

1948  
NEW ZEALAND

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# TRANSPORT DEPARTMENT

(ANNUAL REPORT OF)

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

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## FOREWORD BY MINISTER OF TRANSPORT

MR. SPEAKER,—

As Minister of Transport, responsible for the co-ordination of the different forms of transport, I propose to give the House a brief picture of our transport system. We stand on the threshold of a new era in transportation, and the present is an appropriate time to take a bird's eye view of the whole field. I have had prepared certain statistics relating to the transport industry as a whole. Complete accuracy cannot be claimed for these figures, but they are based on the most exact information available, and are sufficiently reliable for the purpose of general comparison.

## CAPITAL INVESTMENT

Capital invested in the transport industry amounts to just over £350,000,000, the figures for each form of transport being as follows:—

Kind of Transport.				Capital Investment (000,000 omitted). £
Roads and road transport*	..	..	..	240
Railways	..	..	..	76
Tramways	..	..	..	5
Shipping†	..	..	..	23
Air services	..	..	..	6
Total	..	..	..	£350

\* Includes value of roads, vehicles, garages, spare parts, &c.

† Represents value of assets of Harbour Boards (excluding cash assets) as at 30th September, 1945, and estimated investment in coastal ships.

This investment of £350,000,000 is equal to more than one and a half times the total value of all production in the Dominion for one year.

## FREIGHT

The work done by each form of transport may be measured by the number of ton-miles and passenger-miles recorded. The volume of goods carried does not clearly indicate the amount of work done. A ton of goods may be carried one mile or many miles. The work involved varies both with the quantity of goods carried and the distance they are transported. For this reason tons of freight have been converted to ton-miles—*i.e.*, one ton hauled one mile represents one ton-mile. For similar reasons passenger transport is expressed in terms of passenger-miles—*i.e.*, one passenger carried for one mile represents one passenger-mile.

Last year 1,963 million ton-miles were recorded for all forms of transport—on the average over 1,000 ton-miles per head of our population. The following percentage figures show how different transport agencies contributed to this total.

Kind of Transport.				Percentage of Total.
Railways	..	..	..	48
Motor transport*	..	..	..	30
Shipping	..	..	..	22
Air transport	..	..	..	..
Total				100

\* Includes ancillary trucks.

The railways made the substantial contribution of 48 per cent. of the total, coastal shipping and motor transport making up the balance between them. Air transport contributed only 5 out of every 10,000 ton-miles and is not yet of sufficient magnitude to figure on the scoreboard. Some freight may know one form of transport only, others may be carried on rail, road, and sea; the way between production and consumption is a vast network on which the pattern of our trade and commerce is worked out. The ton-mile expresses all this activity in a simple figure in which the same goods may appear more than once.

## PASSENGERS

During the year 3,133 million passenger-miles were run. This figure is made up as follows:—

Kind of Transport.				Passenger-Miles (000,000 omitted).	Percentage of Total.
Motor transport—					
Private cars, &c.	..	..	..	1,625	52
Public services	..	..	..	401	13
Railways	..	..	..	585	18
Electric tramways	..	..	..	406	13
Shipping	..	..	..	80	3
Air transport	..	..	..	36	1
Totals				3,133	100

The magnitude of the figures for passenger-miles is an eloquent commentary on the New Zealanders' love of travel. It looms large in our national life and is ever expanding. It reflects the high standard of life enjoyed in this country to-day. On the average, every man, woman, or child travels approximately 1,750 miles a year. The most popular form of passenger transport is the private car, combining speed with comfort. It is not generally realized that in actual volume of passenger-miles the electric tramways are not so very far behind the railways. Air travel, as yet in its infancy, already accounts for 1 per cent. of the total and faces a future full of promise.

## ANNUAL COSTS

The public pays approximately £37,000,000 a year in freight charges and passenger fares. The estimated annual operating costs for motor-vehicles other than those used in public transport services—*e.g.*, private cars, &c.—is £39,000,000. Adding this figure to the £37,000,000 paid to public transport services, we get the total figure for expenditure on all kinds of transport—*viz.*, £76,000,000. This represents 37 per cent. of the value of total national production for a year. The different transport agencies share in this cost as follows :—

Kind of Transport.				Cost (000,000 omitted).
Motor transport—				£
Private cars, &c.	..	..	..	39·0
Public services	..	..	..	14·0
Railways	..	..	..	15·0
Shipping*	..	..	..	5·0
Tramways	..	..	..	2·0
Air	..	..	..	0·7
Total				<u>75·7</u>

\* Includes receipts of Harbour Boards for year ended 31st March, 1945, and an estimate of revenue from coastal shipping at present freight rates.

## PERSONS ENGAGED

The transport industry provides employment for approximately 68,000 persons, all engaged in the vital work of facilitating the flow of production and movement of people. This work, in general, calls for a high measure of skill and initiative and has an appeal for our people, who excel at it. It is estimated that out of every ten persons of our working population, one is engaged in public transportation. Indirect employment is provided for many thousands of others in industries and services allied to transport. Employment is provided by the different forms of transport as follows :—

Kind of Transport.				Persons engaged.
Railways	..	..	..	24,000
Road transport (public service only)	..	..	..	24,000*
Shipping	..	..	..	16,000
Tramways	..	..	..	3,000
Air services	..	..	..	1,000
				<u>68,000</u>

\* Includes only persons engaged in public motor transport services; drivers of "ancillary" trucks and trucks operated by local bodies or Government Departments are not included.

## CONCLUSIONS

The figures I have quoted show the importance of transport in the life of the Dominion. Certain conclusions can be drawn from them. Our transport facilities represent a huge investment of capital. The railways provide just under half the freight transport in the country. Private motor-cars are easily the most popular form of passenger transport, doing approximately the same amount of work as all other forms combined. The public pays £37,000,000 per annum for the carriage of freight and passengers on public transport services. It costs approximately £39,000,000 per annum to operate private cars, ancillary trucks, local-body and Government vehicles, and motor-cycles. The annual cost of all forms of transportation in the Dominion is estimated to be £76,000,000, or 37 per cent. of the value of the national production.

The industry is an important source of employment in the Dominion. The trend in the direction of people providing their own means of transport, as in the case of the private car and truck, in preference to using the public transport services is still very strong. Air transport promises to revolutionize long-distance passenger transport and certain branches of freight transport.

Another conclusion is clear: that rapid expansion in motor and air transport may have serious and even crippling effects on the older forms, and that one of the biggest problems we have to face is a system of regulation which, while not "bolstering up" obsolescence or inefficiency, will at the same time preserve the inherent advantages of each form of transport. Free and healthy competition should be allowed to play its part in ensuring efficiency and cheapness, and the dominant consideration in any system of regulation should be the interests of the public as a whole, and not those of any particular form of transport.

Another important problem is the renewal and modernization of all forms of transport rendered necessary by the "lean" years of war. Considerable progress has already been made, but when one surveys our existing fleets of motor-vehicles, railway rolling-stock, and ships one is impressed with the huge amount of modernization and renewal that must take place before our transport system is running "full and free" again.

And now I come to my final point. Low transport costs are essential if we are to maintain our position on the overseas markets of the world and to keep down the cost of living within the Dominion. The quickest and most effective way of reducing transport costs, or offsetting increases, is to increase the rate of flow of traffic through the whole system. If we can do this the unit cost of transport must come down with beneficial effects to all classes of the community and to the prosperity of all engaged in the transport industry. I appeal to all classes of transport operators and workers to do all they reasonably can to increase the rate of flow of whatever traffic they may be concerned with.

It has been said that "the dominant economic fact of our age is the development, not of the manufacturing, but of the transport industries." It is these industries which have done by far the most towards increasing New Zealand's wealth. We cannot afford to have anything but a modern and efficient transport system if we are to fulfil the promise of our country's future and to play our rightful part in the British Commonwealth of Nations whose history has been described as a triumph of transport.

F. HACKETT,  
Minister of Transport.

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The Hon. F. HACKETT, Minister of Transport, Wellington.

Transport Department, 28th July, 1948.

SIR,—

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1948.

I have, &c.,

G. L. LAURENSEN, Commissioner of Transport.

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## REPORT

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### INTRODUCTION

**SUMMARY OF CONTENTS.**—(a) The number of motor-vehicles licensed at 31st March, 1948 (360,949), showed an increase of 30,027, or 9·07 per cent., over the number as at 31st March, 1947, and is the highest level yet reached.

(b) Petrol-consumption by motor-vehicles rose from 86,440,000 gallons in 1946 to 101,270,000 gallons in 1947, an increase of approximately 17 per cent.

(c) In 1947, 206 lives were lost and 4,762 persons were injured as the result of road accidents, a decrease of 8 per cent, in the deaths per 1,000,000 gallons of petrol used as compared with 1946.

(d) Slightly more school-children were injured in road accidents during 1947 than in 1946, but there was a substantial drop in the number of pre-school children injured.

(e) Substantial expansion in road safety measures and activities, including the reintroduction of the New Zealand Road Safety Council.

(f) New Zealand still has the lowest road accident death-rate of the motorized countries; comparative figures of fatalities per 10,000 motor-vehicles in 1947 show New Zealand, 6·2; United States of America, 8·5; Canada (1946), 10·7; Victoria, 13·3; New South Wales, 14·1; Great Britain, 16·0; South Africa (1946), 19·5.

(g) The Department's traffic staff reported 10,217 breaches during the year ended 31st March, 1948; of these, 4,914 offenders were warned and 5,303 prosecuted.

(h) Over one private motor-vehicle out of every five examined had defective brakes.

(i) More than one-third (2,914) of the total road transport licences (7,902) are held by ex-servicemen.

(j) Passenger traffic on public motor services continues at high levels.

(k) Public road freight carriers have efficiently met all demands on their services, and have substantially assisted in timber and fertilizer traffic when there have been "bottlenecks" in the rail services.

(l) Several of the Dominion's older timber bridges are in such bad condition that restrictive load-limits are imposed for their protection; this frequently reduces normal vehicle loading, and correspondingly retards movement of goods and produce.

## DEVELOPMENT OF MOTOR TRANSPORT

LICENSING OF MOTOR-VEHICLES BY PRINCIPAL GROUPS.—Under the Motor-vehicles Act, 1924, motor-vehicles are required to be registered and licensed. Such licences are renewable annually, and the following table gives the number of motor-vehicles in the principal groups, licensed as at the 31st March, 1948, the figures for the two preceding years being included for purposes of comparison :—

Type.	Number licensed as at 31st March,			Increase of 1948 over 1947 Licences.
	1946.	1947.	1948.	
Cars .. .. .	201,425	202,437	217,871	15,434
Trucks not exceeding 2 tons laden .. .. .	30,435	33,134	36,591	3,457
Trucks exceeding 2 tons laden .. .. .	23,499	25,375	28,839	3,464
Passenger-trucks .. .. .	1,947	1,997	2,100	103
Omnibuses .. .. .	1,025	1,133	1,267	134
Taxis, including private-hire cars .. .. .	2,113	2,147	2,231	84
Service cars .. .. .	595	637	679	42
Rental cars .. .. .	546	828	1,047	219
Motor-cycles .. .. .	16,167	17,699	19,066	1,367
Trailers .. .. .	20,031	22,788	25,254	2,466
Local-body and other vehicles exempted from annual licence fees .. .. .	11,903	14,451	17,549	3,098
Government vehicles .. .. .	5,814	8,296	8,455	159
Totals .. .. .	315,500	330,922	360,949	30,027 or 9·07 per cent.

All classes of vehicles licensed at 31st March, 1948, showed gains over the figures for the preceding year.

Table No. 1 of the Appendix shows full details of the licensed motor-vehicles as at 31st March, 1948, by postal districts.

Table No. 2 gives, for purposes of comparison, the number of motor-vehicles licensed year by year as at 31st March, 1937 to 1948, inclusive.

PETROL-CONSUMPTION.—The table hereunder shows for the individual calendar years 1937 to 1947 the estimated quantities of petrol consumed by motor-vehicles, used for other purposes, and the total consumption :—

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., on which Refunds of Duty were made).	Total.
	Gallons.	Gallons.	Gallons.
1937 .. .. .	82,111,000	7,339,000	89,450,000
1938 .. .. .	89,306,000	7,590,000	96,896,000
1939 .. .. .	91,955,000	8,027,000	99,982,000
1940 .. .. .	74,114,000	9,649,000	83,763,000
1941 .. .. .	66,924,000	15,326,000	82,250,000
1942 .. .. .	46,100,000	10,442,000	56,542,000
1943 .. .. .	50,178,000	9,200,000	59,378,000
1944 .. .. .	53,663,000	9,000,000	62,663,000
1945 .. .. .	65,541,000	9,045,000	74,586,000
1946 .. .. .	86,440,000	10,146,000	96,586,000
1947 .. .. .	101,270,000	13,746,000	115,016,000

The sharp increase in motor-vehicle petrol-consumption for 1947 is due mainly to the lifting of the wartime rationing on 1st June, 1946, and the additional number of vehicles on the road. The average annual petrol-consumption per vehicle for 1946 amounted to 261 gallons, as compared to 280 gallons for 1947.

