goods-service Vehicles.*—All goods-service vehicles licensed under the Transport Licensing Act are subjected to a thorough mechanical inspection each six months, and the maximum permissible load which can be transported in safety is inscribed in the certificate of fitness.

The following table gives the number of passenger and goods vehicles which operate in the four licensing districts :—

District.	Number.		Total.
	Passenger-service Vehicles.	Goods-service Vehicles.	
No. 1 : Auckland	1,446	3,217	4,663
No. 2 : Wellington	1,220	2,661	3,881
No. 3 : Christchurch	888	1,309	2,197
No 4 : Dunedin	554	1,256	1,810
Total	4,108	8,443	12,551

(3) *Other Vehicles.*—All motor-vehicles other than those coming within the scope of the Transport Licensing Act are required to undergo a periodical inspection each half-year. The issue of warrants of fitness to these vehicles is undertaken by 1,612 motor garages approved for the purpose, and some of the municipalities. The inspection includes a check of brakes, lights, steering-gear, wheel-alignment, windscreen-wiper, rear-vision mirror, warning-device, and door-fastenings. The following table gives the percentage of defects as revealed by these inspections for the years 1939 and 1940.

Period.	Brakes.		Lights.		Steer- ing.	Wind- screen- wiper.	Rear- vision Mirror.	Warn- ing- device.	Door- fasten- ings.
	Foot.	Hand.	Head.	Tail.					
1939	20	15	16·5	9	6·5	4	1·5	2·5	1·5
1940	17·5	14	12	10	6	4·5	1·7	2·5	1·7

The percentage of defects as revealed by the inspection of motor-cycles is given in the following table :

Period.	Brakes.	Lights.		Steering, &c.	Silencer.	Foot- rests.	Warning device.
		Head.	Tail.				
1939	5·5	10	12	2	2·5	2·25	5
1940	3·5	9	10	1·5	2	2·25	5

5. WAR MEASURES.

EMERGENCY TRAFFIC CONTROL.

At the beginning of 1941 steps were taken, after consultation with the Army and Home Guard authorities, to form an emergency traffic police organization.

The functions of the organization are to clear certain routes or areas of all civil traffic to facilitate military operations in event of attack and to control and direct traffic in event of civil evacuation. The organization will operate mainly in the rural areas where there is no effective emergency traffic control under the Emergency Precautions Scheme.

The existing departmental Traffic Inspectors constitute the nucleus of the organization, and each Inspector is now training and organizing a unit to cover the area in which he normally operates. The personnel is drawn mainly from men enrolled in the Home Guard, but the organization will be a separate branch of the Emergency Reserve Corps under the command of the Commissioner of Transport.

6. REGULATION OF COMMERCIAL ROAD TRANSPORT.

TRANSPORT LICENSING ACT, 1931.

A. APPLICATIONS FOR LICENSES, ETC.

During the year ended 31st March, 1941, the four district transport licensing authorities dealt with 4,521 applications, for transport licenses, while the four metropolitan licensing authorities dealt with 1,503 applications. The details of the applications dealt with, which cover applications for new licenses, renewals of existing licenses, transfers of licenses, amendments of licenses, and reviews of licenses, are set out hereunder :—

	Passenger Services.	Taxi Services.	Rental-car Services.	Goods Services.
New applications—				
Received	525	265	16	630
Granted	509	226	3	440
Refused or withdrawn	14	35	12	126
Adjourned	2	4	1	64
Renewal applications—				
Received	38	260	1	1,090
Granted	38	259	1	1,021
Refused or withdrawn .. .. .	..	1	..	17
Adjourned .. .. .	..	..	..	52
Amendment applications—				
Received	323	1,130	57	860
Granted	299	1,103	52	681
Refused or withdrawn	13	13	4	111
Adjourned	11	14	1	68
Transfer applications—				
Received	52	207	7	563
Granted	47	194	5	522
Refused or withdrawn	4	11	2	29
Adjourned	1	2	..	12
Licenses revoked, cancelled, or suspended	47	37	8	132

B. NUMBER OF LICENSES IN FORCE.

At the 31st March, 1941, there were 7,492 licenses in force, made up as follows : 1,378 passenger services, 4,713 goods services (with 9,483 vehicle authorities), 1,280 taxi services, and 121 rental-car services.

