

1949
NEW ZEALAND

TRANSPORT DEPARTMENT

(ANNUAL REPORT OF)

Presented to Both Houses of the General Assembly by Leave

FOREWORD BY MINISTER OF TRANSPORT

MR. SPEAKER,—

During 1948-49 the Dominion's transport system served the public and met the requirements of industry and trade with reasonable efficiency. Over-all increases in passenger and freight traffic volumes were recorded, and although there is still room for improvement in the rate of flow of traffic through the transport system, there was some quickening of the rate during the year.

Another satisfactory feature was the progress made in modernizing and expanding our transport plant. Five new vessels entered the coastal fleet, 3,000 new LA wagons became available on the railways, and the number of motor-vehicles licensed increased by 26,000 (including 9,000 cars, 7,000 trucks, and 4,000 trailers).

Apart from a few local exceptions the great bulk of transport charges remained constant during the year.

The general shortage of labour is still being felt in the transport field, and many thousands of transport workers have carried more than their share. I would like to pay a warm tribute to the seamen, the railwaymen, the drivers of public motor-vehicles, the tramwaymen, and all the others who have not only kept our transport system functioning, but have been able to make a general advance in efficiency.

Honourable members will recollect that last year I placed before them certain general statistics I had prepared relating to the transport industry as a whole. I have had these brought up to date and would again like to point out that although complete accuracy cannot be claimed they are sufficiently near the mark for the purpose of general comparisons.

CAPITAL INVESTMENT

Approximately £376,000,000 has been invested in transport plant and facilities in New Zealand, the division between the different kinds being roughly :—

Kind of Transport.	Estimated Capital Investment (000,000 omitted).
	£
Roads and motor transport	262*
Railways	78
Coastal shipping	24†
Tramways	6
Air	6
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Total	376
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* Includes value of roads, motor-vehicles, garages, spare parts, &c.

† Includes the value of Harbour Board's assets other than cash assets.

FREIGHT

It is estimated that 2,133,000,000 ton-miles were recorded last year by all forms of transport. This represents over 1,100 ton-miles per head of population. The following percentage figures show how each of the transport services contributed to this total :—

Kind of Transport.	Percentage of Total.
Railways	46
Motor transport—	
Licensed road services	16
Other vehicles	17
	<hr/>
	33
Shipping	21
Air .. ..	..
	<hr/>
Total	100

The Railways are the most important form of goods transport. They undertake just under half of the work involved in transporting goods in New Zealand. While air transport is not yet moving sufficient goods to figure in the percentage table, it continues to increase in importance.

PASSENGERS

During the year 3,527,000,000 passenger-miles were recorded. This work was distributed between the various transport agencies as follows :—

Kind of Transport.	Percentage of Total.
Railways	18
Motor transport—	
Licensed services	27
Private cars, &c.	42
	<hr/>
	69
Tramways	10
Shipping	2
Air	1
	<hr/>
Total	100

Private cars and licensed road transport handle approximately 70 per cent. of all passenger transport work in the Dominion, private cars alone accounting for 42 per cent. of the total.

ANNUAL COSTS

The public pays approximately £43,000,000 a year in freight charges and passenger fares. In addition, it is estimated that the annual cost of operating motor-vehicles other than those used in public transport services—*e.g.*, private cars, &c.—amounts to £50,000,000. The total expenditure on all forms of transport is therefore £93,000,000. The different transport agencies share in this cost as follows:—

Kind of Transport.				Percentage of Total.
Licensed road transport	..	..	..	21
Private cars, &c.	..	..	..	54
Rail	..	..	..	16
Shipping*	..	..	..	6
Air services	..	..	..	1
Tramways	..	..	..	2
Total				100

* Includes estimated receipts of Harbour Boards for year ended 31st March, 1949, and an estimate of revenue from coastal shipping at present freight rates.

The fact that no less than 75 per cent. of the total direct expenditure on all forms of transport during the year was spent on motor transport is a striking commentary on the popularity of the motor-vehicle in this country.

COMPARATIVE TRANSPORT CHARGES

Passenger.—Relative unit costs are one of the most important factors relating to transport, and I have had the average charges per passenger-mile worked out for the different kinds of passenger transport services:—

Kind of Transport.				Average Charge, in Pence, per Passenger-mile, d.
Air	..	..	..	4.1
Private car	..	..	..	3.7
Steamer ferry	..	..	..	2.1
Buses and service cars	..	..	..	1.5
Tramways	..	..	..	1.4
Railway	..	..	..	1.1

There are, of course, reasons for the differences in the level of charges between the different forms of transport, but my purpose is to place before honourable members some rough idea of the comparative charges, because these have a definite bearing on the part played by each kind of transport. Air travel is the dearest as far as cost is concerned, while the railways are the cheapest, being just under travel by electric tramways and bus or service car. But each satisfies a public demand; the air for speedy travel over the longer distance, while the railways, tramways, and buses have the important job of getting people to and from their work.

As I see it, the statistics I have quoted draw attention to the tremendous importance of transport in our national economy—we depend on transport for both our internal and external trade—our great farming activities and our secondary industries must have cheap and efficient transport if we are to hold our place on the overseas markets and keep down the cost of living in the Dominion.

F. HACKETT,
Minister of Transport.

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

Transport Department, 4th August, 1949.

SIR,—

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1949.

I have, &c.,

G. L. LAURENSEN, Commissioner of Transport.

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REPORT

INTRODUCTION

SUMMARY OF CONTENTS.—(a) The number of motor-vehicles licensed at 31st March, 1949 (380,995), showed an increase of 26,006, or 7·20 per cent., over the number as at 31st March, 1948, and is the highest level yet reached.

(b) Petrol-consumption by motor-vehicles decreased from 103,300,000 in 1947 to 102,600,000 gallons in 1948.

(c) Expenditure on roads in 1947–48 amounted to £10,847,265, an increase of 22 per cent. over that for the previous year.

(d) In 1948, 196 persons were killed and 4,706 injured as a result of road accidents. This represents a decrease of 4 per cent. per million gallons of petrol used as compared with 1947.

(e) The number of school and pre-school children killed and injured in 1948 showed an increase over the previous year.

(f) New Zealand continues to have the lowest road-accident death-rate of the motorized countries; comparative figures of fatalities per 10,000 motor-vehicles in 1948 show New Zealand, 5·2; United States of America, 8·2; Canada (1947), 10·2; Victoria, 10·9; New South Wales, 13·5; Great Britain, 13·8; South Africa (1947), 21·0.

(g) The Department's traffic staff examined 29,428 persons for drivers' licences, and reported 11,116 breaches during the year ended 31st March, 1949; of these, 4,894 offenders were warned and 6,222 prosecuted.

(h) Fifty-seven out of every 100 private cars inspected were found to be free from mechanical defects.

(i) The number of passengers carried by public road transport has increased from 36,000,000 in 1940 to 81,000,000 in 1948.

(j) Taxi-cabs ran approximately 43,000,000 miles and rental cars approximately 12,000,000 miles during the year.

(k) Forty-three per cent. of all road-transport licences are held by ex-servicemen.

(l) It is estimated that rationing saved 10,000,000 gallons of petrol during the year.

DEVELOPMENT OF MOTOR TRANSPORT

LICENSING OF MOTOR-VEHICLES, BY PRINCIPAL CLASSES.—Under the Motor-vehicle Act, 1924, motor-vehicles are required to be registered and licensed. Such licences are renewable annually. The following table sets out the number of motor-vehicles in the principal classes, licensed as at 31st March, 1949, the figures for the two preceding years being included for comparative purposes:—

Number of Motor-vehicles (in Principal Classes) Licensed in New Zealand as at 31st March, 1947, to 1949 inclusive

Type of Vehicle.	Number of Licences.			Increase of 1949 Over 1948 Licences.
	1947.	1948.	1949.	
Cars	202,437	217,871	226,707	8,836
Trucks not exceeding 2 tons laden	33,134	36,591	40,536	3,945
Trucks exceeding 2 tons laden	25,375	28,839	31,823	2,984
Passenger-trucks	1,997	2,100	2,182	82
Omnibuses	1,133	1,267	1,397	130
Taxis, including private-hire cars	2,147	2,231	2,209	—22
Service cars	637	679	692	13
Rental cars	828	1,047	1,056	9
Motor-cycles	17,699	19,066	19,989	923
Trailers	22,788	25,254	29,293	4,039
Local-body and other vehicles exempted from annual licence fees	14,451	17,549	22,009	4,460
Government vehicles	8,296	8,455	9,062	607
Total	330,922	360,949	386,955	26,006 or 7·20%.

All classes of vehicles licensed as at 31st March, 1949 (excepting taxis), show gains over the figures for the preceding year.

Table I of the Appendix shows details of motor-vehicles licensed as at 31st March, 1949, by postal districts.

Table II sets out, for comparative purposes, the number of motor-vehicles licensed year by year as at 31st March, 1938 to 1949, inclusive.

PETROL CONSUMPTION.—The table hereunder shows for the individual calendar years 1938 to 1948 the estimated quantities of petrol used in the Dominion, specifying separately that consumed by motor-vehicles and that used for other purposes.

Estimated Petrol-consumption in New Zealand From 1938 to 1948

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.
	Million Gallons.	Million Gallons.	Million Gallons.
1938.. ..	89·4	7·6	97·0
1939.. ..	92·0	8·0	100·0
1940.. ..	74·1	9·7	83·8
1941.. ..	67·0	15·3	82·3
1942.. ..	46·1	10·4	56·5
1943.. ..	50·2	9·2	59·4
1944.. ..	53·7	9·0	62·7
1945.. ..	65·6	9·0	74·6
1946.. ..	86·5	10·1	96·6
1947.. ..	103·3	13·7	117·0
1948.. ..	102·6	15·7	118·3

* Refunds of motor-spirits taxation are granted as follows: aircraft and fishing-launches, 1s. per gallon; milking-machinery, shearing-equipment, donkey-engines, tractors, lighting and heating plant, manufacturing, cleaning, and scientific purposes, 10d. per gallon; all launches (other than fishing-launches), 6d. per gallon. Of all refunds granted approximately 85 per cent. are at the rate of 10d. per gallon, 10 per cent. at 1s. per gallon, and 5 per cent. at 6d. per gallon.