Petrol-consumption for other purposes in 1947 has risen to approximately one-third over the figure for 1946; this is accounted for by an extension in farm mechanization, expansion of commercial aircraft services, the revival of aero-club-flying activities, and a considerable increase in petrol-driven plant and machinery used on general construction and road maintenance work.

## ROADS

**LIMITATION OF LOADS ON ROADS AND BRIDGES.**—In most districts the rural roads have been classified according to their suitability for carrying heavy wheel loads. The classes of road are Class Three, where the maximum axle load permitted is  $5\frac{1}{2}$  tons; Class Four, axle load 4 tons; and Class Five, with 3 tons as the maximum allowable axle load. In the case of multi-axled vehicles or trailers this limit in each class is reduced by one-half ton.

While on the one hand the lightly surfaced roads must be protected from undue damage by heavy wheel loads, on the other hand any reduction in the gross load of a vehicle can be effected only by reducing the pay-load. Such reduction will result in increased mileage to carry the same amount of goods, and thus an increase in transport costs and in charges to the user.

**CONDITION OF BRIDGES.**—Due to the serious condition of many of the older timber bridges throughout the Dominion, a great number of roading authorities have imposed special limits upon the loads to be carried by the bridges. In some instances these load-limits are very restrictive and will have the effect of seriously curtailing loads over the routes upon which the bridges are situated.

In a country as dependent as New Zealand is upon motor transport such restrictions upon the normal loading of heavy vehicles over important arterial routes, as well as secondary highways and purely local roads, will interfere drastically with the movement of produce and goods and will seriously affect the economy of the country.

**ROAD USAGE.**—Traffic volumes during 1947 (calendar year) are estimated to have exceeded the volumes of 1946 by 17 per cent., and, in fact, have exceeded the previous peak volumes reached in 1939 by some 10 per cent. These estimates of traffic are based upon the annual consumption of petrol by motor-vehicles, which in 1947 reached the highest figure yet attained.

## ROAD FINANCE

**DOMINION'S ROAD BILL, 1935-36 TO 1938-39, INCLUSIVE, AND 1943-44 TO 1945-46.**—The Department has abstracted from various official sources the statistical data relating to road finance and analysed it to show the approximate cost of roads, streets, and bridges under the headings of construction, maintenance, and loan charges. The expenditure has been apportioned in the three primary groups of roads, &c.—namely, main highways, urban roads and streets, and other (rural) roads. To obtain the mileages of these groups some estimation has been necessary, as with certain aspects of the figures for the whole road bill. Any estimations have been conservatively made, and the figures are sufficiently close to accuracy to form a reliable basis for broad conclusions.

The road bill for the year ended 31st March, 1946, is the latest figure that can be computed from complete available information. It differs materially from pre-war road bills in that practically no construction was carried on during the war years, and

comparatively little had been done up to 1946. Constructional expenditure for the 1943-44 year amounted to only 11·9 per cent. of the total, and for the following year 15·2 per cent., and for the 1945-46 year 16·9 per cent.; the corresponding proportion averaged over the six years immediately preceding the war amounted to 41·2 per cent. of the total.

The expenditure on maintenance for 1945-46 was 8·6 per cent. above the corresponding figure for 1938-39. The amount spent on maintenance in 1945-46 was £4,032,588, compared with £3,711,737 in 1938-39, so that, allowing for the increased costs, the actual amount of maintenance work done in 1945-46 was probably below that done in 1938-39. The total expenditure for 1945-46 showed an increase of approximately 10 per cent. upon the previous year.

It is reliably estimated that the operating-costs of all classes of motor-vehicles in the Dominion amounted to £52,800,000 for 1947-48. These figures indicate the importance of good roads to the Dominion, particularly when it is realized that bad roading conditions mean high operating-costs for motor-vehicles; on the other hand, good roading tends to lower operating-costs. In addition, good developmental roads mean buoyant rural development. The following table shows the total expenditure on roads, streets, and bridges under the appropriate headings for the year ended 31st March, 1946 :—

Expenditure upon	Main Highways.	Urban Roads and Streets.	Other Roads.	Total.
	£	£	£	£
Maintenance .. .. .	1,880,297	570,321	1,581,970	4,032,588
Construction .. .. .	428,475	578,419	295,347	1,302,241
Interest and sinking-fund charges ..	717,536	723,237	914,997	2,355,770
Totals .. .. .	3,026,308	1,871,977	2,792,314	7,690,599

Table No. 3 in the Appendix gives a comparison of the expenditure on roads, streets, bridges, &c., over the individual years ended 31st March, 1936 to 1939, inclusive, and the three years ended 31st March, 1944 to 1946. Owing to staffing shortages, the comparative expenditure has not been prepared for the intervening war years.

SOURCES OF MONEYS EXPENDED ON ROADS, STREETS, ETC.—The table hereunder gives the approximate percentages of the five main sources of moneys expended annually on all roads during the years 1935-36 to 1938-39, 1943-44 to 1945-46 :—

Source.	1935-36.	1936-37.	1937-38.	1938-39.	1943-44.	1944-45.	1945-46.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Loan .. .. .	14·0	22·5	29·0	32·8	3·4	6·5	8·2
Local rates .. .. .	30·3	27·7	24·2	20·9	39·4	40·5	39·8
Employment Promotion Fund ..	12·5	7·7	6·7	12·0	0·9	0·7	0·7
General taxation .. .. .	14·5	13·2	12·4	11·0	16·1	14·7	12·1
Motor taxation .. .. .	28·7	28·9	27·7	23·3	40·2	37·6	39·2
Totals .. .. .	100·0	100·0	100·0	100·0	100·0	100·0	100·0

The figures from which the above percentages were computed are given in Table No. 4 of the Appendix.



ANNUAL CHARGES PER MILE OF ROADS, STREETS, ETC.—The following table gives the approximate mileage of the three primary groups of roads, together with the corresponding expenditure upon maintenance and interest, &c., per mile of road for the year ended 31st March, 1946 :—

Class of Road.	Total Mileage.	Annual Charges per Mile of Road, &c.		
		Maintenance.	Interest and Loan Charges.	Total.
	Miles.	£	£	£
Main highways .. .. .	12,104	155	59	214
Urban roads and streets .. .. .	4,325	132	167	299
Other roads .. .. .	37,364	42	24	66
All roads .. .. .	53,793	75	44	119

Table No. 5 in the Appendix shows comparative figures for the years ended 31st March, 1935 to 1939, inclusive, and 1944-46, inclusive.

## ROAD SAFETY

### A. ROAD ACCIDENT STATISTICS

THE NUMBER OF ACCIDENTS.—There were 188 fatal accidents and 3,382 other accidents which involved injury to persons during the year 1947. As the result of these accidents 206 persons were killed and 4,762 others were injured. In 1946 there were 190 killed and 4,144 injured. Although there were 16 more deaths in 1947 than in 1946, the death-rate per million gallons of petrol consumed in 1947 was 8 per cent. less than the previous year.

COMPARISON OF TRAFFIC DEATH-RATES.—The traffic death-rate in New Zealand is compared with that of Great Britain, two of the Australian States, South Africa, Canada, and the United States of America as follows :—

#### *Deaths per 10,000 Motor-vehicles in 1947*

Great Britain .. .. .	16·0
United States of America .. .. .	8·5
New South Wales .. .. .	14·1
Victoria .. .. .	13·3
South Africa (1946) .. .. .	19·5
Canada (1946) .. .. .	10·7
New Zealand .. .. .	6·2

COMPARISON OF FATAL ACCIDENTS DURING THE PAST SEVEN YEARS (see Table No. 6).—Those killed in 1947 included 108 occupants of motor-vehicles, 47 pedestrians, 30 riders of motor-cycles or pillion-riders, and 21 push-cyclists. There has been a marked increase in the number of motor-occupants killed, but there has been no such increase in the number of pedestrians or cyclists killed.

The total number of persons killed by motor-vehicles during 1947 was 30 per cent. more than the average number killed during the previous six years, although the exposure to accident (as measured by the motor-vehicle usage) was 65 per cent. more in 1947 than the average of the previous six years.

The following other points emerge :—

- (i) A further increase in fatalities on the open road has taken place. In both 1946 and 1947 more than half of the fatal accidents occurred on the rural roads. During the war years, when petrol-supplies were drastically curtailed, the larger proportion of fatal accidents happened in the towns.
- (ii) The number of fatal accidents occurring after dark was greater in 1947, both in the towns and on the open road, than the number occurring in daylight, although traffic at night is very much less than the volume using the roads in the daytime.
- (iii) Twice as many accidents where a pedestrian was killed occurred in hours of darkness as in daylight hours. Fatal non-collisions—*i.e.*, where the motor-vehicle overturned or left the road, or where a passenger fell from the vehicle—were more frequent at night than in the daytime.

PARTICULARS OF ALL ACCIDENTS REPORTED (*i.e.*, FATAL AND NON-FATAL) (see Table No. 7).—Of 3,570 accidents reported, 2,460, or 69 per cent., occurred in built-up areas and 1,110, or 31 per cent., in areas not built up. In the towns 1 accident in 28 resulted fatally, but in the areas not built-up, where speeds are normally greater, the severity of the accident was greater, so that 1 accident proved fatal in every 11 reported.

In the built-up areas, collisions between motor-vehicles numbered 747 ; there were 676 collisions between a motor-vehicle and a cyclist, and 634 collisions with a pedestrian. On the open road the main types of accident were as follows :—

Collisions between motor-vehicles (430, or 39 per cent., of all accidents on the open road).

Motor-vehicle went over the bank (123).

Motor-vehicle driven off the roadway (93).

Motor-vehicle overturned (79).

Motor-vehicle collided with a bicyclist (95).

Motor-vehicle collided with a pedestrian (91).

The relative severity of the main types of accident may be seen from the following :—

Collision with railway train .. ..	.. 1 accident in 4 proved fatal.
Person fell from vehicle .. ..	.. 1 accident in 6 proved fatal.
Over the bank .. ..	.. 1 accident in 7 proved fatal.
Collision with telegraph pole .. ..	.. 1 accident in 13 proved fatal.
Overturned on the roadway .. ..	.. 1 accident in 14 proved fatal.
Collision with pedestrian .. ..	.. 1 accident in 15 proved fatal.
Drove off roadway .. ..	.. 1 accident in 24 proved fatal.
Collision with another motor-vehicle .. ..	.. 1 accident in 29 proved fatal.
Collision with a cyclist .. ..	.. 1 accident in 37 proved fatal.

DISTRIBUTION OF ACCIDENTS (see Tables Nos. 8 and 9).—Thirty-nine per cent. of all accidents, and nearly 25 per cent. of all fatal accidents, in 1947 occurred in one of the four main centres of population. This is over half of the total number of accidents in the built-up areas.

Fifteen per cent. of all accidents, but 24 per cent. of all fatal accidents, happened on the State highway system of 3,800 miles. Thus approximately half of the accidents on rural roads took place on the State highways.

Accidents in the large urban areas during recent years are compared as follows :—

Centre.	Number of Accidents.			Population at 1st April, 1947.	Accidents per 10,000 Population during 1947.
	1945.	1946.	1947.		
Auckland Metropolitan Area .. ..	427	552	641	231,280	27·7
Wellington City .. ..	246	281	360	129,400	27·8
Christchurch City .. ..	263	324	302	120,500	25·1
Dunedin City .. ..	106	112	104	69,400	15·0
Lower Hutt City .. ..	43	66	85	36,500	23·3
Palmerston North City .. ..	33	44	60	27,100	22·1
Wanganui City .. ..	40	43	61	24,900	24·5
Invercargill City .. ..	21	51	46	25,200	18·2
Hamilton City .. ..	42	75	77	23,600	32·6
Totals .. ..	1,221	1,548	1,736	687,880	25·3

In Auckland and Wellington collisions with pedestrians predominated as the most frequent type of accident. In Christchurch, and also in the smaller cities, collisions between a motor-vehicle and a cyclist constituted the main type of accident. Collisions between motor-vehicles were also of very frequent occurrence in most of the centres.

THE NUMBER OF ROAD-USERS KILLED OR INJURED (see Table No. 10).—During 1947, 2,674, or more than half of those injured on the road, were occupants of motor-vehicles. Accidents involving this class of road-user were most frequent in the months of March, April, and May. Bicycle-riders injured numbered 789, and of these, 329, or 42 per cent., met with their accidents during the four months March to June. The winter months May to August were the most hazardous for the pedestrian, some 335 of the 763 pedestrian casualties occurring during this period.