C. REVIEWS OF LICENSES.

Apart from the general review of operators' finances, &c., which is made each year, the Licensing Authorities had occasion to review 1,860 individual licenses. Of these, 1,749 were in respect of goods-service licenses, while 46 related to passenger services, 33 to taxi services, and 32 to rental-car services.

D. INSPECTION OF OPERATORS' ACCOUNTS AND RECORDS.

During the year the Inspecting Accountants attached to the Department examined the accounts and records of 995 operators. In the course of their inspections they checked up on passenger-service fares, time-tables and charges, the effects of cartage rates and contracts on goods-service finances, and gave advice where necessary on the maintenance of adequate accounting and statistical records.

In addition, they made 99 specific reviews of contract rates schedules, &c., for the information of the Licensing Authorities.

E. FINANCES AND STATISTICS, 1939-40.

(1) PASSENGER SERVICES.

(a) *Growth of the Industry.*

Since the road passenger-transport services were brought under the Transport Licensing Act in 1932 there has been a tremendous increase in the volume of traffic handled.

In the year ended 31st March, 1933, these services ran nearly 23,000,000 vehicle-miles to carry just over 16,000,000 passengers; in the year 1939-40 they covered 26,000,000 miles to carry over 30,500,000 passengers.

In other words, while the vehicle mileage run increased by 14 per cent., there was an increase of over 90 per cent. in the number of passengers carried.

Over the seven years the total gross revenue from the road-passenger-transport operations has increased from £880,000 to over £1,400,000, or by 60 per cent., while net profits have risen from £5,000 to nearly £120,000.

The main increase in the numbers of passengers carried has occurred over the last two years—viz., 1938-39 and 1939-40. Between 1932-33 and 1937-38 there was an increase of 6,000,000 in the number of passengers carried annually. Between 1937-38 and 1939-40 this figure was just over

8,000,000. The increase for 1939-40 was no doubt due in some part to the restrictions on petrol usage from the outbreak of war. It is anticipated that for the year 1940-41 the effect of petrol restrictions in increasing the volume of passenger traffic will be still more noticeable.

(b) *General Review of the Statistics.*

(Table No. 8.)

Features of the summarized figures for the year 1939-40 compared with those for 1938-39 are :—

- (i) An increase of 2,390,000, or 8·5 per cent., in the number of passengers carried to record a new high total of 30,590,000 passenger journeys.
- (ii) The average number of passengers carried per vehicle journey increased from 12·3 to 13·3.
- (iii) Half a million more vehicle-miles were run in 1939-40 than in 1938-39.
- (iv) In 1939-40 average operating-costs advanced by 0·72d. per vehicle-mile, or 8·7 per cent., to 11·89d.
- (v) The total gross revenue increased by 6·8 per cent. on 1938-39 to set a new record total of over £1,400,000.
- (vi) A fall of £13,280 in the total net profit.
- (vii) For 1939-40 the total net profit of £119,500 represented a return of 10·5 per cent. on the total capital investment in this branch of transport. For 1938-39 the proportion was 11·8 per cent.
- (viii) A decline in net profit per vehicle-mile from 1·25d. to 1·11d.
- (ix) Little change in the total capital invested, except that in 1939-40 the proportion of operators' capital and reserves increased to over 88 per cent. from nearly 82 per cent.
- (x) In 1938-39 the vehicles in use were valued at £576,000. In 1939-40 the investment in vehicles totalled £610,000.

(c) *Passenger Services operating entirely within the Four Metropolitan Licensing Districts.*

For the year ended 31st March, 1940, financial returns were collected covering passenger services operating in the four main centres and coming under the control of the Metropolitan Licensing Authorities.

As there are no figures available for the previous year, the main statistics for 1939-40 are quoted hereunder :—

Traffic Statistics—

Number of vehicle journeys	369,194
Number of passengers carried	5,627,046
Average number of passengers per vehicle journey	15·2
Number of vehicle-miles	1,659,281

Costs and Revenue—

Operating costs—					Pence per Vehicle-mile.
				£	
Running costs	34,775				5·03
Standing charges	60,252				8·72
Overhead	12,890				1·86
Total	107,917				15·61
Revenue	108,114				15·64

(2) *GOODS SERVICES.*

During 1939-40 town carriers were brought under the Transport Licensing Act, and the following estimates, which are based on the returns received from area operators and some town carriers, cover the operations of all goods-vehicles plying for hire or reward.