These figures vary slightly from those published in previous reports: minor adjustments have been necessary to make the figures more strictly comparable.

The average petrol-consumption per vehicle decreased from 326 gallons in 1947 to 297 gallons in 1948 (these figures are based on the average number of vehicles, excluding trailers, in use throughout the year). The reduction in petrol-consumption per vehicle has resulted from the reintroduction of petrol-rationing, first on a voluntary basis as from 15th November, 1947, and on a modified form of the wartime rationing system as from 1st March, 1948.

Petrol-consumption for other purposes increased substantially in 1947 and 1948. 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. During the quarter ended December, 1948, 26,605 individual refunds of duty were made, as compared with 22,565 during the same period in the previous year.

MOTOR-TAXATION.—Table No. 3 shows that motor-taxation yielded £9,324,800 in 1947–48, as compared with £7,061,700 in the previous year. With the increased number of vehicles in use, taxation receipts from all sources have shown an upward tendency.

ROADS

LIMITATION OF LOADS ON ROADS.—The limits imposed upon the loading of vehicles are as follows :—

By statute, no motor-vehicle (if it has only two axles) may exceed 10 tons in gross weight, and if there are more than two axles, no axle load may exceed 6 tons. The Minister of Transport may grant exemption from these provisions in special cases. For example, there are certain vehicles which are needed for carrying heavy items of plant, machinery, or engineering equipment which cannot be transported in small loads. A small number of public passenger-service vehicles operating in and adjoining the main centres also exceed the statutory limits of 10 tons with the approval of the Minister and the concurrence of the roading authority.

In most districts roads outside the towns have been classified by the roading authority (with the approval of the Minister of Transport) so that the allowable loading of vehicles is further restricted according to the capacity of the road to carry heavy loads. There are three such classes, viz. :—

Class Three which restricts axle loads to a maximum of $5\frac{1}{2}$ tons in respect of a two-axled vehicle and 5 tons on any one axle in the case of a multi-axled vehicle.

Class Four, restricting axle loads to 4 tons maximum for a two-axled vehicle and to $3\frac{1}{2}$ tons for a six-wheeler or other multi-axled vehicle.

Class Five, the limits being 3 tons and $2\frac{1}{2}$ tons axle load for a two-axled or a multi-axled vehicle respectively.

Of nearly 50,000 miles of rural roads throughout the Dominion, over 27,000 miles are classified in one of the three classes, over 12,000 miles being classified Three, nearly 13,000 miles classified Four, and 2,000 miles classified Five.

In many districts only the main highways and other key roads have been classified, and the subsidiary roads have remained unclassified. However, in the latter case loads are virtually restricted to the same limits as apply to the key roads because vehicles in the usual course must travel over the main highways or key roads in order to reach the subsidiary road.

Comparatively few roads have been classified in the urban areas.

The following tables show the lengths of roads classified at 31st March, 1949 :—

- (a) In the whole system of rural roads, in each Island ;
- (b) In the system of rural main highways ; and
- (c) In the State highway system.

(a) *Classification of All Rural Roads at 31st March, 1949*

Area.				Total Formed Roads.	Class Three.	Class Four.	Class Five.	Total Classification.
				Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	27,154	5,506	10,575	1,832	17,913
South Island	..	..	..	22,400	6,675	2,546	278	9,499
Totals	..	..	..	49,554	12,181	13,121	2,110	27,412

(b) *Classification of Main Highways (Rural Sections) at 31st March, 1949*

Area.				Main Highways.	Class Three.	Class Four.	Class Five.	Total Classification.
				Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	6,843	3,297	3,164	187	6,648
South Island	..	..	..	5,479	4,611	162	42	4,815
Totals	..	..	..	12,322	7,908	3,326	229	11,463

(c) Classification of State Highways (Rural Sections) at 31st March, 1949

Area.				State Highways.	Class Three.	Class Four.	Class Five.	Total Classification
				Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	2,966	1,533	1,262	80	2,875
South Island	..	..	..	2,150	1,900	48	10	1,958
Totals	..	..	..	5,116	3,433	1,310	90	4,833

The present scale of weight-limits on classified roads is contained in the Heavy Motor-vehicle Regulations of 1940. Since these limits were fixed there have been changes in the design of heavy vehicles and also in the character of road transport. Longer hauls and other factors have created a demand for increased pay-loads, and the average gross weight of the licensed goods-service vehicle has risen from 4·69 tons in 1935 to 7·59 tons in 1948. On the other hand, due to lack of new construction and inadequate maintenance of surfaces during the war years, there has been some deterioration in the general standard of the roads.

Both roading authorities and those concerned in the use of heavy motor-vehicles have pressed for a review of the load restrictions at present in force having regard on the one hand to the needs of road transport and on the other to the preservation of existing road surfaces. A conference of all parties interested was held in Wellington during August, 1948, and subsequent discussions which have taken place have resulted in the formulation of certain proposals for amending the system of classifying roads. These proposals have been circulated to all concerned and it is hoped that a reasonable solution will be found.

LIMITATION OF LOADS ON BRIDGES.—Many of the timber bridge structures, of which there are still a large number throughout the roading system of New Zealand, have seriously deteriorated through age.

Roading authorities have been handicapped through lack of steel and cement with which to rebuild and through shortages of skilled labour and timber to keep up the maintenance of old bridges. As a result it has been found necessary to impose special weight and speed restrictions upon vehicles using a large number of bridges. Such restrictions are undoubtedly necessary for the safety of present structures, but until an extensive programme of replacement and strengthening is undertaken, and until the present-day arrears of maintenance are overtaken, transport by road of both goods and passengers will be seriously hampered.

TRAFFIC ENGINEERING.—Technical advice has been given to local authorities, where so requested, on provision of traffic facilities and problems of traffic movement, parking, and congestion.

An automatic vehicle volume counter has been designed for the Department by the Dominion Physical Laboratory, and the first instrument produced has been in constant use. The counter records the number of vehicles passing a given point during half-hourly intervals, and, while different types of vehicles cannot be recorded, the daily number of vehicles and the variation in flow during the day can be tallied without the heavy drain upon man-power that is needed for manual counts.

The Physical Laboratory has also produced a micro-wave speed-measuring device which is being used for measuring the speed of vehicles as they pass along the road in the vicinity of this equipment. This device is being used extensively in determining traffic speeds at various locations, but also in checking excessive speeds of heavy motor-vehicles.

ROAD USAGE.—The volume of traffic using the roading system of New Zealand during 1948 continued at a high level.

In the table set out below estimated road usage in New Zealand during the calendar year 1948 has been allocated between the various types of vehicles, on the basis of (a) petrol-consumption, (b) vehicle-miles, and (c) gross ton-miles recorded :—

Type of Vehicle.	Petrol Consumed.	Vehicle-miles.	Gross Ton-miles.
	Per Cent.	Per Cent.	Per Cent.
Cars (including taxis and rental cars)	36·4	52·4	32·0
Trucks not exceeding 2 tons laden	18·6	17·0	14·8
Trucks exceeding 2 tons laden	39·1	24·2	46·1
Omnibuses and service cars	5·1	2·8	6·8
Motor-cycles	0·8	3·6	0·3
Total	100·0	100·0	100·0

These figures show that commercial road transport accounts for a very large proportion of the total road usage.

ROAD FINANCE

THE DOMINION'S ROAD BILL, 1939-40 TO 1947-48, INCLUSIVE.—The Department has abstracted from official sources statistical data relating to road finance, and analysed it to show the approximate expenditure on roads, streets, and bridges under the headings of construction, maintenance, and loan charges. The expenditure has been apportioned between three types of roads—main highways, urban roads and streets, and other (rural) roads. Some estimation has been necessary to obtain the mileages for the various types of roads and to ascertain certain other figures used. Any estimates, however, have been calculated on a conservative basis, and the figures are sufficiently accurate to form a reliable basis for broad general conclusions.

In order to provide continuous information on road expenditure over the years, figures for 1941-1943 which were not compiled during the war have now been extracted. The data shown for the years 1944 to 1946 are somewhat different from those published in previous annual reports. It has been necessary to amend these figures primarily because of adjustments made in the Main Highways' Accounts by virtue of section 3 of the Finance Act, 1943 (No. 3). Information for the year ended 31st March, 1949, is not yet available.

The figures for the year ended 31st March, 1948, show that expenditure on road-construction is increasing. After falling to a minimum of £683,440 in 1943-44, it increased to £3,088,460 in 1947-48. Constructional expenditure amounted to 21·3 per cent. of the total in 1946-47 and to 28·5 per cent. of the total in 1947-48; the corresponding proportion averaged over the six years immediately preceding the war amounted to 41·2 per cent. of the total.

Expenditure on maintenance in 1947-48 was 44·6 per cent. above the corresponding figure in 1938-39, £5,365,615 in 1947-48 and £3,711,737 in 1938-39. However, in considering the volume of work that was obtained for the expenditure in latter years, due allowance must be made for increased wage rates and higher costs of materials.

Total expenditure in 1947-48 showed an increase of 22 per cent. over the previous year.

It is estimated that the operating-costs of all classes of motor-vehicles in the Dominion amounted to £69,600,000 in 1948-49. The method of assessing operating-costs has been revised in the light of more accurate costing data now available, and this figure is not strictly comparable with that given last year. These figures indicate the importance

of motor transport in New Zealand. The cost of road transport in New Zealand during the year amounted to approximately £38 per person. Transport costs are vitally affected by roading conditions; bad roads mean higher operating-costs, while good roads tend to decrease operating-expenses. In addition, good developmental roads aid rural expansion and development. Table 4 appended gives a comparison of expenditure on roads, streets, and bridges over the individual years ended 31st March, 1940 to 1948, inclusive.