ACCIDENTS INVOLVING THE PRE-SCHOOL CHILD (see Table No. 11).—Of 53 children under five years involved in traffic accidents during 1947, 1 was killed. During 1946 some 75 were injured, 2 of these being killed. Certain of the Department's advertising propaganda has been directed to the need for parents to supervise these very young children when they are on or about the roads.

ACCIDENTS INVOLVING SCHOOL PUPILS (see Table No. 12).—Traffic accidents in 1947 where a school child was injured were slightly more numerous than in 1946, both among pedestrians and among cyclists. The casualties were as follows :—

*Pedestrians—*

In 1947, 8 were killed and 158 others injured.

In 1946, 8 were killed and 151 others injured.

*Cyclists—*

In 1947, 4 were killed and 203 others injured.

In 1946, 6 were killed and 181 others injured.

The more youthful pedestrians—i.e., up to nine years of age—continue to figure prominently in these accidents, and this year there were more cyclists under ten years who were injured than has previously been the case.

## B. ROAD SAFETY COUNCIL

With the increase in traffic following the easing of the petrol situation the Minister of Transport decided, in late 1947, to reconstitute the New Zealand Road Safety Council, an advisory body first set up in 1936 to advise the Government on matters of road

safety. This Council rendered outstanding public service and I desire to place on record my thanks and appreciation to all the members for the valuable assistance they always rendered so willingly to the Department.

The following representatives now form the new Council :—

Hon. F. Hackett, Minister of Transport (Chairman).  
 Mr. G. L. Laurenson, Commissioner of Transport (Deputy Chairman).  
 Mr. D. G. Ball, Education Department.  
 Mr. F. Langbein, Main Highways Board.  
 Mr. J. Cummings, Commissioner of Police.  
 Mr. E. R. Neale, M.P., municipalities.  
 Mr. W. G. Belton, counties.  
 Mr. W. I. Deavoll, Education Boards.  
 Mr. R. H. Newbold, motor-vehicle insurance companies.  
 Mr. N. Gilchrist, Educational Institute.  
 Mr. C. R. Edmond, motor trade.  
 Mr. A. C. Melville, transport drivers.  
 Mr. H. J. Knight, transport operators.  
 Dr. S. D. Rhind, medical profession.  
 Mr. C. E. Owen, newspapers.  
 Miss M. Magill, women's organizations.  
 Mr. W. H. Brown, North Island motorists.  
 Mr. R. Wilson, South Island motorists.  
 Mr. T. Wickham, sports-car clubs.  
 Mr. A. McLaren, motor-cyclists.  
 Mr. I. M. Plimmer, cyclists.

At the first meeting of the Council, held on 10th March, 1948, sub-committees were set up for the purpose of dealing in detail with the different aspects of the problem of road safety. These committees, which were to report back to the Council, were to deal with the following angles :—

The motor-driver.  
 The motor-vehicle.  
 Roads.  
 Traffic laws.  
 Traffic law enforcement.  
 Road accident statistics.  
 Road safety publicity.  
 Child education in traffic.

### C. ADULT EDUCATION IN ROAD SAFETY

The road safety publicity activities of the Department have been continued during the year. These have usually been directed to a certain specific aspect, according to the season or the particular problem of the moment, rather than making a general appeal. The publicity through the various advertising media has been co-ordinated as far as possible so that press, posters, screen slides, and possibly radio all feature the same subject-matter simultaneously, and often this is linked with a traffic enforcement drive against the same problem.

PRESS.—The newspapers have given considerable prominence to statistical and general information relating to road safety. Detailed statements of the trends in fatal motor accidents have been supplied to the papers each month, and appeals have been made through the press at holiday seasons, when traffic movement on the road was heavy. In addition, the advertising campaign has been continued regularly through space taken in a large number of newspapers, magazines, and journals throughout the Dominion.

**RADIO.**—Special appeals were made over both the National and Commercial network prior to holiday periods, and these were supplemented by special road safety “spot” announcements at those periods. A number of road safety features were broadcast weekly over the Commercial Stations. These have now been discontinued.

**POSTERS.**—Two main posters carrying road safety messages were widely displayed at appropriate periods and two sets of smaller posters were produced for local use during safety drives.

**SCREEN SLIDES.**—Screen slides were shown at one hundred and fifty theatres throughout New Zealand and changed periodically according to the publicity programme.

**FILMS.**—No new traffic films have been produced for adult audiences, but several appropriate films have been obtained from overseas, and these have been shown to different groups in various centres by the Road Traffic Instructors. The Instructors, whose work is primarily with the school pupils, are frequently invited to address adult groups at luncheons and at evening functions.

**LEAFLETS.**—Certain of the newspaper advertisements and other material of an informative nature have been distributed as leaflets by traffic officers and automobile associations.

**ROAD CODE.**—This was reprinted in 1946, but the supply of 200,000 copies printed has been practically exhausted and a new edition is in hand.

**TRAFFIC SAFETY WEEKS.**—Local campaigns, combining educative propaganda and traffic enforcement, have been conducted at New Plymouth, Timaru, and Oamaru. In one instance the week coincided with the national traffic safety drive conducted by the Junior Chambers of Commerce.

**OTHER ORGANIZATIONS.**—Road safety publicity has been continued by other organizations, notably the automobile associations, the N.I.M.U. Insurance Co., the Junior Chambers of Commerce, and certain companies associated with motoring.

#### D. ROAD TRAFFIC INSTRUCTION IN SCHOOLS

Visits of uniformed Instructors to the schools have continued throughout the year. The Transport Department employs seven trained men exclusively upon this work, and, in addition, a few of the municipalities send a traffic officer to the schools periodically. A large number of schools, particularly in the North Island, are also visited and pupils instructed by officers of the automobile associations. These visits serve to supplement the regular instruction in “Safety First” which is given by the class-room teacher.

The Departmental Instructors and some of the automobile association men utilize motion picture films to illustrate the points they are dealing with. The Department has embarked upon a programme of film production for this purpose, and during the year the National Film Unit produced two short films for use in the schools. One of these dealt with cycling and the other with the school bus, having particular regard to the hazard that occurs when pupils dart across behind or in front of the bus into the path of another vehicle.

It is generally felt that school pupils of to-day have learned a good deal about the rules of the road. Nevertheless, no reduction in accidents has resulted during the past few years, and there is in fact an upward trend in the numbers of youthful casualties. While the total number of pedestrians (adult and child) who were traffic casualties during 1947 was somewhat less than in 1946, there were seven more children between the ages of five and fifteen years injured last year than in 1946. Accidents among school-children as cyclists also have shown a substantial increase each year since 1945.

## E. ENFORCEMENT OF TRAFFIC LAWS

At 31st March, 1948, the strength of the uniformed traffic staff of the Transport Department was as follows :—

District.			Chief Traffic Inspectors.	Assistant Chief Traffic Inspectors.	Senior Traffic Inspectors.	Traffic Inspectors.	Total.
Head Office	..	..	1	1	1	..	3
Auckland	..	..	1	1	2	28	32
Wellington	..	..	1	1	2	29	33
Christchurch	..	..	1	1	2	21	25
Dunedin	..	..	1	1	..	15	17
Totals, 1948	..	..	5	5	7	93	110
Totals, 1947	..	..	5	5	4	79	93

The increase in staff is accounted for, firstly, by the taking-over of the traffic enforcement staff of the Nelson City Council (2) and the Timaru Borough Council (3) as the result of arrangements with these Councils for the control of traffic by the Department, and, secondly, by the appointment of additional inspectors stationed in the following centres: Whangarei, Warkworth, Auckland (Great South Road), Ohakune, Hastings, Palmerston North, Wellington (2), Motueka, Christchurch, Palmerston, and Otautau.

At Wellington one Senior Inspector was required at Head Office to assist with the increasing work of the Traffic Offences Bureau and to enable the Chief Traffic Inspector to devote greater personal attention to traffic matters throughout the Dominion, and an experienced Inspector was specially detailed to investigate and report upon the background and driving history of motor-drivers involved in accidents, where it seemed that their qualifications for holding a licence might be reviewed.

Control of traffic on all rural roads is exercised by the Department's traffic staff, and at 31st March, 1948, some 115 urban authorities (including two cities) had entered into an agreement for the control of their traffic by the Department. During the year the following local authorities voluntarily vested the control of their traffic in the Department: Nelson City Council; Waihi, Te Aroha, Stratford, Taihape, and Timaru Borough Councils; Waverley, Taupo, and Tahunanui Town Boards.

Notwithstanding the reintroduction of petrol-rationing during the year, traffic on the highways to and from outdoor sporting and other gatherings, together with the customary pleasure travel on Saturdays and Sundays, has continued to be heavy, particularly during holiday periods. The Centennial Celebrations held at Dunedin were also responsible for considerably increased traffic on the highways in that district. The Inspectors examined more than twenty-five thousand applicants for drivers' licences. The duties of the Department's Inspectors have included testing new applicants and drivers seventy years of age and over for driving licences; checking speeds of motor-vehicles and behaviour of motorists on the highway; piloting vehicles carrying specially large loads on narrow roads; control at scenes of accidents; inquiries and enforcement in connection with wandering stock; checking lighting offences by cyclists during hours

of darkness ; foot patrol, point duty, and supervision of parking in towns ; checking motor-vehicles for defective or wrongly adjusted headlights and mechanical defects ; checking stocks and sales of petrol-resellers in connection with petrol-rationing ; enforcement of transport licensing legislation and regulations concerning the use on roads of heavy motor-vehicles and prosecution of traffic offenders.

Some nineteen patrol cars in the North Island have now been equipped with two-way radio. These instruments have been put to good use in many phases of traffic control. In addition, they have a psychological value as a deterrent to offending motorists.

During the year a training course for Junior Inspectors and a refresher course for Senior and First-grade Inspectors were held. The training course covered aspects of Traffic Inspectors' duties not readily gained in the field and with a syllabus similar to previous courses held. The keenness of Inspectors to further their knowledge at these courses has been most pronounced. The refresher course covered more advanced work and included demonstrations and personal handling of tank-transporters and other articulated vehicles and trailers now coming more prominently into use on the highway ; technical lectures and demonstrations at the Dominion Physical Laboratory ; lectures by experts on care and maintenance of cars ; and lectures on driver testing and fitness of drivers by a medical practitioner (medical aspect) and an optician (in relation to eyesight).

## F. TRAFFIC OFFENCES

Traffic Inspectors of the Department reported 10,217 breaches of the traffic laws during the year ended 31st March, 1948. Nearly half of these offenders (4,914) were cautioned, but proceedings were taken in 5,303 instances. Convictions were entered in 5,171 cases, 50 charges were withdrawn, and the remaining 82 cases were dismissed. By far the majority of minor breaches are dealt with by the Traffic Inspector on the spot and are not reported by him.

The following schedule shows comparative figures relating to the number of traffic offences over the last eight years :—

Year ended 31st March,	Offences reported.	Prosecuted.	Convicted.	Charges dismissed.	Charges withdrawn.	Offenders warned.	Percentage of Warnings.
1941 .. .. .	8,463	6,032	5,758	108	166	2,431	29
1942 .. .. .	3,740	2,615	2,475	52	88	1,125	30
1943 .. .. .	3,961	2,463	2,363	38	62	1,498	38
1944 .. .. .	5,288	3,491	3,338	74	79	1,797	34
1945 .. .. .	7,341	4,803	4,598	76	129	2,538	35
1946 .. .. .	10,650	6,467	6,288	69	110	4,183	39
1947 .. .. .	10,123	5,456	5,303	80	73	4,667	46
1948 .. .. .	10,217	5,303	5,171	82	50	4,914	48

Table No. 13 in the Appendix shows the nature of the offences which resulted in convictions during each of the past four years.

## G. INSPECTION OF MOTOR-VEHICLES

All motor-vehicles are inspected every six months, and in this respect are divided into three main groups.

- (1) Passenger-service vehicles.
- (2) Goods-service vehicles.
- (3) All other vehicles.

**PASSENGER-SERVICE VEHICLES.**—This group embraces all vehicles which carry passengers for hire—namely, omnibuses, trolley-buses, service cars, service coaches, passenger-trucks, school buses, school vehicles, taxis (excluding taxis operating in the four main centres, which are inspected by the Metropolitan Licensing Authorities), and rental cars. Examinations are made each six months by departmental Vehicle Inspectors appointed for this purpose. The examination not only covers matters which may effect the safety of the travelling public, but also their health and comfort. Each vehicle is required to display a certificate of fitness, showing the number of passengers which it is authorized to carry.

**GOODS-SERVICE VEHICLES.**—This group comprises all vehicles which carry goods for hire, and these vehicles are also inspected by departmental officers, each six months, and carry a certificate of fitness which shows the maximum load which may be carried.