For the year ended 31st March, 1940, these vehicles are estimated to have covered 120,000,000 vehicle-miles at a total cost of just over £6,500,000. The gross revenue from these operations approximated £7,250,000, thus giving a net return to the industry of nearly £750,000.

The potential carrying-capacity of the road goods transport fleet, reckoned in ton-capacity miles—viz., the average maximum payload capacity per vehicle × the total vehicle mileage—is estimated at 414,000,000 ton-capacity miles. The quantity of goods actually carried, calculated from the gross revenue received at an average charge of 10d. per ton-mile, is estimated to have totalled 170,000,000 ton-miles. The indication given by these figures is that only 41 per cent. of the potential carrying-power from the vehicle-mileage run was actually used for the transport of goods—244,000,000 ton-capacity miles were not used. The problem of utilizing or reducing this enormous unused transport is the major problem in the road-transport industry to-day.

Average operating-costs and gross revenue per vehicle-mile were :—

Operating-costs per Mile. d.				Gross Revenue per Mile. d.			
Running-costs	5·09	General goods cartage	9·85				
Standing charges	6·65	Cream cartage	0·69				
Overhead charges	1·37	Mail cartage	0·16				
		Public works and local-body cartage	3·10				
		Carriage of passengers	0·10				
		Other revenue	0·68				
Total	13·11	Total	14·58				

The total capital invested in the industry was estimated at £6,250,000, of which vehicles account for over £2,250,000. The capital put into transport by the operators themselves approximated £4,500,000.

The return to the industry by way of net profit represented a return on the total capital invested of 11·6 per cent.

Each vehicle used is estimated to have averaged a mileage of 13,555 miles to earn a total gross revenue of £823 and return by way of net profit to the proprietor a sum of £83.

(3) TAXI SERVICES.

As the majority of the taxi operators came under license late in 1939 the summarized figures mainly reflect the experience of the industry prior to licensing.

It is estimated that the taxis employed in the industry covered 29,000,000 vehicle-miles in the year under review for a total gross revenue of £877,000 and aggregate profits of just over £17,000. Wages paid, together with drawings in lieu of wages by working proprietors, totalled £356,000, or 41 per cent. of the total expenses incurred.

In brief, the total operating costs of taxis are estimated as follows :

	£	Percentage of Total.
Running expenses (benzine, oil, tires, repairs)	291,000	34
Depreciation of vehicles	108,000	13
Wages and drawings in lieu of wages	356,000	41
License fees, insurance, garaging	44,000	5
Levy and sundry charges	61,000	7
Total	860,000	100

F. APPEALS.

Appeals lodged during the year totalled 174, of which 151 related to goods services, including ancillary users, and 23 to passenger services. The number of appeals shown as being under action in the last report did not include appeals by or against ancillary users but these are now taken into account.

The following details are given regarding the appeals in respect of passenger and goods services, including appeals brought forward from the previous year :—

District.	Carried Forward from Previous Report.	Lodged during Current Year.	Appeals withdrawn.	Licensing Authority's Decision upheld.	Decision modified.	Decision reversed.	Referred back.	Under Action.
GOODS-SERVICES.								
No. 1	11	67	6	32	5	11	5	19
No. 2	52	25	25	15	13	1	1	22
No. 3	9	35	3	11	2	4	11	13
No. 4	35	24	7	23	5	1	1	22
Totals ..	107	151	41	81	25	17	18	76
PASSENGER-SERVICES.								
No. 1	5	7	..	8	..	1	..	3
No. 2	3	2	..	4	..	..	..	1
No. 3 .. ..	..	7	1	..	1	..	5	..
No. 4	3	4	..	2	1	1	..	3
Metropolitan ..	4	3	2	5	..	..	..	..
Totals ..	15	23	3	19	2	2	5	7

7. COMMERCIAL AIR SERVICES.

The main statistics for the commercial aircraft services are given in Table No. 9. Once again there has been a falling off in the number of passengers and mail carried for 1940 as compared with 1939.

The total mileage flown has fallen from 1,950,000 in 1939 to 762,000 miles in 1940.

8. CHANGES IN TRANSPORT LAW IN NEW ZEALAND.

The following were the principal enactments passed during the year under consideration :—

A. STATUTES.

Statutes Amendment Act, 1940.—Sections 40–41 extend to the 30th June the dates of expiry of the license years for motor-vehicles and motor-drivers; the alteration becomes effective in the 1941–42 license year.