SOURCES OF MONEYS EXPENDED ON ROADS, STREETS, ETC.—Of the money spent on roads, streets, and bridges during the year ended 31st March, 1948, approximately 34 per cent. was obtained from motor-taxation, 31 per cent. from local rates, 20 per cent. from loans, and 15 per cent. from general taxation. Tables 5 and 6 attached contain details of the sources from which moneys expended on roads were obtained. The increased expenditure during 1947–48 has, in the main, been financed by additional receipts from loans and motor-taxation.

ANNUAL CHARGES PER MILE OF ROADS, STREETS, ETC.—Table 7 appended sets out details of expenditure per mile on maintenance and interest and loan charges for the various types of roads. Interest and loan charges have remained relatively constant over the last five years and now amount to £44 per mile for all roads. Since 1943, when a low level of £53 per mile was reached, expenditure on road maintenance has continued to increase. In 1948 maintenance per mile amounted to £99. In considering the work obtained for this additional expenditure, however, an allowance must be made for the increased cost of labour and materials.

ROAD SAFETY

A. ROAD ACCIDENT STATISTICS

THE NUMBER OF ACCIDENTS.—During the year ended 31st December, 1948, there occurred on the roads and streets of the Dominion 187 fatal accidents and 3,406 other accidents which involved injury to persons. Resulting from these accidents, 196 persons were killed and 4,706 others were injured. In 1947 the number killed was 206 and the injured numbered 4,762. Thus deaths in 1948 were fewer by 10 and other casualties fewer by 56 than during the previous year. The death-rate per million gallons of petrol consumed by motor-vehicles was 1.99 in 1947 and 1.91 in 1948, a reduction of 4 per cent.

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

Deaths per 10,000 Motor-vehicles in 1948

Country.	Deaths per 10,000 Motor-vehicles.
Great Britain	13.8
United States of America	8.2
New South Wales	13.5
Victoria	10.9
South Africa (1947)	21.0
Canada (1947)	10.2
New Zealand	5.2

COMPARISON OF FATAL ACCIDENTS DURING THE PAST FIVE YEARS (see Table No. 8).—Those killed by motor-vehicles in 1948 included 82 people who were riding in motor-vehicles at the time, 58 pedestrians, 28 riders of motor-cycles or pillion-riders, 27 push-cyclists, and 1 other person. The number of occupants of motor-vehicles killed was fewer than during 1947, when 108 fatalities occurred in this group. On the other hand,

more pedestrians and also more cyclists were killed in 1948 than in any year since 1940. The toll of motor-cyclists was fewer by two deaths than during 1947, but was greater than in any other recent year.

Fatal accidents occurring in daylight hours numbered 100, while 87 happened in hours of darkness. Forty-three of the latter occurred in built-up areas, and 44 on the open road.

Eighty-nine of all the fatal accidents happened in built-up areas and 98 on rural roads. Of 28 collisions between motor-vehicles where a fatality resulted only 8 took place at night, but 31 of the 56 fatal collisions with pedestrians occurred after dark, as did 15 of the 27 collisions with bicyclists. Six collisions with trains at level-crossings resulted fatally. All of these occurred in daylight hours.

There were no fatalities in 1948 caused through collisions between a motor-vehicle and a tram. Other fatal collisions—*i.e.*, with fixed objects—numbered 17, 9 of these occurring at night.

Non-collisions, where the motor-vehicle overturned or left the road and caused a fatality, were 52, and of these, 23 happened in the dark.

PARTICULARS OF ALL ACCIDENTS REPORTED (*i.e.*, Fatal and Non-fatal), (see Table No. 9).—Of all accidents reported (3,593) some 2,550, or 71 per cent. happened in built-up areas, and 1,043, or 29 per cent. on the open road. In the towns 1 accident in 28 ended fatally, but on the rural roads 1 in every 11 proved fatal.

There were 1,116 collisions between motor-vehicles, of which 734 occurred in built-up areas and 382 on the open road; 825 collisions between motor-vehicles and push-cyclists, 742 in the towns and 83 on the open road, and 763 collisions with pedestrians, 674 of which took place in the town and 89 outside the built-up areas. In addition, there were 399 accidents (43 ending in a fatality) where the motor-vehicle overturned, drove over the bank, or otherwise left the road; 99 of these occurred in built-up areas and 300 on country roads or highways.

Other accidents were as follows :—

Collisions with a telegraph pole	..	..	..	145 (9 fatal).
Persons falling from a vehicle	..	..	..	73 (8 fatal).
Collisions with a train	..	..	..	30 (6 fatal).
Collisions with a tram	..	..	..	34 (none fatal).
Collisions with an animal	..	..	..	27 (none fatal).
Other collisions and miscellaneous accidents	..	..	..	181 (10 fatal).

The severity of the main types of accident can be gauged as follows :—

Type of Accident.	Severity.
Collisions with railway train	.. .. 1 in 5 proved fatal.
Drove off roadway or over the bank	.. .. 1 „ 7 „
Person fell from vehicle	.. .. 1 „ 9 „
Overturned on the roadway	.. .. 1 „ 12 „
Collision with pedestrian	.. .. 1 „ 14 „
Collision with telegraph pole..	.. .. 1 „ 16 „
Collision with cyclist	.. .. 1 „ 31 „
Collision with another motor-vehicle	.... .. 1 „ 40 „

DISTRIBUTION OF ACCIDENTS (see Tables Nos. 10 and 11). Of the 2,550 accidents in built-up areas, 1,431 (including 55 fatal accidents) occurred in the four main centres of population, and 341 (including 9 fatal) in one or other of the secondary cities. Accidents on the State highway system totalled 547, with 50 of them resulting fatally.

Accidents causing personal injury occurring in the large urban areas during recent years are compared below :—

Centre.	Number of Accidents.				Population at 1st April, 1948.	Accidents per 10,000 Population During 1948.
	1945.	1946	1947.	1948.		
Auckland Metropolitan Area	427	552	641	653	238,340	27·4
Wellington City	246	281	360	345	131,600	26·2
Christchurch City	263	324	302	286	123,900	23·0
Dunedin City	106	112	104	166	70,200	23·6
Lower Hutt City	43	66	85	106	38,500	27·5
Palmerston North City ..	33	44	60	65	27,900	23·3
Wanganui City	40	43	61	63	25,400	24·8
Invercargill City	21	51	46	36	25,800	13·9
Hamilton City	42	75	77	71	24,500	29·0
Total	1,221	1,548	1,736	1,791	706,140	25·4

In Wellington and in Christchurch the total number of accidents reported was fewer in 1948 than in 1947, while in Dunedin a very substantial increase (from 104 in 1947 to 166 in 1948) was recorded. In Lower Hutt City an increase occurred, from 85 accidents (6 fatal) in 1947 to 106 (7 fatal) in 1948.

Taking the large urban centres as a whole, accidents involving cyclists predominated in number, amounting to 513 in 1948, compared with 452 in 1947. Collisions with pedestrians numbered 503 in 1948 and 504 in 1947; collisions between motor-vehicles totalled 493 in 1948 and 498 in 1947.

In Auckland and Wellington, however, accidents to pedestrians were more frequent than any of the other types of accident. In Auckland during 1948 collisions with pedestrians numbered 219, collisions between motor-vehicles 193, and collisions between a motor-vehicle and a cyclist 134. In Wellington there were 142 collisions between motor-vehicles and pedestrians; 83 collisions between two motor-vehicles, and 46 collisions with cyclists.

In Christchurch in 1948 there occurred 144 collisions between motor-vehicles and cyclists (145 in 1947), 78 collisions between motor-vehicles (77 in 1947), and 38 instances where a pedestrian was struck by a motor-vehicle (36 in 1947). There were 26 accidents of other types in Christchurch in 1948, compared with 44 in 1947.

THE NUMBER OF ROAD-USERS KILLED OR INJURED (see Table No. 12).—Of the total number of 4,902 persons killed or injured by motor-vehicles in 1948 some 2,496 were occupants of motor-vehicles, while another 673 were riders of motor-cycles or pillion-riders. There were 844 casualties among push-cyclists and 823 pedestrians.

As has usually proved to be the case, accidents among pedestrians and cyclists were most frequent during the months of May, June, and July. In 1948 during these three months 30 per cent. of the total casualties of the year took place among both cyclists and pedestrians.

ACCIDENTS INVOLVING THE PRE-SCHOOL CHILD (see Table No. 13).—A serious increase in the number of very young children killed or injured on the road took place in 1948. While in 1947 there were 53 casualties, 1 child being killed, there were 87 casualties in 1948, and 8 of these little children lost their lives.

ACCIDENTS INVOLVING SCHOOL PUPILS (see Table No. 14).—A slight decrease in the number of school-children injured as pedestrians took place. In 1948, 7 were killed and 152 injured, while in 1947, 8 were killed and 158 others injured.

However, among child cyclists there was an appreciable increase in the number of casualties. In 1948, 7 were killed and 255 injured, compared with 4 killed and 203 others injured during 1947. The increase was most apparent among children of ages from eleven to fifteen years, where the numbers of casualties grew from 139 in 1947 to 192 in 1948.

B. ROAD SAFETY COUNCIL

The New Zealand Road Safety Council was reconstituted during the year. Mr. E. C. Thomas replaced Mr. N. Gilchrist as the representative of the Educational Institute on the Council.

At meetings held in Wellington on 30th June and 24th November, 1948, the reports of the eight sub-committees set up to consider various aspects of road-safety were received.

THE MOTOR-DRIVER :—

Sub-committee : Dr. S. D. Rhind (Chairman), Messrs. G. L. Laurenson, W. G. Belton, W. H. Brown, A. McLaren, T. Wickham, A. C. Melville.

This Committee reported on the following matters : (a) the teaching of driving ; (b) qualifying for a driver's licence, and (c) subsequent checks on the suitability and fitness of drivers. Many of the recommendations made are still under action. However, as a result of the Committee's decisions, drivers involved in motor accidents are being retested to check their fitness to drive motor-vehicles. Checks are also carried out to test the driving ability of persons who have been guilty of accident-promoting offences. The Committee felt that where local bodies use the same application card for annual renewals of drivers' licences the applicant is not always aware that when signing this card he is re-affirming that the particulars are still true and correct. The Department has taken steps to bring this matter to the attention of all applicants for drivers' licences.