**OTHER VEHICLES.**—Vehicles not included in the above groups—*i.e.*, private cars, &c.—are inspected each six months by municipal vehicle-testing stations and approved motor-garages which issue warrants of fitness.

The following table gives the number of passenger and goods-service vehicles in operation in the Auckland, Wellington, Canterbury, and Otago districts on the 31st March, 1948 :—

Area.	Passenger-service Vehicles.										Goods-service Vehicles.	Total.
	Omnibuses.	Trolley Buses.	Service Cars.	Service Coaches.	Passenger trucks.	School Buses.	School Vehicles.	Taxis.	Rental Cars.	Ambulances.		
Auckland ..	504	4	116	142	200	229	39	465	374	40	3,991	6,104
Wellington ..	367	..	165	74	119	124	27	459	363	48	3,349	5,035
Canterbury ..	206	11	92	69	108	70	31	191	195	32	1,629	2,634
Otago ..	147	..	59	45	78	85	21	167	122	20	1,330	2,074
Total ..	1,224	15	372	330	505	508	118	1,282	1,054	140	10,299	15,847

**VEHICLE DEFECTS.**—The following tables give the percentages of vehicles which were found to be free from defects at the time of examination :—

(a) *Passenger-service Vehicles*

Type.	Percentage.
Omnibuses .. .. .	24.4
Trolley buses .. .. .	26.6
Service cars .. .. .	14.5
Service coaches .. .. .	23.0
Passenger-trucks .. .. .	20.0
School buses .. .. .	21.8
School vehicles .. .. .	30.5
Taxis .. .. .	40.5
Rental cars .. .. .	54.1
Ambulances .. .. .	18.0

(b) *Goods-service Vehicles*

20.9 per cent.



(c) *Private Vehicles*

52.1 per cent. (based on returns from Municipal Testing Stations)

ANALYSIS OF DEFECTS.—(a) *Passenger-service Vehicles*.—Table No. 14 in the Appendix gives an analysis of the defects for the various types of passenger-service vehicles. From this table it will be noted that the most common defect is in respect of steering-gear. The fact that 27.5 per cent. of the omnibuses and 50.1 per cent. of the passenger-trucks operating in the Dominion were found to have “defects” in the steering-gear does not necessarily mean that the vehicles were in a dangerous condition. The item “steering-gear” covers all the component parts of the steering-mechanism, and an adjustment or replacement is requested when the degree of wear is such that there is a likelihood of a dangerous condition developing before the next bi-annual inspection.

The number of defects disclosed by the examination indicates the necessity for the inspection of motor-vehicles at regular intervals.

(b) *Goods-service Vehicles*.—The following defects were found in the inspection of goods-service vehicles on the basis of every 100 vehicles examined.

Unladen weight displayed	..	..	18.4
Trade name and address	..	..	10.8
Head lights	..	..	29.6
Tail light	..	..	19.0
Warning-device	..	..	5.6
Windscreen-wiper	..	..	5.0
Rear vision mirror	..	..	9.0
Tires	..	..	1.3
Suitable jack	..	..	1.4
Fuel system	..	..	9.6
Brake connections	..	..	13.9
Steering-gear	..	..	44.3
Transmission	..	..	8.8
Engine condition	..	..	4.9
Driver's exit	..	..	15.6
Brakes, foot	..	..	12.6
Brakes, hand	..	..	22.3

(c) *Private Vehicles*.—From the returns furnished by municipal testing stations, private vehicles (motor-cars, &c.) were found to have the following defects when submitted for examination for a warrant of fitness. The figures represent the number of defects on the basis of every 100 vehicles examined.

Brakes, foot	..	..	20.7
Brakes, hand	..	..	18.8
Lights, head	..	..	19.9
Lights, tail	..	..	5.6
Steering-gear	..	..	15.6
Windscreen-wiper	..	..	1.9
Rear vision mirror	..	..	0.5
Warning-device	..	..	1.0
Door-fastenings	..	..	1.6

VEHICLES CONDEMNED.—During the year a total of 98 passenger and goods-service vehicles were condemned and 2,482 vehicles were voluntarily withdrawn from service. This reflects the Department's policy of giving adequate warning of the necessity of replacing vehicles when nearing the end of their economic life in order that old vehicles may be replaced without dislocating public services. The following table gives an analysis of the vehicles condemned and voluntarily withdrawn in respect of the various classes of vehicles :—

Vehicle Group.	Vehicles condemned.	Vehicles voluntarily withdrawn.	Total Number of Vehicles withdrawn from Service.
Omnibuses .. .. .	6	26	32
Trolley buses .. .. .	..	..	..
Service cars .. .. .	6	61	67
Service coaches .. .. .	2	2	4
Passenger-trucks .. .. .	5	70	75
School buses .. .. .	8	33	41
School vehicles .. .. .	2	73	75
Taxis .. .. .	8	504	512
Rental cars .. .. .	14	277	291
Ambulances .. .. .	..	5	5
Goods-service vehicles .. .. .	47	1,431	1,478
Totals .. .. .	98	2,482	2,580

NEW VEHICLES.—The following table shows the number of new passenger and goods-service vehicles placed in service during the year :—

Vehicle Group.	Number of Vehicles.
Omnibuses .. .. .	114
Trolley buses .. .. .	..
Service cars .. .. .	22
Service coaches .. .. .	90
Passenger-trucks .. .. .	70
School buses .. .. .	52
School vehicles .. .. .	23
Taxis .. .. .	318
Rental cars .. .. .	277
Ambulances .. .. .	7
Goods-service vehicles .. .. .	1,203
Total .. .. .	2,176

SEATING-CAPACITIES.—The following table gives the seating-capacities of the various types of passenger-service vehicles in operation in New Zealand :—

Number of Seats.	Omnibuses.		Trolley Buses.		Service Coaches.		Service Cars.		School Buses.	
	Number.	Per-centage.	Number.	Per-centage.	Number.	Per-centage.	Number.	Per-centage.	Number.	Per-centage.
Up to 15 ..	2	0·2	..	..	24	7·3	318	85·5	39	7·7
16 to 20 ..	74	6·0	..	..	157	47·6	51	13·7	40	7·9
21 to 25 ..	322	26·3	..	..	127	38·5	3	0·8	44	8·7
26 to 30 ..	199	16·3	..	..	22	6·6	..	..	53	10·4
31 to 35 ..	568	46·4	..	..	..	..	..	..	70	13·8
36 to 40 ..	59	4·8	15	100	..	..	..	..	71	14·0
41 to 45 ..	..	..	..	..	..	..	..	..	61	12·0
46 to 50 ..	..	..	..	..	..	..	..	..	110	21·6
51 to 55 ..	..	..	..	..	..	..	..	..	11	2·1
56 to 60 ..	..	..	..	..	..	..	..	..	9	1·8
Totals ..	1,224	100·0	15	100	330	100·0	372	100·0	508	100·0

VEHICLES USED FOR TAXI AND RENTAL PURPOSES.—The following table gives the number of vehicles used for taxi and rental car purposes in three separate groups classified according to horse-power ratings :—

Group (h.p. in R.A.C. ratings).	Taxi.		Rental.	
	Number.	Percentage.	Number.	Percentage.
Light (up to 9·5 h.p.) .. ..	..	..	607	57·6
Medium (over 9·5 h.p. to 14·5 h.p.)	23	1·8	296	28·1
Heavy (over 14·5 h.p.) .. ..	1,259	98·2	151	14·3
Total .. ..	1,282	100·0	1,054	100·0

OWNERSHIP OF LICENSED PASSENGER AND GOODS-SERVICE VEHICLES.—The following table subdivides the various classes of “licensed” vehicles into three groups according to ownership :—

Ownership.	Omnibuses.		Service Cars.		Service Coaches.		Goods Service.	
	Number.	Per-centage.	Number.	Per-centage.	Number.	Per-centage.	Number.	Per-centage.
Private .. ..	755	61·7	237	63·7	142	43·0	10,092	98·0
Local body .. ..	233	19·0	..	..	..	..	..	..
Government-owned .. ..	236	19·3	135	36·3	188	57·0	207	2·0
Totals .. ..	1,224	100·0	372	100·0	330	100·0	10,299	100·0

GROSS CARRYING-CAPACITIES.—The following schedule gives an analysis of goods-service vehicles on the basis of heavy traffic licence groups:—

Heavy Traffic Classification.		Gross Weight (Tons).	Percentage of Trucks.
A	.. ..	2 -2½	1.4
B	.. ..	2½ -3	2.2
C	.. ..	3 -3½	1.0
D	.. ..	3½ -4	1.5
E	.. ..	4 -4½	1.5
F	.. ..	4½ -5	1.4
G	.. ..	5 -5½	2.9
H	.. ..	5½ -6	1.9
I	.. ..	6 -6½	8.7
J	.. ..	6½ -7	11.4
K	.. ..	7 -7½	8.4
L	.. ..	7½ -8	31.7
M	.. ..	8 -8½	5.7
N	.. ..	8½ -9	3.9
O	.. ..	9 -9½	2.9
P	.. ..	9½ -10	6.2
Q	.. ..	Over 10	7.3

GOODS-SERVICE VEHICLES: AXLE TYPES.—The different types of vehicles operated on licensed goods-services are shown below:—

Type of Vehicle.	Number.
Two-axle vehicles .. .. .	9,539
Three-axle rigid-frame vehicle with trailing axle ..	247
Three-axle rigid-frame vehicle with double axle drive ..	160
Multi-axle articulated vehicle .. .. .	143
Trailers .. .. .	210

CONDITION OF VEHICLES.—From a comparison of the tables shown under sub-headings “Vehicles condemned” and “New Vehicles” it will be noted that, with the exception of omnibuses, service coaches, and school buses, more vehicles were withdrawn from service than were replaced by new ones. In view, however, of the fact that the total number of vehicles in operation has increased during the year (with the exception of service cars) it is clear that, owing to the shortage of new vehicles, operators are faced with the alternatives of either purchasing second-hand vehicles or rebuilding old ones, which normally would have been scrapped as having reached the end of their economic life. The demand for spare parts is therefore still acute.

The number of new vehicles imported during the year still falls below the number required to offset the normal obsolescence factor without providing for the expansion of services. The average condition of vehicles in operation throughout the Dominion therefore continues to decline.

**PUBLIC PASSENGER TRANSPORT.**—From decisions made by municipalities it is clear that in New Zealand there will be no extension of tramway services, and in most cases there seems to be the desire to eliminate tram-cars completely, either immediately or on a long-term replacement policy in favour of trolley buses and omnibuses.

The body-building industry, however, has been working to full capacity since the conclusion of hostilities in an endeavour to meet the current demands for new passenger-service vehicles, and it is therefore clear that the main factor which will control the rate of change from tram-cars to trolley buses and omnibuses for urban transport is that of body-construction. To assist in meeting this problem the Hon. the Minister of Customs in December last gave his approval to the importation of all-steel bodies from the sterling area, but to date no relief has been obtained from this source.

### REGULATION OF COMMERCIAL ROAD TRANSPORT

**TRANSPORT LICENSING AUTHORITIES.**—The licensing of road transport services is carried out by the three District and four Metropolitan Licensing Authorities, the Metropolitan Authorities dealing only with passenger services (including taxis) within their boundaries.

Owing to the illness of the No. 3 Licensing Authority, a deputy was appointed to carry on his duties for approximately three months.

There is no shortage of applicants seeking entry into the transport field. This is amply demonstrated by the number of applications lodged for new licences and for transfer of existing ones. During the year 2,127 such applications were dealt with. Of the 1,475 applications granted, 317 were for passenger services, 309 for taxi services, 38 for rental services, and 811 for goods services.

In all, 6,283 applications concerning transport licences were handled by the Licensing Authorities during the year; 4,873 applications came before District Authorities, and the balance, 1,410, before Metropolitan Authorities. Of 5,096 applications granted, 611 were for new licences and 596 authorized taxi-operators to charge separate fares for racegoers and early morning train passengers; 864 transferred and 1,875 amended existing licences; 1,150 licences were renewed. Fuller details of the applications dealt with by class of transport are given in Tables 15–18 inclusive in the Appendix.

**PUBLIC PASSENGER-SERVICES.**—Traffic volumes on buses and service cars continued on a healthy level during the year. There have been a few complaints from the public in respect of overcrowding, but, in general, these services have been operated on a highly efficient basis. The Licensing Authorities have increased fares in some cases, but, in general, the level of fares is still on the pre-war basis. Several new services have been developed to meet the demand in new housing areas.

**GOODS-SERVICES.**—Public road freight carriers have capably fulfilled their task in the national transport system. The demands of industry and trade on road transport, augmented by a shortage of railway rolling-stock, were met efficiently; the drive for increased production was materially aided by the speedy delivery of fertilizers to farms. On those occasions throughout the year when goods-trains were seriously restricted by lack of coal, road transport operators ably stepped into the breach to ensure the smooth flow of freight.