Section 42 effects certain administrative alterations to the law relating to “mileage-tax.”

Section 56 enables the Minister of Transport to refer back for rehearing by the Licensing Authority the subject of a transport licensing appeal which has been lodged with the Minister in terms of the Transport Licensing Act, 1931.

B. REGULATIONS.

Traffic Regulations 1936, Amendment No. 2 (1940/156).—This forbids the use of a motor warning-device between 11 p.m. and 7 a.m. in populous areas; prohibits the carriage of a loaded firearm on a motor-vehicle; provides for the marking of double lines on certain corners and prohibits overtaking at such corners; and fixes a maximum speed of 35 miles per hour for motor-vehicles drawing trailers.

Motor-vehicle (Registration-plate) Regulations 1934, Amendment No. 7 (1940/66).—These provide for the fitting of special plates to the cars of His Excellency the Governor-General and of High Commissioners to New Zealand.

Motor-vehicles Insurance (Third-party Risks) Regulations 1939, Amendment No. 1 (1941/77).—The main purpose of these is to increase the premiums by one-twelfth on account of the thirteen-month license year of 1941–42 as mentioned above.

Heavy Motor-vehicle Regulations 1940, Amendment No. 1 (1940/97).—This extends the heavy traffic fee concessions for farmers’ trucks from the 4-ton class up to the 5-ton class.

Transport (Goods) Order 1936, Amendment No. 5 (1940/236). These regulations adapt to goods services the statutory provisions concerning the rehearing of appeals by Licensing Authorities referred to above.

Taxicab Regulations 1939, Amendment No. 1 (1941/44).—These regulations relate to offences and to refunds of fees in the case of taxicab licenses.

C. EMERGENCY (WAR) REGULATIONS.

In addition to the Oil Fuel Regulations, referred to in the last report, there have been passed the following Emergency Regulations which concern the work of this Department:—

Transport Licensing Emergency Regulations 1940 (1940/137) and Transport Licensing Emergency Regulations 1940, Amendment No. 1 (1940/173).—These shorten the terms of notice for reviews of transport licenses and for appeals against decisions of Transport Licensing Authorities.

Heavy Motor-vehicle Emergency Regulations 1941 (1941/78).—These regulations provide concessions, chiefly as regard refunds of heavy traffic fees, in the case of those vehicles impressed by or hired or sold to the armed forces.

Transport Legislation Emergency Regulations 1940 (1940/206).—Under these regulations the Minister of Transport is enabled to suspend or amend for the purposes of the war effort any legislation or regulations relating to the use of motor-vehicles.

The following Orders have been issued under the regulations:—

(a) *Transport Legislation Suspension Order 1940 (1940/272).*—A Crown vehicle driven by a member of the armed forces is exempted from the Transport Licensing requirements.

(b) *His Majesty’s Forces (Motor-cyclists) Suspension Order 1941 (1941/68).*—This exempts from learner restrictions the riders of motor-cycles belonging to and used for the armed forces.

(c) *Transport Legislation Suspension Order 1940 (No. 2) (1940/319).*—This enables farmers’ trucks to be fitted with “E” plates (*i.e.*, exempted from license fees) if they are used on the roads only in going from one part of the owner’s farm to another.

Motor-vehicles Emergency Regulations 1940 (1940/256).—These regulations extend the definition of “farmer’s truck” in the Heavy Motor-vehicle Regulations 1940, and permit the Commissioner of Transport to issue drivers’ licenses free of charge for the purposes of the armed forces.

Substitute Fuels Emergency Regulations 1940 (1940/241).—These provide concessions as regards mileage-tax, &c., in the case of motor-vehicles driven by approved devices which do not use petrol.

9. APPENDIX.

STATISTICAL RETURNS.

TABLE No. 1—MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1941.

TABLE SHOWING BY POSTAL DISTRICTS THE NUMBER OF MOTOR-VEHICLES LICENSED UNDER THE MOTOR-VEHICLES ACT, 1924, AS AT THE 31ST MARCH, 1941.