THE MOTOR-VEHICLE :—

Sub-committee : Messrs. G. L. Laurenson (Chairman), C. R. Edmund, H. J. Knight, A. C. Melville, F. Wickham, and A. McLaren.

The report of the Committee dealt with lights, brakes, speedometers, safety-chains, caravan-trailers, sun-vizors, rear windows, warrants of fitness for trailers, and the length of articulated vehicles.

These recommendations are still under consideration, and a number of investigations are being made concerning specific problems.

ROADS :—

Sub-committee : Messrs. F. Langbein (Chairman), G. L. Laurenson, W. G. Belton, E. R. Neale, M.P., H. J. Knight, and R. Wilson.

Consideration was given to the following matters : timber for bridges, road and street lighting, pedestrian-crossings, road condition and markings, and railway-crossings.

The question of obtaining adequate supplies of suitable timber for bridge-construction has been referred to the Timber Controller. The Department has prepared and distributed to all interested persons a bulletin setting out the design and location of road markings as distinct from road signs.

In addition, interested parties were requested to send representatives to a committee to be formed for the consideration of accident hazards at railway level-crossings. The road-controlling authorities were asked to co-operate in providing certain safety features on roads and streets.

TRAFFIC LAWS :—

Sub-committee : Messrs. G. L. Laurensen (Chairman), J. Cummings, F. Langbein, E. R. Neale, M.P., W. R. Brown, I. M. Plimmer, C. E. Brown, and W. J. Belton.

Recommendations covered the following Acts and regulations : Motor-vehicles Amendment Act, 1924 ; the Railways Amendment Act, 1936 ; the Traffic Regulations 1936 ; the Heavy Motor-vehicle Regulations 1940 ; the Traffic (Road Crossings) Regulations 1944.

As a result of the Committee's recommendations the consolidation of transport laws has been taken in hand. The Transport Law Amendment Act, 1948, provides that if no death or personal injury results from an accident, the guilty driver may be dealt with by the lower Courts, and that all auto-cycles must be registered and licensed irrespective of their weight. The speed-limit of 35 miles per hour for omnibuses and service cars has been extended to 40 miles per hour. It has also been made clear that when a driver of a motor-vehicle stops at a school crossing because the sign is extended, he must remain stopped until the sign ceases to be extended.

A number of recommendations are still under consideration.

ENFORCEMENT :—

Sub-committee : Messrs. E. R. Neale, M.P. (Chairman), G. L. Laurensen, J. Cummings, W. H. Brown, A. McLaren and A. C. Melville.

Consideration was given to the general position of enforcement, pedestrian-crossings, glaring head lights, and the remission of the period of disqualification following conviction for intoxicated driving. All local authorities have promised to co-operate in a campaign for stricter enforcement of laws governing pedestrian-crossings and for public education as to their correct use. These authorities have also agreed to take sterner measures in connection with glaring head light offences.

ACCIDENT STATISTICS :—

Sub-committee : Messrs. R. H. Newbold (Chairman), G. L. Laurensen, J. Cummings, I. M. Plimmer, C. R. Edmund and W. I. Deavoll.

Steps are now being taken to record accidents which do not involve injury, and all insurance offices (except one) have agreed to report particulars of these accidents to the Department.

ROAD SAFETY PUBLICITY :—

Sub-committee : Miss M. Magill (Chairman), Messrs. G. L. Laurensen, D. G. Ball, R. H. Newbold, C. E. Owen, Dr. S. D. Rhind, Messrs. C. R. Edmund, and R. Wilson.

The Committee considered possible avenues of extending the publicity campaign at present being staged by the Department, particular attention being devoted to traffic safety weeks, road safety films, drivers' testing measures, road publicity covering sponsorship of road safety, the Christchurch Exhibition, the Road Code, drivers of heavy vehicles, local-body participation in road safety, and the co-operation of the automobile associations.

The findings of this Committee are at present under consideration.

CHILD EDUCATION :—

Sub-committee : Messrs. D. G. Ball (Chairman), G. L. Laurensen, W. I. Deavoll, N. Gilchrist, Miss M. Magill, and W. H. Brown.

The Committee affirmed the general principles of child education which were agreed upon in 1943 and gave attention to the part played by instructors and teachers in educating the children. Attention was also given to special problems, the most suitable material and equipment to be used, and to the extension of the school patrol system. The recommendations of the Committee are still under consideration.

The Council and its sub-committees rendered outstanding service during the year and it is desired to place on record my thanks and appreciation for the valuable assistance given so willingly to this Department by all the members.

C. ADULT EDUCATION IN ROAD SAFETY

During the year the Department used many different kinds of road publicity for road safety educational purposes. In order to achieve the most beneficial results attention was directed at specific aspects of the traffic problem. For example, publicity was devoted to seasonal accident causes as indicated by statistical analysis of accident data.

Adult education publicity was co-ordinated with the work of the Traffic Enforcement officers. I wish to acknowledge gratefully the co-operation and assistance received from the press, the National Broadcasting Service, Government Departments, and many business firms, organizations, and private individuals who have submitted suggestions to the Department and for their active assistance during the year.

Brief details of publicity activities are as follows:—

PRESS.—The assistance of the press in the publication of road safety material provided much valuable publicity. In addition to appeals made through the press at holiday seasons when road traffic was particularly heavy, the details of fatal traffic accidents have been supplied to the papers each month. The Department's advertising campaign has been continued regularly through space in a large number of newspapers, magazines, and other publications.

RADIO.—Considerable assistance has been provided by the National Broadcasting Service in making time available on both national and commercial networks for the broadcasting of appeals prior to holiday periods. Supplementing these appeals, short spoken announcements provided by the Department were broadcast during holiday periods.

POSTERS.—One main poster was produced and given wide distribution prior to the Christmas period. In addition, five posters have been produced for use at traffic safety weeks and on special occasions.

SCREEN SLIDES.—Screen slides were shown in the majority of theatres throughout New Zealand, changing periodically according to the publicity programme.

FILMS.—Production was commenced on a new traffic safety film for adult audiences and it is hoped to have this screening shortly. A programme of films is shown at each traffic safety week, the majority of these films being overseas productions.

LEAFLETS.—Certain newspaper advertisements, where considered appropriate, have been issued in leaflet form.

ROAD CODE.—The Road Code has been reissued and widely distributed.

TRAFFIC SAFETY WEEKS.—Local campaigns, comprising educative publicity and traffic enforcement, were conducted in Whangarei, Hamilton, Rotorua, Palmerston North, Napier, Hastings, Wanganui, Nelson, and Invercargill.

WINDOW DISPLAYS.—Ten displays carrying safety appeals have been made up and are used in the windows of large business premises during traffic safety weeks. Accident spot maps showing location of fatal and non-fatal traffic accidents in the particular locality are also displayed.

BUS PANELS.—Advertising panels in buses in the Auckland area are utilized to carry road safety messages. These are used to supplement publicity in that area where other media are difficult to obtain.

D. ROAD TRAFFIC INSTRUCTION IN SCHOOLS

Instruction in traffic practices has been given in the schools by the regular class-room teachers and by periodic visits of outside instructors. There are eight instructors of the Transport Department who are engaged full time upon this work. In a few centres a local Traffic Officer also makes similar visits, while a number of the automobile associations send selected personnel to assist in this work.

In spite of the instruction which has been given, accidents among school pupils are still very numerous, and especial concern is felt at the upward trend in the number of youthful cyclists who are being injured. It is considered desirable to intensify the work already being done, particularly with secondary-school scholars.

Many thousands of scholars ride to school on bicycles, and the Department's instructors are at present endeavouring not only to improve riding habits, but also to make sure that bicycles carry the safety-devices required by the law—viz., bells, brakes, lights, rear reflector, and white mark on the rear mudguard.

A great deal of the Department's advertising matter in junior publications has been directed to the cyclist, and during 1948 an illustrated Cycling Code has been published and issued to schools for use in appropriate classes.

E. ENFORCEMENT OF TRAFFIC LAWS

At 31st March, 1949, the strength of the uniformed traffic staff of the Transport Department was as follows :—

Location.			Chief Traffic Inspectors.	Assistant Chief Traffic Inspectors.	Senior Traffic Inspectors.	Traffic Inspectors.	Total.
Head Office	..	..	1	1	1	1	4
Auckland	..	..	1	1	3	30	35
Wellington	..	..	1	1	3	30	35
Christchurch	..	..	1	1	2	22	26
Dunedin	..	..	1	1	..	16	18
Total, 1949	..	..	5	5	9	99	118
Total, 1948	..	..	5	5	7	93	110

The increase in staff is accounted for by the taking-over of Rotorua and Masterton Boroughs, and the appointment of additional Inspectors at Auckland, Mount Roskill, Christchurch, Roxburgh, Wellington (2), and Stratford.

The Department's traffic staff exercises control on behalf of 125 counties and 121 urban areas (including the Cities of Palmerston North, Timaru and Nelson). During the year the following local authorities voluntarily vested the control of traffic in this Department: Alexandra (population, 1,080), Masterton (population, 9,900), Rotorua (population, 8,420), Woodville (population, 1,130), and the Bulls and Takaka Town Boards.

A training course for Junior Traffic Inspectors was held during the year. Fourteen officers from the Department and two from local bodies attended.

Some 192 cases of accident-prone drivers were reported on during the year, and of these, 12 have so far been retested, all passing the examination.

The examination of new drivers, the retesting of persons over seventy years of age, and those who have failed to renew former licences continue to occupy a great deal of time, and this year over 29,000 persons were examined. The following table indicates the number of drivers tested in the four districts :—

District.				Total.
Auckland	..	..	..	10,155
Wellington	..	..	..	8,029
Christchurch	..	..	..	6,670
Dunedin	..	..	..	4,574
Total				29,428

Full use has been made of the forty-nine sets of loadometers operated by the traffic staff, and 4,380 vehicles have been weighed in rural districts. A close check is kept on the weight of loads as well as the speed of these vehicles.