PASSENGER-SERVICES LICENCES.—The following schedule shows, in districts, the total number of applications considered by District and Metropolitan Licensing Authorities and the manner in which these applications were disposed of during the year ended 31st March, 1948 :—

District Authority.	Class of Applications dealt with.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	95	2	105	45	247	189	28	7	..	23	247
No. 2 .. .. .	84	162	99	30	375	325	14	2	11	17	375
No. 3 .. .. .	30	3	94	13	140	117	13	4	..	6	140
No. 4 .. .. .	24	95	29	21	169	155	4	6	..	4	169
No. 5 .. .. .	16	15	60	1	92	84	1	1	..	6	92
Sub-totals .. ..	249	277	387	110	1,023	870	60	26	11	56	1,023
Metropolitan Authority—											
Auckland .. ..	656	6	20	50	732	673	59	..	..	..	732
Wellington .. ..	1	..	3	1	5	4	1	..	..	..	5
Christchurch .. ..	1	15	5	..	21	21	..	..	..	..	21
Dunedin .. .. .	1	2	16	..	19	19	..	..	..	..	19
Totals .. .. .	908	300	431	161	1,800	1,587	120	26	11	56	1,800

TAXICAB SERVICE LICENCES.—The following schedule shows, in districts, the total number of applications considered by District and Metropolitan Licensing Authorities, and the manner in which these applications were disposed of during the year ended 31st March, 1948 :—

District Licensing Authority.	Class of Applications dealt with.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	92	1	25	50	168	85	44	20	..	19	168
No. 2 .. .. .	63	54	211	49	377	226	14	15	97	25	377
No. 3 .. .. .	24	5	15	14	58	30	11	2	..	15	58
No. 4 .. .. .	20	115	4	22	161	143	2	6	..	10	161
No. 5 .. .. .	22	9	52	7	90	60	20	2	..	8	90
Sub-totals .. ..	221	184	307	142	854	544	91	45	97	77	854
Metropolitan Authority—											
Auckland .. ..	10	..	346	35	391	378	11	..	..	2	391
Wellington .. ..	1	..	..	26	27	21	6	..	..	..	27
Christchurch .. ..	41	104	2	20	167	149	18	..	..	..	167
Dunedin .. .. .	33	2	6	7	48	16	17	5	..	10	48
Totals .. .. .	306	290	661	230	1,487	1,108	143	50	97	89	1,487

**RENTAL-CAR SERVICE LICENCES.**—The following schedule shows, in districts, the total number of applications considered by District Licensing Authorities, and the manner in which these applications were disposed of during the year ended 31st March, 1948 :—

District Authority.	Class of Applications dealt with.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	20	..	21	5	46	26	13	3	..	4	46
No. 2 .. .. .	17	32	6	11	66	51	1	3	3	8	66
No. 3 .. .. .	9	2	7	1	19	13	..	1	..	5	19
No. 4 .. .. .	3	12	7	..	22	21	..	1	..	..	22
No. 5 .. .. .	1	5	11	2	19	18	..	1	..	..	19
Totals .. .. .	50	51	52	19	172	129	14	9	3	17	172

**GOODS-SERVICE LICENCES.**—The following schedule shows, in districts, the total number of applications considered by District Licensing Authorities, and the manner in which these applications were disposed of during the year ended 31st March, 1948 :—

District Authority.	Class of Applications dealt with.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	240	21	446	264	971	731	118	58	..	64	971
No. 2 .. .. .	147	402	375	137	1,061	924	31	44	13	49	1,061
No. 3 .. .. .	64	9	187	54	314	229	35	11	3	36	314
No. 4 .. .. .	80	65	147	71	363	307	20	23	..	13	363
No. 5 .. .. .	37	20	44	14	115	81	6	8	1	19	115
Totals .. .. .	568	517	1,199	540	2,824	2,272	210	144	17	181	2,824

**APPEALS.**—During the year ended 31st March, 1948, 271 appeals against the decisions of Licensing Authorities were lodged. Of these, 118 related to goods-services and 153 to passenger-services. The following table sets out the detailed position for the year ended 31st March, 1948 :—

District.	On Hand, 31st March, 1947.	Lodged during Year.	Appeals withdrawn.	Licensing Authorities' Decisions upheld.	Decisions modified.	Decisions reversed.	Referred back.	Under Action, 31st March, 1948.
<i>Goods-services</i>								
No. 1 .. .. .	4	79	10	51	4	2	4	12
No. 2 .. .. .	1	2	2	1	..	..	..	..
No. 3 .. .. .	3	20	2	5	..	..	1	15
No. 4 .. .. .	4	16	4	3	..	7	1	5
No. 5 .. .. .	..	1	..	1	..	..	..	..
Totals .. .. .	12	118	18	61	4	9	6	32
<i>Passenger-services</i>								
No. 1 .. .. .	5	37	6	9	4	5	3	15
No. 2 .. .. .	4	79	15	3	..	4	40	21
No. 3 .. .. .	7	13	..	6	..	1	2	11
No. 4 .. .. .	1	7	1	4	..	..	1	2
No. 5 .. .. .	..	..	..	..	..	..	..	..
Metropolitan ..	2	17	4	7	..	1	1	6
Totals .. .. .	19	153	26	29	4	11	47	55

REHABILITATION.—During the year ended 31st March, 1948, 649 transport licences were obtained by ex-servicemen, compared to 856 during the previous year.

(a) The following table shows, by districts, the type of licences obtained by ex-servicemen during the year:—

District.					Class of Licence obtained during the Year ended 31st March, 1948.				
					Passenger.	Taxi.	Rental.	Goods.	Total.
No. 1	..	..	..	..	13	31	3	209	256
No. 2	..	..	..	..	19	45	7	117	188
No. 3	..	..	..	..	1	8	3	38	50
No. 4	..	..	..	..	11	14	..	24	49
No. 5	..	..	..	..	..	3	..	3	6
Auckland Metropolitan	..	..	..	..	..	28	..	..	28
Wellington Metropolitan	..	..	..	..	..	24	..	..	24
Christchurch Metropolitan	..	..	..	..	..	40	..	..	40
Dunedin Metropolitan	..	..	..	..	..	8	..	..	8
Totals	..	..	..	..	44	201	13	391	649

(b) The following table shows the number of transport licences now held by ex-servicemen, and also the total number of current transport licences, as at 31st March, 1948, by districts:—

District.	Class of Licence.										
	Passenger.		Taxi.		Rental.		Goods.		Totals.		
	Total.	Ex-servicemen.	Total.	Ex-servicemen.	Total.	Ex-servicemen.	Total.	Ex-servicemen.	Total Licences.	Total held by Ex-servicemen.	Percentage held by Ex-servicemen.
No. 1 .. .. .	481	39	428	156	59	13	2,057	776	3,025	984	33
No. 2 .. .. .	349	50	304	210	60	15	1,357	536	2,070	811	39
No. 3 .. .. .	125	11	81	26	29	8	524	207	759	252	33
No. 4 .. .. .	175	17	124	73	22	3	658	318	979	411	42
No. 5 .. .. .	69	3	33	16	6	4	129	43	237	66	28
Auckland Metropolitan	28*	1	375	137	..	..	..	..	403	138	34
Wellington Metropolitan	6	..	206	137	..	..	..	..	212	137	65
Christchurch Metropolitan	16	..	128	84	..	..	..	..	144	84	58
Dunedin Metropolitan	17	..	56	31	..	..	..	..	73	31	42
Totals .. .. .	1,266*	121	1,735	870	176	43	4,725	1,880	7,902	2,914	37

\* Excludes { 559 licences authorizing taxis to run to race meetings for separate fares  
37 licences authorizing taxis to run early morning services at separate fares } Temporary and short-term licences issued by Auckland Metropolitan Licensing Authority.

The total licences held by ex-servicemen as at 31st March, 1948, have risen from 2,265 (the previous year) to 2,914, or by 29 per cent. over the preceding year.

GOODS-SERVICE CHARGES TRIBUNAL.—During the year ended 31st March, 1948, the Tribunal held hearings to deal with 10 applications for the review of area rates schedules, 5 for the review of city schedules and an application for a general increase in rates following a wages increase. In addition the Tribunal dealt with 77 general contracts and 65 mail contracts.



The results of the hearings are set out in the following summary :—

Application in respect of.	Date.	Decision of Tribunal.
Southland District, Nos. 1, 2, and 3 Areas	30/9/47	Slight increase in a number of items in small goods and parcels schedule approved.
Southland District, Nos. 1 and 3 Areas	30/9/47	Timber cartage rate for timber ex mill deleted in favour of general timber cartage rate.
Wellington City, Hutt Valley Area	10/10/47	Schedule reviewed and confirmed. New conditions applied and small increases in two or three items granted.
Southland Rural Mail-service ..	10/10/47	Contract price fixed for carriage of mails.
Palmerston North District rural mail and newspaper service	10/10/47	Application for increased rates for paper cartage refused.
Banks Peninsula Area Rates Schedule	10/10/47	A new schedule involving some increase on old rates prescribed and approved.
Dunedin City cartage rate charges	14/10/47	An increase in rates for building materials and parcels approved.
Carterton rural mail-service ..	27/11/47	Rates for bread cartage increased to Price Tribunal delivery rates.
Apiti Rate Schedule Area ..	27/11/47	New schedule involving increases in rates prescribed for the area.
General application in respect of goods-service charges throughout New Zealand	27/11/47	Rates increased by $2\frac{1}{2}$ per cent. on Area Schedules and previous increases cancelled, and a comprehensive increase of 10 per cent. on city, borough, and town district schedules consequent on wage increase by Court of Arbitration.
Northern Manawatu Rate Schedule Area	27/11/47	Application to vary area for pig cartage declined.
Wellington Hutt Valley Area	9/12/47	New schedule prescribed involving slight increase in rates for timber deliveries by timber-merchants.
Governor's Bay Area ..	16/12/47	Increase granted in rates for stock cartage.
Auckland Rate Schedule Area	12/3/48	Application for increase in shingle and metal cartage rates declined.
North Auckland Rate Schedule Area	12/3/48	New rates for bulk lime cartage ex hopper prescribed (decrease on general rates).
Auckland Rate Schedule Area	12/3/48	Increase in rates for carriage of bitumen and emulsion in tanks approved.

In all cases where increases were granted by the Tribunal the Minister of Stabilization directed that the increased cost was to be borne by the user.

There are now a number of applications coming before the Tribunal for adjustments in the rates for individual items on rates schedules.

Difficulty is being experienced in obtaining the necessary evidence regarding costs revenue and volume of business. In this connection the following extract from a Tribunal decision recently given is quoted :—

We think it proper to point out that where charges have recently been fixed the Tribunal is not prepared to agree to an alteration of those charges without very clear evidence either that the original decision was made in error or that the circumstances have changed.

The details of the applications dealt with by the Tribunal since its inception are :—

Class of Application.	Applications dealt with during Year ended 31st March,					Total.
	1944.	1945.	1946.	1947.	1948.	
Country schedules .. .. .	12	13	10	4	10	49
Town schedules .. .. .	..	..	6	..	5	11
General contracts .. .. .	57	41	36	44	77	255
Mail contracts .. .. .	70	81	71	38	65	325
Special rates .. .. .	..	..	..	2	..	2
Wages increase .. .. .	..	..	..	2	1	3
Totals .. .. .	139	135	123	90	158	645

CARTAGE RATES SCHEDULES.—With the general wage increase granted in October the work of including the percentage increases in schedules and generally bringing the schedules up to date has been delayed. The work will be proceeded with during 1948-49.

COMPARISON OF PRESENT-DAY WITH PRE-WAR COSTS.—In the table that follows a comparison is made between the costs of operating a heavy traffic Class I truck, as at 31st March, 1939, and the costs of operating a similar truck as at the 31st March, 1948. For the purposes of comparison it has been assumed that the trucks are identical in all respects save that the cost of the 1939 truck (new, less tires) was £306 and the corresponding costs of the 1948 truck £715.