Postal District.	Cars.	Rental and Private-hire Cars.	Light Trucks (i.e., 2-tons and under laden).	Heavy Trucks (i.e., over 2-tons 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	44,229	217	4,611	4,161	265	219	411	90	2,383	293	734	717	21	4,293	62,644
Thames	7,878	10	1,283	934	56	18	51	26	546	51	211	133	6	596	11,799
Hamilton	19,232	64	2,654	2,186	182	54	132	59	1,508	108	393	521	4	1,238	28,335
Gisborne	4,848	11	667	486	106	23	48	24	321	30	183	127	1	474	7,349
Napier	10,187	8	1,716	1,121	109	40	63	27	535	74	366	142	5	574	14,967
New Plymouth ..	11,170	34	1,624	1,478	58	14	38	26	370	88	203	115	7	859	16,084
Wanganui	8,010	31	1,144	832	53	6	30	18	375	32	206	113	5	593	11,448
Palmerston North	12,893	23	1,893	1,178	78	32	54	21	889	69	366	197	5	857	18,555
Wellington	25,163	66	2,684	2,303	85	129	240	59	1,057	188	461	1,090	11	1,994	35,530
Totals, North Island ..	143,610	464	18,276	11,679	992	535	1,067	350	7,984	933	3,123	3,155	65	11,478	206,711
<i>South Island.</i>															
Nelson	2,412	2	456	216	44	3	11	6	230	15	128	27	4	259	3,813
Blenheim	4,525	25	759	474	47	8	25	55	229	27	139	210	1	329	6,853
Westport	898	..	130	120	7	3	4	11	30	4	27	37	..	101	1,372
Greymouth	2,616	14	364	348	44	17	21	18	98	10	50	110	1	289	4,000
Christchurch	28,901	115	2,905	2,396	125	75	121	45	2,161	171	1,320	587	17	3,001	41,940
Timaru	6,466	36	949	458	35	10	23	10	594	34	467	178	2	502	9,764
Oamaru	2,532	3	386	228	10	5	11	..	225	23	111	15	1	168	3,718
Dunedin	13,432	61	1,575	1,225	178	60	155	45	819	74	327	180	8	1,404	19,543
Invercargill	10,124	35	1,397	1,136	78	31	59	39	750	52	709	214	4	745	15,373
Totals, South Island ..	71,906	291	8,921	6,601	568	212	439	229	5,136	410	3,278	1,558	38	6,798	106,376
Grand totals	215,516	755	27,197	21,280	1,560	747	1,497	579	13,120	1,343	6,401	4,713	103	18,276	313,087

TABLE No. 2.—MOTOR-VEHICLES ACT, 1924.

COMPARATIVE TABLE SHOWING NUMBER OF MOTOR-VEHICLES LICENSED AS AT 31ST DECEMBER, 1933 TO 1940, INCLUSIVE.

Year.	Cars.	Light Trucks.	Heavy Trucks.	Motor-cycles.	Omnibuses.	Taxis.	Service Cars.	Dealers' Cars.	Local-body Road Vehicles.	Government Vehicles.	Dealers' Motor-cycles.	Trailers.	Rental and Private-hire Cars.	Passenger-trucks.	Other Vehicles.	Totals, excluding Trailers.
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
1938 ..	203,498	26,566	20,730	19,733	690	1,678	635	1,908	3,724	3,301	145	8,265	772	1,526	..	284,906
1939 ..	215,210	26,626	21,183	17,749	742	1,590	619	1,804	5,329	4,235	133	10,228	758	1,708	..	297,686
1940 ..	212,199	26,090	20,995	16,916	740	1,519	581	1,334	5,774	4,582	98	11,963	746	1,497	..	293,071

* Not available.

TABLE No. 3.—COMPARISON OF DETAILS OF FATAL MOTOR ACCIDENTS FOR THE YEARS ENDED 31st MARCH, 1938 TO 1941.