The volume of traffic during the year has been at a high level, and at race meetings and special functions record crowds have been handled. In the North Island the use of inter-car radio has been of great value when controlling heavy traffic volume, while its use has been of assistance in apprehending traffic offenders and calling medical aid where injured persons were concerned. At the end of the year twenty-five cars were equipped with two-way radio.

Dominion-wide campaigns were made against defective brakes and wrongly adjusted lights in an effort to keep vehicles at a high standard of efficiency, and prosecutions were authorized in the worst cases, particularly where drivers failed to dip lights when likely to cause embarrassment to other road-users.

The enforcement staff is responsible for the supervision of the petrol-rationing scheme and is required to check the records kept by resellers of petrol.

F. TRAFFIC OFFENCES

During the year 11,116 offences were reported by Traffic Inspectors ; of this number, 6,222 were prosecuted and the remaining 4,894 were entered as warnings and offenders warned accordingly. Convictions were entered in 6,073 instances, 88 cases were dismissed, and the remaining 61 withdrawn. The increase of 899 offences is largely accounted for by the additional vehicles registered and a tightening-up on overloading and speeding offences by heavy motor-vehicles.

In addition to the 4,894 offences where written warnings were forwarded, the traffic staff report that 48,858 persons were warned verbally on the road.

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

Year Ended 31st March,	Offences Reported.	Prosecuted.	Convicted.	Dismissed.	Withdrawn.	Warned.	Percentage of Warnings.	Fines Recorded.
								£
1944	.. 5,288	3,491	3,338	74	79	1,797	34	5,275
1945	.. 7,341	4,803	4,598	76	129	2,538	35	6,923
1946	.. 10,650	6,467	6,288	69	110	4,183	39	8,498
1947	.. 10,123	5,456	5,303	80	73	4,667	46	8,288
1948	.. 10,217	5,303	5,171	82	50	4,914	48	9,312
1949	.. 11,116	6,222	6,073	88	61	4,894	44	10,993

Tables 15 to 17 in the Appendix show the nature of offences resulting in convictions during the year ended 31st March, 1949, together with a summary of speeding offences for the years 1945-46 to 1948-49 inclusive, and information relating to traffic offence notices issued in each of the four districts administered by the Department.

G. INSPECTION OF MOTOR-VEHICLES

All motor-vehicles in New Zealand are required to undergo an inspection each six months either for a Certificate of Fitness or a Warrant of Fitness.

CERTIFICATES OF FITNESS.—Certificates of Fitness are issued to all vehicles operating under the Transport Licensing Act, embracing the following classes: omnibuses, trolley buses, service cars, service coaches, passenger-trucks, school vehicles, school buses, taxis, rental cars, ambulances, and goods-service vehicles. Under the terms of the Transport Law Amendment Act, 1948, ancillary goods-service vehicles having a gross laden weight in excess of 2 tons are now required to be inspected for a Certificate of Fitness. Previously these vehicles were covered by Warrants of Fitness only. Vehicles owned by the Crown, local authorities, or public bodies and trucks used by farmers exclusively in connection with farming activities (other than market gardening) are exempt from the provisions of the Act.

WARRANTS OF FITNESS.—Warrants of Fitness are issued to vehicles not included in the above groups—*i.e.*, private cars, motor-cycles, &c.

INSPECTION.—The inspection of motor-vehicles for a Warrant of Fitness is carried out by motor-garages specially approved for the purpose by the Hon. the Minister of Transport and by municipal testing stations and cover only those items which are essential for safety. Examinations for Certificates of Fitness which are conducted by Vehicle Inspectors of the Transport Department are of a more extensive nature and a high standard of efficiency is required in matters which may affect the safety, health, and comfort of the travelling public.

As at 31st March, 1949, there were 66 Vehicle Inspectors distributed throughout the administrative districts of the Department as follows:—

District.				District Vehicle Inspectors.	Senior Vehicle Inspectors.	Vehicle Inspectors.	Total.
Head Office	..	..	..	..	1	..	1
Auckland	..	..	..	1	1	20	22
Wellington	..	..	..	1	1	20	22
Christchurch	..	..	..	1	1	10	12
Dunedin	..	..	..	1	1	7	9
Total	..	..	..	4	5	57	66

VEHICLES FREE FROM DEFECTS.—(a) *Passenger-service Vehicles.*—The following table shows the percentage of vehicles found to be free from defects at the time of examination:—

Type.	Percentage.
Omnibuses	17·8
Trolley buses	26·7
Service cars	17·2
Service coaches	13·4
Passenger-trucks	17·7
School buses	12·5
School vehicles	21·0
Taxis	38·6
Rental cars	37·9
Ambulances	21·7

(b) *Goods-service Vehicles*.—Of all goods-service vehicles inspected 24.9 per cent. were found to be free from defects when checked by departmental Vehicle Inspectors.

(c) *Private Cars, &c.*—From returns furnished by municipal testing stations it was found that 57.5 per cent. of the vehicles tested were free from defects when presented for examination.

ANALYSIS OF DEFECTS.—Tables 18 to 20 in the Appendix set out an analysis of the defects found when the various types of vehicles were examined.

From these figures it will be seen that the main defects are in respect of steering-gear, lights, and brakes. The item “steering-gear” embraces the many component parts of the steering mechanism, and an adjustment, while not necessarily affecting the safety of the vehicle, has been recorded in the examination as a “defect.” In regard to brakes it may be stated that as the equipment slowly deteriorates with use it is not surprising to find this item among the three most common defects, particularly as the brake efficiency required to pass the test for a Certificate of Fitness is of a high standard. The number of defects recorded at the six-monthly inspection periods in respect of motor-vehicle-lighting equipment indicates that not only do a large number of electrical failures develop during a period of six months, but also the headlamps themselves are very prone to get out of adjustment. The electrical defects are, no doubt, associated with the age of the vehicles, but the matter of headlamp adjustment seems to be a question of design. It is hoped that the modern tendency to “flare-in” the headlamps will do much to overcome the latter problem.

Headlights play an important part in road safety, as the accident hazard at night is almost five times as great as that during the hours of daylight.

In addition to the inspection at six-monthly intervals, the Department's enforcement staff adopts the policy of checking vehicles on the road for lighting defects, particularly during the winter months.

VEHICLES CONDEMNED.—During the year a total of 2,573 passenger and goods-service vehicles were voluntarily withdrawn from service, compared with 85 which it had been found necessary to condemn. These figures show that operators take advantage of the adequate warning given by departmental Vehicle Inspectors when vehicles are nearing the end of their economic lives, and in this way the flow of goods and passengers through the public road transport system can be maintained at a high level as no dislocation results from the withdrawal of a vehicle from service when adequate time is given in which to effect a replacement:—

Vehicle Group.	Vehicles Condemned.	Vehicles Voluntarily Withdrawn.	Total Number of Vehicles Withdrawn from Service.
Omnibuses	7	42	49
Trolley buses .. .. .	..	..	..
Service cars	7	61	68
Service coaches	1	6	7
Passenger-trucks	3	107	110
School buses	8	47	55
School vehicles	1	65	66
Taxis	12	354	366
Rental cars	10	270	280
Ambulances .. .. .	..	10	10
Goods-service vehicles	36	1,611	1,647
Total	85	2,573	2,658

NEW VEHICLES.—The following table shows the number of new vehicles of various types placed in service during the year :—

Vehicle Group.				Number of Vehicles.
Omnibuses	..	..	..	197
Trolley buses	..	..	..	..
Service cars	..	..	..	3
Service coaches	..	..	..	52
Passenger-trucks	..	..	..	42
School buses	..	..	..	61
School vehicles	..	..	..	14
Taxis	..	..	..	152
Rental Cars	..	..	..	233
Ambulances	..	..	..	21
Goods-service vehicles	..	..	..	1,292
Total				2,067

Although there has been a small increase in the number of new passenger-service vehicles constructed in New Zealand compared with last year, the majority have been used to meet the demands of the expanding passenger services rather than to replace the older vehicles.

During the past year 7,211 new commercial vehicles were imported, but a comparison of the motor-registration figures shows that practically all of this number were absorbed, there being two hundred to three hundred vehicles scrapped.

In regard to motor-cars, 11,010 new vehicles were imported during the year, but as the number in operation increased by 7,200 only 3,800 cars were available as replacements for the old and worn-out vehicles. In New Zealand to-day there are some 180,000 cars which are ten or more years of age, and it seems clear that for many years to come the bulk of private motoring will have to be done in vehicles which by pre-war standards would have been regarded as having reached the end of their economic lives.

NUMBER OF VEHICLES.—The number of passenger and goods-service vehicles in operation showed an increase of 1,370 over the figures for the previous year.

Details of the vehicles now in operation are set out in Table 21.

OWNERSHIP OF PASSENGER AND GOODS-SERVICE VEHICLES.—The percentage of passenger-service vehicles privately owned shows a slight increase over the figures for the previous year, while the distribution of goods-service vehicles between State and private ownership has remained relatively constant. Table 22 gives details of the distribution of passenger and goods service vehicles as between local-body, State, and private ownership.

SIZE OF VEHICLES.—Table 23 sets out the seating-capacities of the various types of passenger-service vehicles in operation.

Table 24 shows the distribution of taxis and rental cars in operation according to horse-power (R.A.C.) ratings.

Table 25 gives the gross carrying-capacities of licensed goods-service vehicles according to the "Heavy Traffic" Classification.

Table 26 shows the distribution of licensed goods-service vehicles according to axle types.

It may be stated that there is a marked tendency for larger vehicles to be placed in service when the older models fall due for replacement.