Costs as at 31st March, 1939, and 31st March, 1948, for a Class I truck running 14,600 miles :—

Item.	Estimated Costs as at 31st March, 1939.		Estimated Costs as at 31st March, 1948.	
	Item Cost.	Percentage of Total.	Item Cost.	Percentage of Total.
Running Expenses—	£		£	
Petrol .. .. .	168	21·13	244	20·73
Oil .. .. .	10	1·27	15	1·27
Tyres .. .. .	61	7·67	98	8·32
Repairs .. .. .	82	10·31	127	10·80
Total, running-expenses .. .. .	321	40·38	484	41·12
Standing charges—				
Licence fees .. .. .	37	4·65	37	3·14
Insurance .. .. .	9	1·13	13	1·10
Garage fees .. .. .	13	1·64	13	1·10
Wages .. .. .	279	35·09	424	36·02
Depreciation .. .. .	30	3·77	70	5·96
Total, standing charges .. .. .	368	46·28	557	47·32
Overhead charges—				
Management .. .. .	40	5·03	50	4·25
Office salaries .. .. .	20	2·52	25	2·12
Office rent .. .. .	5	0·63	5	0·42
Printing and stationery .. .. .	4	0·50	5	0·43
Postages .. .. .	3	0·38	5	0·43
Telephone and tolls .. .. .	5	0·63	5	0·43
Accounting, audit, and legal .. .. .	2	0·25	2	0·17
Trade subscriptions .. .. .	2	0·25	2	0·17
General expenses .. .. .	5	0·63	5	0·42
Contingencies .. .. .	5	0·63	5	0·43
Interest on capital .. .. .	15	1·89	27	2·29
Total, overhead charges .. .. .	106	13·34	136	11·56
Total cost .. .. .	795	100·00	1,177	100·00
Running-expenses, per mile .. .. .	d. 5·28		d. 7·95	
Standing charges, per mile .. .. .	6·05		9·16	
Overhead charges, per mile .. .. .	1·74		2·24	
Total, expenses per mile .. .. .	13·07		19·35	

Overhead expenses have been allowed according to the conventions laid down by the Goods-service Charges Tribunal.

### RETAIL DELIVERY SERVICES

Inquiries made by departmental officers during the year show that reasonable delivery services are available to the public in the grocery trade, but that considerable hardship is being suffered in many homes some distance from shopping centres owing to the absence, in many towns, of delivery services by butchers and bakers.

Efforts to encourage the resumption of the pre-war delivery services in these places have so far been disappointing.

### AID FOR BRITAIN: PETROL-RATIONING

To assist Britain in the economic crisis, petrol-rationing was reintroduced as from 15th November, 1947, after efforts to achieve voluntary savings had proved unsuccessful. To save man-power, the quotas of petrol-resellers were fixed on the basis of their sales for the corresponding month of the previous year, less 10 per cent. This system proved unsatisfactory and was abolished at the end of February, 1948; thereafter a simplified form of the wartime system of rationing by coupons and licences was put into operation.

### CHANGES IN TRANSPORT LAW DURING YEAR

The following, in chronological order, are the principal enactments passed during the period 1st April, 1947, to 31st March, 1948:—

*Revocation of the Warrant of Fitness Emergency Order 1947 (No. 2), (Serial No. 1947/53).*—The effect of this is to revert to the six-monthly inspections in the use of warrants of fitness for private cars.

*Motor-vehicles Registration Emergency Regulations 1947 (Serial No. 1947/75).*—This restores as a temporary measure the system whereby licence labels are issued on annual relicensing of motor-vehicles instead of the change of registration plates.

*Motor-vehicles Insurance (Third-party Risks) Regulations 1939, Amendment No. 6 (Serial No. 1947/76).*—This contains changes in the annual third-party insurance premiums for motor-vehicles.

*Motor-drivers Regulations 1940, Amendment No. 3 (Serial No. 1947/112).*—The main effect of this is to limit the cases when a person who is defective in one eye may drive a public passenger-vehicle.

*Passenger-service Vehicle (Constructional) Regulations 1936, Amendment No. 1 (Serial No. 1947/137).*—These contain certain added provisions concerning the construction of public passenger-vehicles, including a requirement that any school bus shall display at rear and front signs with the words "School Bus."

*Motor-drivers' Regulations 1940, Amendment No. 4 (Serial No. 1947/182).*—This modifies the effect of Amendment No. 3 above by enabling the Minister to authorize a driver with one eye to continue to drive public passenger-vehicles if he has previously done so with a good record and is judged as safe to do so by a medical practitioner.

*Traffic Sign Regulations 1937, Amendment No. 2 (Serial No. 1948/3).*—This enables some elasticity in the dimensions of traffic signs for indicating parking zones.

*Heavy Motor-vehicle Regulations 1940, Amendment No. 5 (Serial No. 1948/4).*—This sets out procedure for urgent protection by a local authority of any bridge against use by heavy traffic which might be unsafe for that bridge.

It is desired to place on record the thanks of the Department for the willing and helpful co-operation afforded by the many transport and other organizations and local authorities with which the Department came in contact during the year. Particular mention is made of the New Zealand Road Transport Alliance, the New Zealand Carriers' Federation, the New Zealand Passenger-services Federation, the New Zealand Omnibus Proprietors' Association, the New Zealand Taxi-proprietors' Federation, the New Zealand Rental Car Proprietors' Association, the Drivers' Union, the North and South Island Motor Unions, the New Zealand Retail Motor Trade Association, the New Zealand Farmers' Union, the New Zealand Shipowners' Federation, and the Associated Chambers of Commerce.

I wish to express my thanks to all the officers of the Department for their co-operation in carrying out the duties of the Department.

TABLE NO. 1.—TABLE SHOWING, BY POSTAL DISTRICTS, THE NUMBER OF MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1948, UNDER THE MOTOR-VEHICLES ACT, 1924

Postal District.	North Island															Totals.
	Cars.	Rental Cars.	Private-hire Cars.	Light Trucks (4 c., 2 tons and under Laden).	Heavy Trucks (7 c., over 2 tons Laden).	Passenger-trucks.	Omnibuses.	Taxis.	Service Cars.	Trailers.	Dealers' Cars.	Local-body and other Vehicles exempted from Annual Licence Fees.	Government Vehicles.	Dealers' Cycles.	Motor-cycles.	
Whangarei	6,464	15	14	1,628	1,089	147	53	81	42	774	42	534	119	1	657	11,760
Auckland	41,657	203	71	4,806	1,965	200	334	413	66	4,209	283	1,365	1,305	14	4,006	64,079
Thames	7,939	41	6	1,806	1,291	74	37	69	22	1,114	47	812	133	2	596	14,009
Hamilton	18,807	110	18	3,918	2,406	257	110	190	92	2,755	135	1,430	1,027	6	1,418	33,159
Gisborne	4,917	15	1	950	620	102	82	55	20	496	35	771	197	2	408	7,582
Napier	10,123	52	6	2,322	1,509	127	59	78	30	1,163	58	771	311	..	712	17,321
New Plymouth	10,379	68	6	2,123	1,876	87	28	54	19	764	75	848	136	7	741	17,211
Wanganui	7,188	29	9	1,493	1,135	56	11	59	25	685	39	512	214	2	589	12,046
Palmerston North	12,702	41	6	2,417	1,625	100	55	67	36	1,736	70	853	402	5	960	21,075
Masterton	4,758	10	2	1,098	778	100	11	23	10	608	29	434	13	2	284	8,160
Wellington	21,194	137	18	2,633	2,458	131	167	299	53	1,641	195	369	1,905	9	1,865	33,074
Totals, North Island ..	145,428	721	157	25,286	20,252	1,381	897	1,388	415	16,015	1,008	8,360	5,882	50	12,236	239,476
South Island																
Blenheim	2,268	6	4	581	299	35	9	23	3	372	21	337	64	..	225	4,247
Nelson	4,539	34	14	1,176	675	43	26	37	67	548	22	432	276	1	376	8,266
Westport	617	4	3	161	137	24	10	6	13	55	3	71	51	..	82	1,197
Greymouth	1,916	6	9	469	359	45	30	29	18	174	13	78	166	1	217	3,560
Christchurch	29,724	130	49	3,406	3,197	171	139	161	61	3,978	174	3,007	1,272	9	2,960	48,528
Dunedin	6,283	36	2	1,149	628	76	17	36	15	958	43	1,012	77	2	423	10,774
Quanaa	2,531	..	..	1,149	628	76	17	36	15	958	43	1,012	77	2	423	10,774
Dunedin	12,093	50	16	2,032	1,512	153	98	187	46	1,424	76	1,316	315	2	1,644	21,349
Invercargill	10,051	31	3	1,715	1,446	153	46	89	40	1,366	45	2,611	337	3	736	18,673
Totals, South Island ..	71,022	326	100	11,305	8,587	719	370	586	264	9,239	413	9,189	2,573	21	6,759	121,473
Totals, New Zealand ..	216,450	1,047	257	36,591	28,839	2,100	1,267	1,974	679	25,254	1,421	17,549	8,455	71	18,995	360,949

TABLE NO. 2.—COMPARATIVE TABLE SHOWING NUMBER OF MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1937 TO 1948, INCLUSIVE

Year.	Cars, Private and Business.	Cars, Dealers.	Motor- cycles.	Motor- cycles, Dealers.	Trucks, not exceeding 2 Tons Laden.	Trucks, exceeding 2 Tons Laden.	Service Cars.	Omni- buses.	Taxis and Private- hire Cars.	Rental Cars.	Local-body Vehicles exempt from Licence Fees.	Govern- ment Vehicles.	Trailers.	Passenger- trucks.	Totals (excluding Trailers).
1937	170,004	1,585	24,201	146	26,289	19,260	703	619	1,697*	570*	2,077	2,019	5,444	1,134	250,304
1938	190,554	1,837	22,880	140	26,590	20,430	695	656	1,755*	713*	2,892	2,703	7,087	1,395	273,240
1939	212,566	1,953	21,109	150	27,794	21,393	659	691	1,695*	782*	4,650	3,492	9,345	1,652	298,586
1940	219,938	1,861	19,201	145	27,639	21,559	622	751	1,777	564	5,873	4,290	11,518	1,785	306,008
1941	215,516	1,343	18,276	103	27,197	21,280	579	747	1,675	577	6,401	4,713	13,120	1,560	299,967
1942	207,353	1,021	16,098	71	26,456	20,527	561	785	1,709	523	6,933	8,958†	13,438	1,360	292,355
1943	194,715	741	16,459	43	26,456	19,433	560	817	1,889	487	7,073	16,572†	12,105	1,285	286,530
1944	190,379	721	12,479	47	27,054	19,928	550	862	1,987	500	7,430	4,687	15,059	1,454	277,078
1945	198,629	789	13,624	43	28,616	21,985	572	932	2,005	501	9,611	5,207	17,064	1,576	284,090
1946	200,492	933	16,110	57	30,435	23,499	595	1,025	2,113	546	11,903	5,814	20,031	1,947	295,469
1947	201,155	1,282	17,634	65	33,134	25,375	637	1,133	2,147	828	14,451	8,296	22,788	1,997	308,134
1948	216,450	1,421	18,995	71	36,591	28,839	679	1,267	2,231	1,047	17,549	8,455	25,254	2,100	335,695

\* Private-hire cars are included under "Rental Cars" for the 1937-38-39 licensing years. Separate figures not available.  
† Includes Armed Services vehicles which were not subsequently relicensed.

TABLE NO. 3.—TABLE SHOWING THE ANNUAL EXPENDITURE UPON ROADS, STREETS, AND BRIDGES, ETC., DURING THE YEARS ENDED 31ST MARCH, 1935-39, INCLUSIVE, AND 1944-46, INCLUSIVE.

Expenditure on	1935-36.	1936-37.	1937-38.	1938-39.	1943-44.	1944-45.	1945-46.
<b>Maintenance—</b>	£	£	£	£	£	£	£
Main highways ..	1,632,453	1,314,694	1,482,531	1,952,732	1,519,201	1,555,596	1,880,297
Urban roads and streets ..	406,775	424,201	463,533	453,282	441,633	496,812	570,321
Other roads ..	1,098,366	1,088,204	1,164,972	1,305,723	1,270,279	1,447,075	1,581,970
Totals ..	3,137,594	2,777,099	3,111,036	3,711,737	3,231,113	3,499,483	4,032,588
<b>Construction—</b>							
Main highways ..	624,943	1,622,982	2,565,822	3,331,959	116,086	318,856	428,475
Urban roads and streets ..	903,918	938,692	982,008	1,308,173	452,656	494,809	578,419
Other roads ..	1,102,730	1,443,185	1,605,648	2,025,818	187,549	248,223	295,347
Totals ..	2,631,591	4,004,859	5,153,478	6,665,950	756,291	1,061,888	1,302,241
<b>Interest and sinking-fund charges—</b>							
Main highways ..	605,403	605,925	642,695	734,507	695,571	756,380	717,536
Urban roads and streets ..	580,979	578,423	580,773	572,439	698,960	634,728	723,237
Other roads ..	1,122,408	1,047,394	1,135,116	1,248,346	995,773	1,033,954	914,997
Totals ..	2,308,790	2,226,742	2,358,584	2,555,292	2,390,304	2,425,062	2,355,770
Grand totals ..	8,077,975	9,008,700	10,623,098	12,932,979	6,377,708	6,986,433	7,690,599

The bulk of interest is an estimate of interest on local-body and public debt road liability. Since the year 1932-33 no statistics have been available for local-body road indebtedness, and the 1945-46 estimate is based on the assumption that the proportion of road to total debt has not varied; this is found to be the most satisfactory way of arriving at a reasonable estimate. The road-liability proportion of public debt is a known figure, and interest has been calculated on the average rates prevailing for the 1945-46 year.