Item.	Year.			
	1937-38.	1938-39.	1939-40.	1940-41.
Number of fatal accidents—				
(a) Total number	229	225	227	180
Number in daylight	121	118	108	97
Number in dark	108	107	119	83
(b) Number occurring in built-up areas—				
Total	86	102	94	87
In daylight	33	51	41	48
In dark	53	51	53	39
(c) Number occurring on rural roads—				
Total	143	123	133	93
In daylight	88	67	67	49
In dark	55	56	66	44
(d) Number of collisions between motor-vehicles—				
Total	36	40	51	30
In daylight	24	27	29	17
In dark	12	13	22	13
(e) Number of collisions with railway trains—				
Total	11	11	14	9
In daylight	8	7	14	8
In dark	3	4	..	1
(f) Number of collisions with trams	3	1	1	2
(g) Number of collisions with bicyclists—				
Total	33	34	42	25
In daylight	20	18	19	12
In dark	13	16	23	13
(h) Number of collisions with pedestrians—				
Total	58	57	54	59
In daylight	17	17	18	25
In dark	41	40	36	34
(i) Number of collisions with ridden horse .. .. .	..	..	1	..
(j) Number of collisions with horse vehicles or animals	2	1	..	..
(k) Number of other collisions—				
Total	33	18	17	16
In daylight	13	11	6	7
In dark	20	7	11	9
(l) Number of non-collisions—				
Total	53	63	47	39
In daylight	38	38	21	27
In dark	15	25	26	12
Number of persons killed—				
(a) Total number	243	246	248	199
(b) Number of occupants of motor-vehicles (not motor-cycles)	116	115	116	83
(c) Number of riders of motor-cycles or pillion-riders	35	37	34	29
(d) Number of bicyclists	32	33	42	23
(e) Number of pedestrians	59	56	54	61
(f) Number of other road-users	1	5	2	3

TABLE No. 4.—TYPES OF MOTOR ACCIDENTS FOR THE YEAR ENDED 31st MARCH, 1941.

Type of Accident.	Number of Accidents.								
	In Built-up Areas.			In Areas not Built up.			In all Areas.		
	Fatal.	Non-fatal.	Total.	Fatal.	Non-fatal.	Total.	Fatal.	Non-fatal.	Total.
Collisions—									
With another motor-vehicle	10	520	530	20	304	324	30	824	854
With a railway-train ..	4	6	10	5	13	18	9	19	28
With an electric tram ..	2	18	20	..	1	1	2	19	21
With a bicyclist ..	19	727	746	6	99	105	25	826	851
With a pedestrian ..	38	556	594	21	86	107	59	642	701
With a horse-vehicle ..	..	8	8	..	1	1	..	9	9
With a ridden horse ..	..	1	1	..	10	10	..	11	11
With an animal ..	..	2	2	..	9	9	..	11	11
With a telegraph or power pole	5	63	68	2	47	49	7	110	117
With a fixed object ..	1	..	1	..	..	..	1	..	1
Other collisions ..	1	49	50	7	44	51	8	93	101
Total ..	80	1,950	2,030	61	614	675	141	2,564	2,705
Non-collisions—									
Drove off roadway ..	..	16	16	5	65	70	5	81	86
Over bank ..	3	12	15	16	79	95	19	91	110
Overturned on road ..	3	29	32	8	77	85	11	106	117
Person fell from vehicle ..	1	36	37	1	19	20	2	55	57
Other ..	..	13	13	2	8	10	2	21	23
Total ..	7	106	113	32	248	280	39	354	393
Total accidents ..	87	2,056	2,143	93	862	955	180	2,918	3,098

TABLE No. 5.—TYPE OF ROAD-USERS KILLED OR INJURED EACH MONTH DURING THE YEAR ENDED 31st MARCH, 1941.

Month.				Number of Persons killed or injured.					
				Occupants of Motor- vehicles.	Motor- cyclists or Pillion- riders.	Bicyclists.	Pedes- trians.	Other.	Total.
1940.									
April	..	..	..	146	46	93	97	3	385
May	..	..	..	212	52	101	99	4	468
June	..	..	..	150	39	80	76	3	348
July	..	..	..	152	30	72	63	7	324
August	..	..	..	125	35	61	72	4	297
September	..	..	..	131	28	69	55	5	288
October	..	..	..	161	33	68	44	4	310
November	..	..	..	155	42	67	44	13	321
December	..	..	..	223	48	61	48	2	382
1941.									
January	..	..	..	238	43	53	46	8	388
February	..	..	..	150	38	55	43	2	288
March	..	..	..	142	48	87	68	5	350
Totals				1,985	482	867	755	60	4,149

TABLE No. 6.—TRAFFIC OFFENCES BUREAU.