REGULATION OF COMMERCIAL ROAD TRANSPORT

TRANSPORT LICENSING AUTHORITIES.—Road transport services are licensed by three District and four Metropolitan Licensing Authorities, the Metropolitan Authorities dealing only with passenger services (including taxis) in their districts. Appeals against decisions of Licensing Authorities may be made to the Transport Appeal Authority.

Mr. C. L. Bishop was appointed as Authority for the Nos. 3 and 5 Licensing Districts on the death of the former Authority (Mr. S. V. Raines).

In all, 9,528 applications concerning transport licenses were handled by Licensing Authorities during the year, compared with 6,283 applications in the previous year. During the year 7,502 applications were dealt with by District Authorities and 2,026 by Metropolitan Authorities.

That the industry has continued to be an attractive avenue for investment is indicated by the fact that 2,092 applications for new licences (including 615 by taxi operators to charge separate fares for racegoers and early-morning-tram passengers) were dealt with by the Licensing Authorities during the year. Of these applications, 1,294 were granted.

A. PUBLIC PASSENGER SERVICES

(a) **LICENSING.**—During the year under review 1,993 applications were dealt with by the District and Metropolitan Licensing Authorities. Seven hundred and sixty-six new licences were granted, 394 licences were amended, 563 were renewed, and 120 transferred. Of the new licences granted, 615 have been issued by the Auckland Metropolitan Authority permitting taxi-operators to charge separate fares for the carriage of passengers to early-morning trains and to race meetings. In addition, in 24 cases new contract licences have been granted or the areas serviced by existing licences have been extended. In 18 instances approval has been given for the operation of new licences or new routes in suburban districts. Five new licences have been granted for the carriage of service personnel and their families from camps to various centres throughout the Dominion. In rural districts routes have been extended and new licences granted in 39 instances. These figures show that the passenger-transport facilities available to the public have been extended. Details of extensions to routes and new licences granted are set out in Table 42, while Tables 27 and 28 show the manner in which the Licensing Authorities dealt with applications relating to passenger licences.

(b) **FINANCIAL AND OPERATING STATISTICS 1947–48.**—Tables 43 to 47 in the Appendix detail financial and traffic statistics for licensed passenger-services in the Dominion, comparing the position of the industry in 1948 with that in 1940. No comparable figures were prepared between 1940 and 1948. The following outstanding features are thrown into sharp relief by the figures set out in these tables :—

(1) *Growth of the Industry.*—During the period 1940–1948 there has been a substantial increase in the volume of work undertaken by the industry. The mileage run has increased from approximately 28 million to 46 million, while 81 million passengers were carried in 1948, compared with 36 million in 1940. Revenue has increased from £1,515,000 to £4,124,000, and profits from £120,000 to £318,000.

The increase in road passenger transport activity in the four main centres is associated with population increases in these cities. Furthermore, omnibuses now undertake part of the work previously handled by tramways, while there is a tendency for new bus, rather than tram, services to be instituted to meet the needs of new and growing suburbs.

Vehicles running from local centres to surrounding districts and over medium distances have also substantially increased in importance. This means that there has been a marked improvement in the transport facilities afforded the rural population. Motor transport is a factor of considerable importance in breaking down the isolation of rural communities, many of which are not conveniently served by rail. By the introduction of rural road services the public are offered improved facilities for pleasure, shopping and cultural activities.

From information available it would appear that the industry has continued to expand at a healthy rate during the year ended 31st March, 1949.

(2) *Financial Position of the Industry.*—The financial position of the industry has improved. Profit, both in total and expressed as a pence-per-mile figure, has shown an upward trend. While the average cost per mile has increased from 12·12 pence in 1940 to 19·68 in 1948, revenue during the same period has increased from 13·16 to 21·33 pence per mile. Both costs and revenue have been affected by the use of larger vehicles, but the bulk of the increase in revenue is due to improved management and to the enterprise and efficiency of the industry itself. In many cases standing charges and overhead costs per mile have been reduced by the use of vehicles at week-ends and slack periods on “contract” and “group travel” work. During the period under review fares have increased in some areas, but for a large proportion of the industry there have been no fare changes. If the average fare per passenger-mile in the Dominion in 1940 is taken as 100, this index number has now risen to 102. While these figures do not represent with complete accuracy the extent to which fares have risen in the Dominion (because of changes in the relative importance of different services) they do show that the over-all fare increase has not been substantial. The industry has absorbed the bulk of the rising costs through increased efficiency.

(3) *Future Prospects.*—The statistical tables show that during the past eight years the licensed road transport operator has become a serious competitor of the earlier land passenger transportation agencies. By virtue of its mobility and flexibility motor-transport offers serious competition to the rail services in point of comparative service; indeed, it offers transport amenities that, by reason of their nature, cannot be provided by these services. To this extent competition by road is to the national good, as the community reaps the benefit of services which would not otherwise be available. With improvement in roads, motor-vehicles, and organization it is inevitable that the sphere of competitive activity will expand.

A recent development in motor passenger transportation is the “contract” or “group travel” trip, whereby a vehicle is exclusively hired to a group of people for pleasure purposes. In this way cheap and convenient transport is made available to sports bodies and holiday groups, &c.

In future the most serious competitor of the existing forms of land passenger transportation may well be the private car. In March, 1940, 220,000 cars were registered. In March, 1949, this figure has increased to 225,000. The number of private cars in use has been affected by restricted importation during the war years, but as the car combines speed, comfort, and flexibility it is probable that there will be an increased tendency for the private car to be used in preference to other transport agencies.

B. TAXI-CAB SERVICES

(a) *LICENSING.*—During the year 2,251 applications relating to taxi-cab services were dealt with by the District and Metropolitan Licensing Authorities—112 new licences were granted, 101 licences were amended, 1,189 licences renewed, and 204 licences transferred. Tables 29 and 30 set out the manner in which the various authorities dealt with applications relating to taxi-cab services.

(b) *FINANCIAL AND OPERATING STATISTICS, 1947–48.*—From financial and statistical returns lodged with the Department it is estimated that during the year taxis ran 43,000,000 miles carrying 13,500,000 passengers, who paid approximately £2,000,000 in fares. Table 48 sets out financial and statistical data for an average taxicab based on figures obtained from a sample of operators throughout the Dominion. These figures show that, on the average, the financial position of the industry during the year was satisfactory.

C. RENTAL CAR SERVICES

(a) LICENSING.—The District Licensing Authorities dealt with 142 applications relating to rental car services—22 new licences were granted, 43 licences were renewed, 21 amended, and 10 licences transferred. Full details are set out in Tables 31 and 32.

(b) FINANCIAL AND OPERATING STATISTICS, 1947–48.—It is estimated from financial and statistical returns lodged with the Department that rental cars ran 12,000,000 miles in 1947–48 and earned a revenue of £349,000. Table 49 sets out traffic and financial data based on a sample of full-time rental car operators throughout the Dominion.

D. GOODS SERVICES

(a) LICENSING.—During the year ended 31st March, 1949, the District Licensing Authorities dealt with 5,142 applications relating to goods-service licences—394 new licences were granted, 2,723 licences were renewed, 979 licences amended, and 445 licences were transferred.

(b) GENERAL.—Public road freight services have continued to fulfil capably their task in the national transport system. It is estimated that the industry recorded 335,000,000 ton-miles during the year. This figure indicates the magnitude of the demands of industry and trade for the services of road transport operators. Transport firms have provided efficiently the service required from them.

E. APPEALS

During the year ended 31st March, 1949, 208 appeals against decisions of Licensing Authorities were lodged. Of these, 100 related to goods-services and 108 to passenger-services. This represents 1 appeal lodged for every 43 decisions of Licensing Authorities. In 123 cases either the appeal was withdrawn or the decision of the Licensing Authority upheld. Table 35 sets out full details of the manner in which the Appeal Authority disposed of all cases coming before his notice.

F. REHABILITATION

The number of transport licences current as at 31st March, 1949, was 8,198, of which 3,553 were held by ex-servicemen.

The percentage of total licences operated by ex-servicemen increased from 37 per cent. as at 31st March, 1948, to 43 per cent. as at 31st March, 1949, by the acquisition of 640 licences during the year.

The fact that many licences are held by companies in which ex-servicemen are beneficially interested as shareholders has not been taken into account in arriving at the above figures. As a result the industry has been a more fruitful source of rehabilitation than the departmental records indicate.

G. FIXING OF FARES AND CHARGES

Until 20th November, 1948, the Licensing Authorities dealt with applications concerning passenger and taxi fares, while the Goods-service Charges Tribunal handled all cases concerning rates for the carriage of goods.

As from 20th November, 1948, by the Transport Law Amendment Act, 1948, the functions of fixing and reviewing fares and charges for passenger, taxi, rental car, and goods-services were transferred to a new body, the Transport Charges Committee, from whose decisions there is a right of appeal to the Transport Charges Appeal Authority. The Goods-service Charges Tribunal, which had done valuable work since its appointment in 1942, was abolished.

The personnel of the Transport Charges Committee are all required to be qualified accountants. Mr. L. H. Atkinson, B.Com., A.R.A.N.Z., of the Transport Department, is Chairman of the Committee, while Mr. H. C. Campbell, A.R.A.N.Z., represents the Transport Industry, and Mr. D. L. M. Martin, B.Com., A.R.A.N.Z., the users of transport.

The Chairman of the former Goods-service Charges Tribunal, Judge Archer, has been appointed Transport Charges Appeal Authority.

The Transport Charges Committee was set up in January, 1949, and by the end of the year dealt with 9 cases, including the revision of a rates schedule and the approval of 2 contracts. One appeal against a decision of the Committee was dealt with by the Transport Charges Appeal Authority, the decision resulting in an amendment of the fares approved by the Committee.

Tables 38 to 41 in the Appendix set out all fare alterations made during the year ended 31st March, 1949.

H. COMPARISON OF PRESENT-DAY WITH PRE-WAR COSTS

In the table set out below a comparison has been made between the estimated costs of operating a Heavy Traffic Class I truck as at 31st March, 1939, 1948, and 1949. For the purposes of comparison it has been assumed that the vehicles run 14,600 miles a year and are identical in all respects save that the cost of a new truck (less tires) amounted to £306 in 1939 and £715 in 1948 and 1949.