TABLE NO. 4.—TABLE SHOWING SOURCES OF REVENUE FROM WHICH MONEYS WERE EXPENDED UPON ROADS, STREETS, AND BRIDGES DURING THE YEARS ENDED 31ST MARCH, 1935-39, INCLUSIVE, AND 1944-46, INCLUSIVE

—	1935-36.	1936-37.	1937-38.	1938-39.	1943-44.	1944-45.	1945-46.
<b>Main highways—</b>	£	£	£	£	£	£	£
Loan ..	549,546	892,274	1,708,635	2,739,751	110,559	303,673	408,072
Local rates ..	502,408	517,507	448,949	451,737	335,127	434,256	400,128
Employment Promotion Fund ..	45,638	5,662	97,864	297,531	..	..	..
General taxation ..	157,403	169,239	213,299	233,098	5,119	14,671	20,039
Motor taxation ..	1,607,804	1,958,919	2,222,301	2,297,072	1,880,053	1,878,232	2,198,069
Totals ..	2,862,799	3,543,601	4,691,048	6,019,189	2,330,858	2,630,832	3,026,308
<b>Urban roads—</b>							
Loan ..	118,745	199,783	203,827	157,429	21,978	23,707	33,084
Local rates ..	1,080,048	1,059,920	1,097,237	1,077,607	1,188,056	1,202,381	1,402,841
Employment Promotion Fund ..	384,050	330,156	336,140	705,807	36,409	28,289	26,345
General taxation ..	..	..	..	..	..	..	..
Motor taxation ..	308,829	346,457	389,110	393,051	346,806	371,972	409,709
Totals ..	1,891,672	1,936,316	2,026,314	2,333,894	1,593,249	1,626,349	1,871,977
<b>Other roads—</b>							
Loan ..	466,152	939,714	1,169,128	1,350,322	84,321	125,470	192,524
Local rates ..	863,458	916,181	1,027,709	1,168,289	992,655	1,192,808	1,258,255
Employment Promotion Fund ..	580,000	357,220	276,695	554,242	19,994	24,375	23,531
General taxation ..	1,010,496	1,017,082	1,101,369	1,185,080	1,019,005	1,013,064	914,137
Motor taxation ..	403,398	298,586	330,835	321,954	337,626	373,535	403,867
Totals ..	3,323,504	3,528,783	3,905,736	4,579,887	2,453,601	2,729,252	2,792,314
<b>All roads—</b>							
Loan ..	1,134,443	2,031,771	3,081,590	4,247,502	216,858	452,850	633,680
Local rates ..	2,445,914	2,493,608	2,573,895	2,697,633	2,515,838	2,829,445	3,061,224
Employment Promotion Fund ..	1,009,688	693,083	710,699	1,557,580	56,403	52,664	49,874
General taxation ..	1,167,899	1,186,321	1,314,668	1,418,178	1,024,124	1,027,735	934,176
Motor taxation ..	2,320,031	2,603,962	2,942,246	3,012,077	2,564,485	2,623,739	3,011,645
Totals ..	8,077,975	9,008,700	10,623,098	12,932,970	6,377,708	6,986,433	7,690,599

The item "general taxation" covers the sources of revenue other than receipts by way of loan, local rates, employment promotion fund, and motor-taxation; no attempt has been made, in view of the magnitude of the work involved, to analyse the sources of general taxation. "Motor taxation" includes receipts from motor-drivers' licences and heavy-traffic fees.

TABLE NO. 5.—TABLE SHOWING ANNUAL CHARGES PER MILE ON ROADS AND STREETS

Year ended 31st March,	Length of Formed Roads.	Annual Charges per Mile of Road.		
		Maintenance.	Interest and Loan Charges.	Total.

  

<i>(a) Main Highways</i>				
	Miles.	£	£	£
1935 .. ..	11,176	114	55	169
1936 .. ..	11,649	140	52	192
1937 .. ..	11,684	113	52	165
1938 .. ..	11,728	126	55	181
1939 .. ..	11,802	165	62	227
1944 .. ..	12,027	126	58	184
1945 .. ..	12,060	129	63	192
1946 .. ..	12,104	155	59	214

  

<i>(b) Urban Roads and Streets</i>				
1935 .. ..	4,035	97	137	234
1936 .. ..	4,059	100	143	243
1937 .. ..	4,177	102	137	239
1938 .. ..	4,201	110	138	248
1939 .. ..	4,186	108	137	245
1944 .. ..	4,287	103	163	266
1945 .. ..	4,298	116	148	264
1946 .. ..	4,325	132	167	299

  

<i>(c) Other Roads</i>				
1935 .. ..	36,947	26	31	57
1936 .. ..	36,350	30	31	61
1937 .. ..	36,467	28	29	57
1938 .. ..	36,699	32	31	63
1939 .. ..	36,815	35	34	69
1944 .. ..	37,135	34	27	61
1945 .. ..	37,405	39	28	67
1946 .. ..	37,364	42	24	66

  

<i>Total, all Roads (a), (b), and (c)</i>				
1935 .. ..	52,158	55	44	99
1936 .. ..	52,058	60	44	104
1937 .. ..	52,328	53	43	96
1938 .. ..	52,628	59	45	104
1939 .. ..	52,803	70	48	118
1944 .. ..	53,449	60	45	105
1945 .. ..	53,763	65	45	110
1946 .. ..	53,793	75	44	119

TABLE NO. 6.—COMPARISON OF DETAILS OF FATAL MOTOR ACCIDENTS FOR THE CALENDAR YEARS 1941 TO 1947

Item.	Year.						
	1941.	1942.	1943.	1944.	1945.	1946.	1947.
<i>Number of Fatal Accidents</i>							
(a) Total number .. ..	158	159	138	134	109	174	188
Number in daylight .. ..	80	95	94	74	70	90	88
Number in darkness .. ..	78	64	44	60	39	84	100
(b) Number occurring in built-up areas—							
Total number .. ..	87	83	75	74	60	80	88
Number in daylight .. ..	43	48	52	44	35	37	39
Number in darkness .. ..	44	35	23	30	25	43	49
(c) Number occurring on rural roads—							
Total number .. ..	71	76	63	60	49	94	100
Number in daylight .. ..	35	47	42	30	35	53	49
Number in darkness .. ..	36	29	21	30	14	41	51
(d) Number of collisions between motor-vehicles—							
Total number .. ..	22	21	20	16	20	23	41
Number in daylight .. ..	13	12	15	8	15	12	24
Number in darkness .. ..	9	9	5	8	5	11	17
(e) Number of collisions with railway trains—							
Total number .. ..	8	14	9	6	7	12	10
Number in daylight .. ..	7	10	9	6	7	10	9
Number in darkness .. ..	1	4	..	..	..	2	1
(f) Number of collisions with trams .. ..	1	2	..	3	3	3	1
(g) Number of collisions with bicyclists—							
Total number .. ..	25	22	20	23	13	23	21
Number in daylight .. ..	14	15	17	14	8	11	11
Number in darkness .. ..	11	7	3	9	5	12	10
(h) Number of collisions with pedestrians—							
Total number .. ..	53	44	42	42	33	54	48
Number in daylight .. ..	21	19	26	24	24	27	16
Number in darkness .. ..	32	25	16	18	9	27	32
(i) Number of collisions with horse—							
Vehicles or animals .. ..	..	..	..	..	..	1	1
(j) Number of other collisions—							
Total number .. ..	16	16	24	15	6	18	16
Number in daylight .. ..	8	8	13	7	5	7	6
Number in darkness .. ..	8	8	11	8	1	11	10
(k) Number of non-collisions—							
Total number .. ..	33	40	23	32	17	40	50
Number in daylight .. ..	16	31	14	15	11	23	22
Number in darkness .. ..	17	9	9	17	6	17	28
<i>Number of Persons killed</i>							
(a) Total number .. ..	175	167	145	140	129	190	206
(b) Number of occupants of motor-vehicles (excluding motor-cycles)	76	75	67	56	68	83	108
(c) Number of riders of motor-cycles or pillion-riders	21	26	16	17	15	24	30
(d) Number of bicyclists .. ..	25	22	20	23	13	23	21
(e) Number of pedestrians .. ..	53	44	42	42	33	57	47
(f) Number of other road-users .. ..	..	..	..	2	..	3	..



TABLE NO. 7.—TYPES OF MOTOR ACCIDENTS DURING THE CALENDAR YEAR 1947

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.
<i>Collisions</i>									
With another motor-vehicle	18	729	747	23	407	430	41	1,136	1,177
With a railway train ..	4	16	20	6	14	20	10	30	40
With an electric tram ..	1	50	51	..	..	..	1	50	51
With a bicyclist ..	15	661	676	6	89	95	21	750	771
With a pedestrian ..	31	603	634	17	74	91	48	677	725
With a horse-vehicle ..	..	10	10	..	4	4	..	14	14
With a ridden horse ..	..	..	..	..	..	..	..	..	..
With an animal ..	..	4	4	1	16	17	1	20	21
With a telegraph-pole ..	5	81	86	5	43	48	10	124	134
With a fixed object ..	..	10	10	..	1	1	..	11	11
Other collisions ..	3	78	81	3	61	64	6	139	145
Totals, collisions ..	77	2,242	2,319	61	709	770	138	2,951	3,089
<i>Non-collisions</i>									
Drove off roadway ..	..	28	28	5	88	93	5	116	121
Over bank ..	1	20	21	20	103	123	21	123	144
Overtaken on road ..	2	32	34	6	73	79	8	105	113
Person fell from vehicle	7	37	44	6	28	34	13	65	78
Other ..	1	13	14	2	9	11	3	22	25
Totals, non-collisions	11	130	141	39	301	340	50	431	481
Totals, accidents ..	88	2,372	2,460	100	1,010	1,110	188	3,382	3,570

TABLE NO. 8.—DISTRIBUTION OF MOTOR ACCIDENTS ON THE SYSTEM OF ROADS AND STREETS DURING THE CALENDAR YEAR 1947

Classification of Locality.	Fatal Accidents.		Non-fatal Accidents.		All Accidents.	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
Four main centres .. ..	46	24.5	1,348	39.8	1,394	39.0
Secondary cities (5) .. ..	14	7.4	315	9.3	329	9.2
Boroughs 6,000-20,000 population (19)	11	5.9	387	11.5	398	11.2
Small boroughs, town districts, and closely populated localities	17	9.0	322	9.5	339	9.5
Totals, built-up areas ..	88	46.8	2,372	70.1	2,460	68.9
State highways .. ..	45	23.9	493	14.6	538	15.0
Main highways .. ..	24	12.8	271	8.0	295	8.3
Other rural roads .. ..	31	16.5	246	7.3	277	7.8
Total of open-road accidents	100	53.2	1,010	29.9	1,110	31.1
Total accidents .. ..	188	100.0	3,382	100.0	3,570	100.0

TABLE NO. 9.—NUMBER AND TYPE OF MOTOR ACCIDENTS OCCURRING IN THE LARGER CENTRES OF POPULATION DURING CALENDAR YEAR 1947

Type of Accident.	Auckland Metropolitan Area.	Wellington City.	Christchurch City.	Dunedin City.	Lower Hutt City.	Palmerston North City.	Wanganui City.	Invercargill City.	Hamilton City.	Total.
Number of fatal accidents*	23	8	11	5	6	..	1	3	4	61
<i>Number of Collisions</i>										
With other motor-vehicle ..	195	96	77	28	29	19	14	17	23	498
With railway train ..	3	1	1	1	..	..	..	2	1	9
With electric tram ..	11	13	15	3	..	..	3	..	..	45
With bicyclist ..	105	36	145	25	30	30	30	22	29	452
With pedestrian ..	248	146	36	29	11	6	8	4	16	504
With telegraph or power pole ..	21	21	13	5	2	1	3	..	2	68
Other collisions ..	27	22	7	2	3	2	..	..	4	67
<i>Non-collisions</i>										
Vehicle left road ..	11	6	..	5	2	..	1	..	2	27
Vehicle overturned ..	5	6	4	..	1	1	2	..	..	19
Person fell from vehicle ..	12	6	3	6	4	1	..	1	..	33
Other ..	3	7	1	..	3	..	..	..	..	14
Total number of accidents*	641	360	302	104	85	60	61	46	77	1,736

\* Includes 14 accidents (one fatal) which occurred in the four Metropolitan centres outside 30 m.p.h. limit, and included in Table No. 8 as "open-road" accidents.