TABLE SHOWING FOR THE YEAR ENDED 31ST MARCH, 1941, 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 and Regulations.</i>				
1. Intoxicated in charge of motor-vehicle	115	114	1	..
2. Negligent driving	14	13	..	1
3. Driving in a dangerous manner	130	114	16	..
4. Driving at a dangerous speed	58	53	5	..
5. Careless or inconsiderate driving	87	74	12	1
6. Exceeding 30 miles per hour in restricted area ..	768	598	166	4
7. Overtaking offences	49	35	14	..
8. Failing to keep to left of roadway	96	80	15	1
9. Breach of offside rule	38	33	5	..
10. Drivers' license offences	714	574	123	17
11. Licensing and registration offences	341	233	92	16
12. Lighting offences	215	138	70	7
13. Defective brakes	92	82	9	1
14. No warrant of fitness	1,388	1,001	343	44
15. Loading offences	115	64	47	4
16. Parking offences	54	46	7	1
17. Equipment offences	158	98	53	7
18. Motor-cyclists exceeding 40 miles per hour with pillion passengers	49	41	5	3
19. Motor-cyclists not observing "L"-plate restrictions ..	24	20	4	..
20. Miscellaneous offences	135	100	30	5
Total, Motor-vehicles Act	4,640	3,511	1,017	112
<i>Heavy-traffic Regulations.</i>				
1. Exceeding heavy-traffic license	260	184	74	2
2. Exceeding road classification	34	23	10	1
3. Exceeding axle load	78	44	26	8
4. No heavy-traffic license	390	244	136	10
5. Exceeding regulation speed-limit	348	299	45	4
6. No heavy-traffic disk or classification plate	70	30	31	9
7. Miscellaneous	44	25	18	1
Total, Heavy Motor-vehicle Regulations ..	1,224	849	340	35
<i>Transport Licensing Act and Regulations.</i>				
1. Unlicensed goods service	262	129	98	35
2. Breach of goods-service license	246	142	76	28
3. Unlicensed passenger service	29	16	9	4
4. Breach of passenger-service license	26	16	9	1
5. Failing to carry inspection certificate or certificate of fitness	96	54	32	10
6. Failing to carry vehicle authority or temporary license	169	87	65	17
7. Breaches of drivers' hours regulations	567	100	467	..
8. Overloading goods or passenger vehicles	42	25	14	3
9. Rental-car offences	19	13	5	1
10. Miscellaneous	89	56	23	10
Total, Transport Act	1,545	638	798	109
Miscellaneous Acts and Regulations	82	62	17	3
SUMMARY.				
Motor-vehicle Act and regulations	4,640	3,511	1,017	112
Heavy Traffic Regulations	1,224	849	340	35
Transport Licensing Act and regulations	1,545	638	798	109
Miscellaneous Acts and regulations	82	62	17	3
Total, all offences, 1940-41	7,491	5,060	2,172	259
Total, all offences, 1939-40	9,579	7,244	2,024	311

TABLE No. 7.—PROSECUTIONS BY TRAFFIC INSPECTORS OF TRANSPORT DEPARTMENT.

TABLE SHOWING FOR THE YEAR ENDED 31ST MARCH, 1941, A CLASSIFICATION ACCORDING TO THE NATURE OF THE OFFENCE OF PROSECUTIONS TAKEN BY TRAFFIC INSPECTORS OF THE TRANSPORT DEPARTMENT.