Estimated Cost of Operating a Class I Truck as at 31st March, 1939, 1948, and 1949

Item.	Estimated Costs as at 31st March, 1939.		Estimated Costs as at 31st March, 1948.		Estimated Costs as at 31st March, 1949.	
	Item Cost.	Percentage of Total.	Item Cost.	Percentage of Total.	Item Cost.	Percentage of Total.
Running-expenses—	£		£		£	
Petrol	168	21·13	244	20·73	233	20·10
Oil	10	1·27	15	1·27	15	1·29
Tires	61	7·67	98	8·32	91	7·86
Repairs	82	10·31	127	10·80	127	10·96
Total, running-expenses ..	321	40·38	484	41·12	466	40·21
Standing charges—						
Licence fees	37	4·65	37	3·14	37	3·19
Insurance	9	1·13	13	1·10	13	1·12
Garage fees	13	1·64	13	1·10	13	1·12
Wages	279	35·09	424	36·02	424	36·59
Depreciation	30	3·77	70	5·96	70	6·04
Total, standing charges ..	368	46·28	557	47·32	557	48·06
Overhead charges—						
Management	40	5·03	50	4·25	50	4·32
Office salaries	20	2·52	25	2·12	25	2·16
Office rent	5	0·63	5	0·42	5	0·43
Printing and stationery ..	4	0·50	5	0·43	5	0·43
Postages	3	0·38	5	0·43	5	0·43
Telephone and tolls	5	0·63	5	0·43	5	0·43
Accounting, audit, and legal ..	2	0·25	2	0·17	2	0·17
Trade subscriptions	2	0·25	2	0·17	2	0·17
General expenses	5	0·63	5	0·42	5	0·43
Contingencies	5	0·63	5	0·43	5	0·43
Interest on capital	15	1·89	27	2·29	27	2·33
Total, overhead charges ..	106	13·34	136	11·56	136	11·73
Total cost	795	100·00	1,177	100·00	1,159	100·00
	d.		d.		d.	
Running-expenses, per mile ..	5·28		7·95		7·66	
Standing charges, per mile ..	6·05		9·16		9·16	
Overhead charges, per mile ..	1·74		2·24		2·24	
Total expenses, per mile ..	13·07		19·35		19·06	

In estimating overhead expenses the conventions adopted by the Goods-service Charges Tribunal have been used.

The decrease in operating-costs in 1949 is due to a reduction in the cost of petrol and tires during the year.

RETAIL DELIVERY SERVICES

During the year departmental officers carried out surveys into the extent to which retail delivery services by butchers and bakers are available to the public. These investigations were made in all towns with populations of over 2,000 persons and in a number of the smaller centres. As from 30th April, 1948, the wholesale and retail delivery of bread in the North Shore suburbs of Auckland was placed under the provisions of the Transport Licensing Act, 1931. Transport licences were issued to the bakers, and as a result retail deliveries in the area have been maintained on an efficient basis.

Adequate petrol has been made available for retail delivery services, and every effort has been made to assist in the expansion of these facilities. The over-all position appears to have improved slightly during the year.

AID FOR BRITAIN : PETROL-RATIONING

It is estimated that petrol rationing, which was introduced in its present form in March, 1948, resulted in a saving of approximately 10 million gallons during the year. The petrol allowance for private cars which remained unchanged during the year is as follows :—

Horse-power.			Monthly Ration.
Under 9·5 h.p.	..	..	.. 6 gallons
9·5 to 14·5 h.p.	..	..	.. 9 „
Over 14·5 h.p.	..	..	.. 12 „

During the months of December and January coupons Nos. 16, 17, and 18 were made available at double their face value.

CHANGES IN TRANSPORT LAW DURING YEAR

The following, in chronological order, are the principal enactments passed during the period 1st April, 1948, to 31st March, 1949 :—

Motor-vehicles Insurance (Third-party Risks) Regulations 1939, Amendment No. 7 (Serial No. 1948/77).—This contains changes in the annual third-party insurance premiums for motor-vehicles and defines the term “mobile crane.”

Traffic Regulations 1936, Amendment No. 4 (Serial No. 1948/129).—This amendment permits fire-engines to reduce speed to ten miles per hour at traffic lights and then proceed. It also provides for use of a bell as alternative to a siren for ambulances.

Traffic Regulations 1936, Amendment No. 5 (Serial No. 1948/170).—This amendment provides enforcement of parking zone restrictions and adds steering-gear to the list of equipment requiring to be checked before issue of a Warrant of Fitness.

Transport Law Amendment Act, 1948 (No. 47).—This Act—

(a) Provides for particular harbour-ferry services being brought under the Transport Licensing Act by Order in Council.

(b) Provides for the appointment of a Transport Co-ordination Council.

(c) Authorizes formation of a Transport Charges Committee and Appeal Authority.

(d) Sets out procedure on application to fix road and ferry charges and procedure on appeals.

(e) Amends the definition of “goods-service” and “passenger-service” to include carriage of goods or passengers by rental trucks or cars and the exemption of ancillary trucks.

(f) Requires Certificates of Fitness for all goods-service vehicles, except for Crown, local-body, or farmers’ vehicles.

(g) Provides power for rostering of taxis, and for erection of shelters for intending passengers of a passenger-service.

(h) Enables regulations to be made limiting liability for loss or damage to goods carried by a transport service and authorizing licensees to sell or dispose of unclaimed goods.

(i) Extends the classes of persons who may appeal under the Transport Licensing Act to include unsuccessful applicants for a licence, the Director of Stabilization, and permanent Heads of Departments.

(j) Amends the definition of a “motor-vehicle” to include any vehicle drawn or propelled by mechanical power regardless of weight.

(k) Provides for declaration by the Minister that component parts of articulated motor-vehicles may be regarded as trailers.

(l) Provides for penalties for driving motor-vehicles when disqualified, and revocation of licences of mentally defective persons.

(m) Amends provisions as to duties of motor-drivers in case of accidents by requiring drivers to report same at the nearest police-station as soon as practicable unless incapable by means of injuries sustained.

(n) Gives power to make regulations enabling local bodies to fix temporary speed-limits where there is a risk of injury or damage.

(o) Gives power to Traffic Inspectors to prosecute in traffic cases on behalf of each other.

Transport Licensing Passenger Regulations 1936, Amendment No. 8 (Serial No. 1948/202).—This provides for adjustment in travelling-allowance to Licensing Authorities.

Traffic (Road-crossing) Regulations 1944, Amendment No. 1 (Serial No. 1948/203).—This provides that all traffic shall stop for school patrol signs and remain stopped while signs are extended.

Rental Vehicle Regulations 1949, Amendment No. 1 (Serial No. 1948/204).—This broadens the definition of “rental service” to include all types of motor-vehicles used in a service for letting and hiring same. It also provides for the requirement of Certificates of Fitness for all rental goods-service vehicles—i.e., vehicles over 2 tons laden weight.

Transport Licensing (Goods-service) Regulations 1936, Amendment No. 4 (Serial No. 1948/205).—This provides for forms, &c., in regard to Certificates of Fitness for “ancillary goods-service vehicles.”

Transport (Goods) Applied Provisions Order 1948 (Serial No. 1948/206).—This is a reissue of the statutory provisions applying to licensed goods-services and modifies the exemption applying to carriage of cream, &c., by farmers by making same contingent on there being no licensed goods-service reasonably available for such carriage.

Transport Charges Regulations 1948 (Serial No. 1948/207).—This fixes procedure on application or appeal to the Transport Charges Committee or the Transport Charges Appeal Authority.

Motor-vehicles (Licensing Fees Exemption) Regulations 1948 (Serial No. 1948/208).—This consolidates and amends regulations governing exemption from annual licence fees and exempts vehicles appearing in the First Schedule from mileage-tax for which they were previously liable.

Heavy Motor-vehicle Regulations 1940, Amendment No. 6 (Serial No. 1948/209).—This amends the definition of "farmer's truck" for purposes of rebate of heavy traffic fees by removing restrictions on weight (previously 5 tons). It also specifies maximum inflation of tires outside of boroughs with population of 6,000 or upwards. It further permits local authorities to fix both weight and speed limits for heavy traffic using bridges.

Traffic Regulations 1936, Amendment No. 6 (Serial No. 1948/212).—This fixes a general speed-limit of 50 m.p.h. (instead of the former 40 m.p.h. under Emergency Regulations), and requires all drivers to stop at compulsory stop signs and ascertain that the way is clear to proceed.

OBITUARY

I regret to record the deaths of Mr. S. V. Raines, who was the District Licensing Authority for the Nos. 3 and 4 Districts in the South Island; Traffic Inspector J. H. Delves, Senior Traffic Inspector at Whangarei; Traffic Inspector M. Kehoe, of Levin; and Traffic Inspector J. Kehoe, of Whakatane.

Mr. Raines occupied the position of District Licensing Authority since 1936 and won a high reputation for himself in the discharge of his duties.

Traffic Inspector Delves was a returned soldier of World War I and was appointed as a Traffic Inspector in 1936. He was a very experienced and valuable officer.

Traffic Inspector M. Kehoe had ten years' service and was also a returned soldier from World War I. He was a popular and efficient officer.

Traffic Inspector John Kehoe was a son of Traffic Inspector M. Kehoe, and was appointed to the staff in 1946. He was shot while carrying out his duty on 31st January, 1949. Inspector Kehoe was a fine type of man, and was one of the most promising younger Inspectors in the Department.

APPRECIATION

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' Association, 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 Federated Farmers, the New Zealand Shipowners' Federation, the Associated Chambers of Commerce, the Municipal Association of New Zealand, and the New Zealand Counties Association.