TABLE NO. 10.—CLASSIFICATION OF ROAD USERS KILLED OR INJURED EACH MONTH DURING CALENDAR YEAR 1947

Month.	Number of Persons killed and injured.					
	Occupants of Motor- vehicles.	Motor-cyclists or Pillion- riders.	Bicyclists.	Pedestrians.	Other.	Total.
January ..	228	49	37	48	2	364
February ..	205	59	55	42	3	364
March ..	241	79	89	63	8	480
April ..	251	60	87	70	9	477
May ..	245	49	78	87	9	468
June ..	219	37	75	85	10	426
July ..	194	35	58	88	4	379
August ..	238	52	58	75	7	430
September ..	183	54	58	55	4	354
October ..	205	69	63	51	3	391
November ..	231	61	67	49	3	411
December ..	234	73	64	50	3	424
Totals ..	2,674	677	789	763	65	4,968

TABLE NO. 11.—NUMBER OF YOUNG CHILDREN KILLED OR INJURED AS PEDESTRIANS  
DURING THE SIX CALENDAR YEARS 1941-47, INCLUSIVE

Age of Child.	Number of Casualties during the Year.						
	1941.	1942.	1943.	1944.	1945.	1946.	1947.
Under one year .. ..	..	..	..	..	..	..	1
One year .. ..	..	1	..	4	1	6	1
Two years .. ..	13	13	6	12	6	13	11
Three years .. ..	13	12	13	14	14	21	20
Four years .. ..	10	12	33	13	12	35	20
Totals .. ..	36	38	52	43	33	75	53

TABLE NO. 12.—NUMBER OF SCHOOL PUPILS KILLED OR INJURED DURING THE SIX  
CALENDAR YEARS 1941-1947, INCLUSIVE

Age of Child.	Number of Pedestrian Casualties during the Year.						
	1941.	1942.	1943.	1944.	1945.	1946.	1947.
Five years .. ..	20	25	8	19	19	29	41
Six years .. ..	26	15	12	20	13	38	39
Seven years .. ..	18	13	10	16	10	24	20
Eight years .. ..	16	12	6	8	6	9	12
Nine years .. ..	13	7	7	10	11	12	11
Totals, 5-9 years ..	93	72	43	73	59	112	123
Ten years .. ..	10	5	3	6	5	9	12
Eleven years .. ..	8	9	1	6	8	9	3
Twelve years .. ..	14	4	2	9	4	9	12
Thirteen years .. ..	8	4	4	2	2	9	1
Fourteen years .. ..	5	1	1	4	5	7	11
Fifteen years .. ..	7	1	5	7	4	4	4
Totals, 10-15 years ..	52	24	16	34	28	47	43
Totals, 5-15 years ..	145	96	59	107	87	159	166

Age of Child.	Number of Cyclist Casualties during the Year.						
	1941.	1942.	1943.	1944.	1945.	1946.	1947.
Five years .. ..	..	..	2	..	..	..	..
Six years .. ..	5	2	3	1	6	3	1
Seven years .. ..	7	3	1	3	4	3	10
Eight years .. ..	5	3	4	1	7	7	15
Nine years .. ..	17	7	6	10	10	10	16
Totals, 5-9 years ..	34	15	16	15	27	23	42
Ten years .. ..	20	14	10	7	4	12	26
Eleven years .. ..	30	15	10	14	15	24	20
Twelve years .. ..	24	18	12	15	15	31	21
Thirteen years .. ..	37	26	10	25	9	27	37
Fourteen years .. ..	36	31	8	15	10	30	22
Fifteen years .. ..	48	21	14	22	29	40	39
Totals, 10-15 years ..	195	125	64	98	82	164	165
Totals, 5-15 years ..	229	140	80	113	109	187	207

TABLE NO. 13.—TABLE SHOWING NATURE OF OFFENCES INVOLVED IN CONVICTIONS DURING EACH OF THE FOUR YEARS ENDED 31ST MARCH, 1945-48, INCLUSIVE

Nature of Offence.	1945.	1946.	1947.	1948.
<i>Road Traffic Offences</i>	Number.	Number.	Number.	Number.
Intoxicated in charge .. .. .	27	31	42	67
Negligent driving .. .. .	8	1	4	14
Driving in dangerous manner .. .. .	52	49	92	183
Dangerous speeding .. .. .	6	16	25	60
Careless or inconsiderate driving .. .. .	35	59	90	122
Exceeding 30 miles per hour .. .. .	368	467	552	607
Overtaking offences .. .. .	11	19	28	59
Failing to keep to left .. .. .	20	46	59	109
Failing to yield at intersections .. .. .	16	31	37	71
Driver's licence offences .. .. .	469	697	484	305
Licensing and registration offences .. .. .	230	320	208	209
Lighting defects .. .. .	89	217	635	552
Defective brakes .. .. .	59	84	87	102
Warrant of Fitness offences .. .. .	960	1,607	837	600
Loading offences .. .. .	42	62	53	62
Cycling offences .. .. .	255	312	230	348
Exceeding 40 miles per hour .. .. .	387	474	373	344
Other offences .. .. .	206	339	300	439
Failure to dip lights .. .. .	..	..	91*	67
Crossing railway-line when not clear .. .. .	..	..	38*	44
<i>Heavy Motor-vehicle Offences</i>				
Exceeding heavy traffic licence .. .. .	99	130	121	105
Exceeding axle load .. .. .	46	40	23	28
No heavy traffic licence .. .. .	215	201	173	130
Speeding .. .. .	281	387	267	161
No disk or class plates .. .. .	56	34	10	11
Other offences .. .. .	15	36	29	23
<i>Transport Licensing Offences</i>				
Unlicensed services .. .. .	99	98	87	96
Breach of terms of licences .. .. .	11	9	13	8
Failure to carry vehicle authority .. .. .	142	166	67	53
Other offences .. .. .	38	31	54	40
Failure to carry Certificate of Fitness .. .. .	82	102	74	48
<i>Miscellaneous Offences</i>				
Transport control offences .. .. .	29	10	†	..
Exceeding tire-load limitations (new regulations)	45	95	14	..
Carrying racehorses over thirty miles by road (new regulations)	87	8	†	..
Under miscellaneous Acts and regulations .. .. .	113	110	106	104
	4,598	6,288	5,303	5,171

\*Not previously recorded separately.

† Restrictions lifted.

TABLE No. 14.—DEFECTS IN THE VARIOUS TYPES OF PASSENGER-SERVICE VEHICLES ON THE BASIS OF ONE HUNDRED VEHICLES EXAMINED

The defects relate to the last bi-annual inspection made prior to 31st March, 1948.

Type of Defect found on Last Inspection prior to 31st March.	Omni- buses.	Trolley- buses.	Service Cars.	Service Coaches.	Passenger- trucks.	School Buses.	School Vehicles.	Taxis.	Rental Cars.	Am- bulances.
Unladen weight displayed ..	8.8	6.7	10.2	10.6	20.6	14.2	..	..	..	4.3
Headlights .. ..	15.3	20.0	14.2	16.4	24.2	20.7	19.5	17.5	18.5	17.8
Tail and stop light ..	25.9	13.3	33.3	13.6	34.9	33.9	28.8	21.9	9.4	14.3
Marker lights and destination sign	7.0	13.3	11.3	3.3	16.4	9.4	1.7	2.5	..	5.0
Warning-device .. ..	1.9	13.3	1.6	1.5	2.6	4.1	0.8	1.2	1.8	2.8
Windscreen-wiper ..	3.6	..	2.7	0.9	1.8	5.1	3.4	2.0	4.6	0.7
Rear vision mirror ..	4.7	..	4.0	3.0	6.3	4.9	0.8	0.4	2.1	1.4
Internal lights, notices, and signals	6.5	..	8.0	2.1	2.6	4.7	1.7	1.0	0.6	1.4
Direction-indicator ..	13.6	6.7	7.8	6.4	5.1	15.2	..	0.3	1.7	..
Sun-vizor .. ..	8.5	13.3	7.3	1.8	19.4	7.5	5.1	2.2	0.9	2.1
Fire-extinguisher ..	9.7	..	22.0	7.0	10.0	20.7	20.0	0.9	..	7.1
Entrance and emergency doors	16.7	13.3	15.6	9.1	15.2	18.9	9.3	7.4	4.8	8.6
Upholstery and seat comfort	13.8	13.3	7.3	2.7	5.7	11.6	5.1	5.2	10.6	2.1
Vehicle clean .. ..	2.3	13.3	1.9	0.6	1.2	2.8	2.5	0.5	1.5	0.7
Suitable jack .. ..	0.4	..	..	0.6	0.4	2.2	0.8	0.5	0.8	1.4
Tires .. ..	1.1	..	0.8	0.6	1.2	5.5	2.5	1.9	2.1	0.7
Fuel system safe .. ..	2.6	..	5.6	2.1	2.0	3.9	0.8	0.7	0.7	5.0
Engine condition ..	2.6	..	4.3	1.8	6.7	7.9	4.2	2.0	2.7	10.7
Steering-gear .. ..	27.5	6.7	26.9	18.5	50.1	38.0	32.2	35.4	33.0	26.4
Transmission .. ..	6.0	..	4.6	2.7	12.1	6.1	1.7	3.0	2.8	11.4
Brake-connections ..	5.0	..	12.9	3.3	18.6	8.1	22.9	19.3	2.4	7.1
Spring and shackles ..	12.3	13.3	15.1	8.2	19.2	16.9	13.6	10.4	7.8	11.4
General body conditions ..	16.4	6.7	13.7	5.5	8.1	16.9	11.0	3.0	6.3	7.1
Brakes, foot .. ..	11.7	..	14.8	6.4	17.2	15.4	13.6	8.7	7.7	11.4
Brakes, hand .. ..	17.3	..	16.1	13.6	13.1	18.9	12.7	28.6	13.7	17.1

TABLE No. 15.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1948, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO PASSENGER-SERVICES WERE DEALT WITH BY ALL DISTRICT AND METROPOLITAN TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered.				
	New Licences.	Renewals.	Amendments.	Transfers.	Total.
District Licensing Authorities—					
Granted .. ..	162	275	332	101	870
Refused .. ..	39	..	16	5	60
Withdrawn .. ..	12	..	11	3	26
Reserved .. ..	7	..	4	..	11
Adjourned .. ..	29	2	24	1	56
District totals .. ..	249	277	387	110	1,023
Metropolitan Licensing Authorities—					
Granted .. ..	599	23	44	51	717
Refused .. ..	60	..	..	..	60
Withdrawn .. ..	..	..	..	..	..
Adjourned .. ..	..	..	..	..	..
Metropolitan totals .. ..	659	23	44	51	777
Totals .. ..	908	300	431	161	1,800

TABLE NO. 16.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1948, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO TAXICAB SERVICES WERE DEALT WITH BY ALL DISTRICT AND METROPOLITAN TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered.				
	New Licences.	Renewals.	Amendments.	Transfers.	Total.
District Licensing Authorities—					
Granted .. .. .	75	181	166	122	544
Refused .. .. .	59	..	26	6	91
Withdrawn .. .. .	29	..	5	11	45
Reserved .. .. .	..	..	96	1	97
Adjourned .. .. .	58	3	14	2	77
District totals .. ..	221	184	307	142	854
Metropolitan Licensing Authorities—					
Granted .. .. .	33	106	346	79	564
Refused .. .. .	40	..	3	9	52
Withdrawn .. .. .	5	..	..	..	5
Adjourned .. .. .	7	..	5	..	12
Metropolitan totals .. ..	85	106	354	88	633
Totals .. .. .	306	290	661	230	1,487

TABLE NO. 17.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1948, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO RENTAL-CAR SERVICES WERE DEALT WITH BY THE FIVE DISTRICT TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered.				
	New Licences.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	22	50	41	16	129
Refused .. .. .	9	1	4	..	14
Withdrawn .. .. .	6	..	..	3	9
Reserved .. .. .	1	..	2	..	3
Adjourned .. .. .	12	..	5	..	17
Totals .. .. .	50	51	52	19	172

TABLE NO. 18.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1948, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO GOODS-SERVICES WERE DEALT WITH BY THE FIVE DISTRICT TRANSPORT LICENSING AUTHORITIES

Decision.				Total Number of Applications considered.				
				New Licences.	Renewals.	Amendments.	Transfers.	Total.
Granted	..	..	..	316	515	946	495	2,272
Refused	..	..	..	98	1	105	6	210
Withdrawn	..	..	..	58	..	54	32	144
Reserved	..	..	..	3	1	9	4	17
Adjourned	..	..	..	93	..	85	3	181
Totals	..	..	..	568	517	1,199	540	2,824

*Approximate Cost of Paper.*—Preparation, not given; printing (1,063 copies), £142.

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