Offence.	Prosecutions.	Convictions.	Case dismissed.	Information withdrawn.	Amount of Fines.
<i>Motor-vehicles Act and Regulations.</i>					
	Number.	Number.	Number.	Number.	£ s. d.
1. Intoxicated in charge	120	108	11	1	1,423 10 0
2. Negligent driving	16	15	1	..	35 10 0
3. Manner dangerous	157	152	1	4	389 11 0
4. Speed dangerous	40	39	1	..	118 15 0
5. Careless or inconsiderate driving	69	59	9	1	87 10 0
6. Exceeding 30 miles per hour in restricted areas	685	672	1	12	1,125 14 0
7. Overtaking on bend or hill-crest	53	48	3	2	73 15 0
8. Failing to keep to left	70	66	3	1	102 18 0
9. Breach of off-side rule	36	32	3	1	42 10 0
10. Drivers' license offences	568	553	4	11	360 6 0
11. Unlicensed or unregistered motor-vehicles ..	226	219	3	4	211 5 0
12. Defective lights	174	171	..	3	140 2 0
13. Defective brakes	85	81	1	3	135 0 0
14. No Warrant of Fitness	1,088	1,054	4	30	553 6 0
15. Loading offences	80	74	3	3	67 18 0
16. Parking offences	72	71	..	1	39 0 0
17. Cycling offences	347	342	1	4	141 14 0
18. Pedestrian offences	1	1	..	..	..
19. Equipment offences	138	138	..	..	82 12 6
20. Exceeding 40 miles per hour with pillion passenger on motor-cycle	63	59	..	4	78 15 0
21. "L"-plate offences	21	20	1	..	11 15 0
22. Miscellaneous offences	122	108	5	9	100 3 0
Totals	4,231	4,082	55	94	5,321 9 6
<i>Heavy Motor-vehicle Regulations.</i>					
1. Exceeding heavy-traffic license	193	187	2	4	362 18 6
2. Exceeding road classification	37	37	..	..	78 10 0
3. Exceeding axle load	31	31	..	..	38 0 0
4. No heavy-traffic license	290	265	17	8	381 5 2
5. Excessive speed	344	338	2	4	551 0 0
6. No heavy-traffic disk or class plates	33	29	2	2	22 5 0
7. Miscellaneous offences	20	19	1	..	33 15 0
Totals	948	906	24	18	1,467 13 8
<i>Transport Licensing Act and Regulations.</i>					
1. Unlicensed goods service	137	125	6	6	202 13 0
2. Breach of goods-service license	149	118	8	23	208 15 0
3. Unlicensed passenger service	27	21	1	5	28 15 0
4. Breach of passenger-service license	8	6	2	..	8 10 0
5. Failing to carry Certificate of Fitness	50	46	..	4	36 5 0
6. Failing to carry vehicle authority	82	75	..	7	55 8 0
7. Driving-hours breaches	104	98	5	1	101 0 0
8. Overloading	19	19	..	..	19 10 0
9. Rental Service offences	25	20	1	4	23 0 0
10. Miscellaneous	24	23	1	..	23 15 0
Totals	625	551	24	50	707 11 0
<i>Miscellaneous Acts and Regulations —</i>					
Totals	227	219	5	3	191 10 0
Grand total, 1940-41	6,031	5,758	108	165	7,688 4 2
1939-40	7,682	7,449	111	122	10,354 12 3

TABLE No. 8.—TRANSPORT LICENSING ACT, 1931: PASSENGER SERVICES.
TRAFFIC DATA, OPERATING-EXPENSES, REVENUE AND PROFITS OF LICENSED PASSENGER SERVICES
(EXCLUDING METROPOLITAN SERVICES) FOR THE YEARS ENDED 31ST MARCH, 1938 TO 1940.

	Year ended 31st March, 1940.		New Zealand Totals, Years ended 31st March,		
	North Island.	South Island.	1938.	1939.	1940.
Traffic statistics—					
Vehicle journeys	1,832,774	462,003	1,901,031	2,289,575	2,294,777
Passengers carried	24,306,793	6,282,880	23,276,761	28,198,331	30,589,673
Vehicle-miles	18,491,972	7,489,224	23,509,361	25,455,248	25,981,196
Operating expenses—	£	£	£	£	£
Running-costs	368,947	163,177	415,976	457,186	532,124
Standing charges	435,609	172,313	500,020	594,374	607,922
Overhead charges	104,409	43,115	113,870	133,033	147,524
Total	908,965	378,605	1,029,866	1,184,593	1,287,570
Total, gross revenue	991,475	415,603	1,147,212	1,317,383	1,407,078
Net surplus	82,510	36,998	117,346	132,790	119,508

TABLE No. 9.—COMMERCIAL AIR TRANSPORT.

TABLE SHOWING THE PRINCIPAL OPERATING DATA RELATING TO COMMERCIAL AIR TRANSPORT SERVICES
IN THE DOMINION DURING THE CALENDAR YEARS 1934 TO 1940.

Year.					Licensed Services.	Passengers carried.	Mails carried.	Goods carried.	Mileage flown.
					Number.	Number.	lb.	lb.	
1934	..	..	..	..	1	50	2,000	500	4,200
1935	..	..	..	..	2	4,203	14,789	11,680	186,391
1936	..	..	..	..	5	20,718	84,924	38,339	706,233
1937	..	..	..	..	7	37,178	166,344	67,927	1,205,965
1938	8	60,967	299,570	172,530	1,759,984
1939	9	57,337	285,038	213,481	1,950,546
1940	8	41,320	122,791	203,155	762,151

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