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

TABLE 1—TABLE SHOWING, BY POSTAL DISTRICTS, THE NUMBER OF MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1919,
UNDER THE MOTOR-VEHICLES ACT, 1924

Postal District.	Cars.	Rental Cars.	Private Hire (Cars).	Light Trucks (4, 6, & 8 tons and Under Load).	Heavy Trucks (4, 6, & Over 2 tons load).	Passenger Trucks.	Omnibuses.	Taxis.	Service Cars.	Trailers.	Dealers' Cars.	Local-body and Reumped Other Vehicles From Annual Licence Fees.	Government Vehicles.	Dealers' Cycles.	Motor-cycles.	Totals.
<i>North Island</i>																
Whangarei	6,753	20	81	1,859	1,250	102	365	82	45	869	52	815	224	13	581	12,790
Auckland	43,243	201	66	5,419	5,106	210	77	431	57	4,922	299	1,739	1,482	13	4,321	67,874
Thames	8,200	47	4	2,048	1,450	77	42	69	21	1,354	62	1,142	154	3	621	13,324
Hamilton	19,749	106	18	4,361	3,333	262	122	195	99	3,190	153	1,914	1,145	7	1,453	36,107
Gisborne	4,416	15	1	1,056	1,764	105	34	55	20	592	37	546	225	1	426	8,294
Napier	10,327	56	8	2,527	1,745	134	56	76	29	1,354	37	929	309	1	741	18,559
New Plymouth	10,667	72	6	2,278	2,631	94	31	49	19	934	85	1,147	152	1	737	18,328
Wanganui	7,352	33	8	1,672	1,223	65	11	56	32	932	52	636	225	6	647	12,941
Palmerston North	13,267	39	6	2,594	1,811	98	57	68	31	1,981	78	1,093	495	5	1,097	22,660
Masterion	4,696	12	3	1,149	882	90	13	23	11	682	34	534	9	1	274	8,413
Wellington	22,325	123	6	2,927	2,611	153	200	296	56	1,907	214	440	1,756	8	1,961	34,977
Totals, North Island	151,135	724	144	27,890	22,206	1,450	989	1,400	414	18,747	1,133	10,929	6,176	51	12,879	256,267
<i>South Island</i>																
Blenheim	2,369	8	4	645	237	32	9	25	4	426	24	481	66	..	210	4,640
Nelson	4,751	35	15	1,312	768	48	30	34	67	681	25	579	311	..	417	9,075
Westport	2,650	4	6	854	146	16	18	38	9	60	36	336	74	..	85	1,293
Christchurch	2,073	6	8	543	413	47	36	26	25	201	12	97	182	..	237	3,911
Christchurch	30,616	130	39	3,836	3,663	184	140	162	67	4,471	299	3,521	1,346	10	3,083	51,377
Timaru	6,465	64	3	1,241	720	66	17	36	21	1,066	53	1,194	108	1	422	11,477
Oamaru	2,560	1	..	620	353	23	1	16	2	389	13	357	20	1	163	4,525
Dunedin	13,856	54	19	2,289	1,681	172	105	180	48	1,655	81	1,682	395	5	1,638	23,860
Invercargill	10,618	30	4	1,976	1,631	144	46	86	35	1,597	59	3,133	384	5	780	20,528
Totals, South Island	73,958	332	95	12,646	9,617	732	408	570	278	10,546	481	11,080	2,886	24	7,035	130,688
Totals, New Zealand	225,093	1,056	239	40,536	31,823	2,182	1,397	1,970	692	29,293	1,614	22,009	9,062	75	19,914	386,955

TABLE 2.—COMPARATIVE TABLE SHOWING NUMBER OF MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1938 TO 1949, 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 and Other Vehicles Exempt From Licence Fees.	Government Vehicles.	Trailers.	Passenger- trucks.	Totals (Excluding Trailers).
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	754	1,777	564	5,873	4,290	11,518	1,785	306,008
1941	215,516	1,943	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	1,880	487	7,073	16,572†	12,105	1,285	286,530
1944	199,879	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	28,016	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
1949	225,093	1,614	19,914	75	40,536	31,823	692	1,397	2,209	1,056	22,009	9,062	29,293	2,182	357,662

* Private hire-cars are included under "Rental Cars" for the 1938-39 licensing years. Separate figures not available.
 † Includes Armed Services vehicles which were not subsequently relicensed.

TABLE 3.—TAXATION OF MOTOR-VEHICLES, 1934-1948: TABLE SHOWING THE ANNUAL YIELD FOR THE YEARS ENDED 31ST MARCH, 1934 TO 1948, IN RESPECT OF (a) CUSTOMS DUTIES ON MOTOR-VEHICLES AND PARTS; (b) TIRE-TAX; (c) MOTOR-SPIRITS TAX; (d) FEES, &c., UNDER THE MOTOR-VEHICLES ACT, 1924; (e) HEAVY TRAFFIC FEES; (f) DRIVERS' LICENSES; AND (g) MILEAGE-TAX

Year Ended 31st March,	Customs Duties in Respect of Motor-vehicles and Parts (as Supplied by Customs Department).*	Tire-tax (as Supplied by Customs Department).†	Motor-spirits Tax (Net Balance), (as Supplied by Customs Department).	Fees, &c., Under Motor-vehicles Act, 1924 (as Supplied by Post and Telegraph Department).‡	Heavy Traffic Fees (as Collected by Local Bodies).	Drivers' Licences Fees (as Collected by Local Bodies).	Mileage-tax (as Collected by Post and Telegraph Department).	Total.
	£(000)	£(000)	£(000)	£(000)	£(000)	£(000)	£(000)	£(000)
1934	120.8	67.8	2,351.6	346.2	171.5	60.4	1.9	3,120.2
1935	531.1	100.6	2,593.2	391.7	204.8	61.4	1.5	3,884.3
1936	721.9	102.3	2,896.2	431.9	232.1	66.3	2.2	4,452.9
1937	985.3	154.9	3,370.0	493.6	266.6	75.8	4.8	5,351.0
1938	951.6	176.5	3,808.5	563.0	305.7	83.6	9.3	5,898.2
1939	924.3	167.9	4,132.4	612.4	346.9	91.1	13.5	6,288.5
1940	376.0	103.8	4,494.3	619.7	364.0	94.4	21.4	6,073.6
1941	143.0	63.9	4,163.5	573.5	351.8	92.1	28.5	5,416.3
1942	276.0	116.3	3,822.5	611.5	348.3	94.6	31.0	5,300.2
1943	117.0	19.9	2,762.4	516.2	321.2	75.0	30.3	3,842.0
1944	48.0	6.6	2,840.0	474.0	346.8	80.8	28.1	3,824.3
1945	302.0	128.9	3,025.0	509.6	392.1	84.3	29.8	4,471.7
1946	265.0	154.2	3,973.1	499.5	427.5	97.4	33.1	5,449.8
1947	500.0	210.0	5,249.7	479.4	485.6	107.4	29.6	7,061.7
1948	1,662.0‡	246.9	5,930.0	768.9	572.6	112.5	31.9	9,324.8
Totals	7,924.0	1,820.5	55,412.4	7,891.1	5,137.5	1,277.1	296.9	79,759.5

* Calendar years ended 31st December previous. Estimated, and includes primage and surtax on vehicles and parts and tax on tires attached to vehicles or parts.

† This item covers payments made by the Post Office to the Consolidated Fund during the financial year. No account is taken of payments deferred or held over to the next year. If an adjustment is made for this item, the 1947 figure is amended to £656,400 and the 1948 figure to £667,900, being the actual taxation paid during the year.

‡ Subject to revision. For the year ended 31st March, 1948.

TABLE 4—TABLE SHOWING THE ANNUAL EXPENDITURE UPON ROADS, STREETS, AND BRIDGES DURING THE YEARS ENDED 31st MARCH, 1940 TO 1948, INCLUSIVE

	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.
Maintenance—									
Main highways ..	£ 1,612,869	£ 1,399,816	£ 1,254,044	£ 1,240,172	£ 1,494,918	£ 1,527,488	£ 1,858,556	£ 2,243,521	£ 2,911,855
Urban roads and streets ..	466,372	432,029	434,322	404,775	441,633	496,812	570,321	611,391	683,668
Other roads ..	1,410,581	1,364,647	1,346,036	1,175,127	1,270,279	1,447,075	1,581,970	1,747,900	1,770,092
Total ..	3,489,822	3,196,492	3,034,402	2,820,074	3,206,830	3,471,375	4,010,847	4,602,812	5,365,615
Construction—									
Main highways ..	3,132,162	1,452,145	601,215	105,404	43,235	234,533	363,249	883,734	1,831,617
Urban roads and streets ..	1,351,333	1,114,794	777,078	443,924	452,656	494,809	578,419	628,404	740,799
Other roads ..	2,021,968	1,159,125	542,015	267,842	187,549	248,223	295,347	376,052	516,044
Total ..	6,505,463	3,726,064	1,920,308	817,170	683,440	977,565	1,237,015	1,888,190	3,088,460
Interest and sinking fund charges—									
Main highways ..	911,127	2,273,396*	657,190	760,277	695,571	756,380	717,536	562,951	561,852
Urban roads and streets ..	616,098	626,309	628,831	628,908	698,960	634,728	723,237	641,841	662,230
Other roads ..	1,311,435	1,260,172	1,205,186	1,037,630	995,773	1,033,954	914,997	1,183,039	1,169,108
Total ..	2,838,660	4,159,877	2,491,207	2,426,875	2,390,304	2,425,062	2,355,770	2,387,831	2,393,190
Grand total ..	12,833,945	11,082,433	7,445,917	6,064,119	6,280,574	6,874,002	7,603,632	8,878,833	10,847,265

* Includes £1,647,080 reserve for redemption fund.

N.B.—The bulk of interest is an estimate of interest on local-body and public-road liability. Since the year 1932-33 no statistics have been available for local-body road indebtedness, and the 1947-48 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 year 1947-48.

TABLE 5.—TABLE SHOWING THE SOURCES OF REVENUE FROM WHICH MONIES WERE EXPENDED UPON ROADS, STREETS, AND BRIDGES DURING THE YEARS ENDED 31ST MARCH, 1940 TO 1948, INCLUSIVE

	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.
Highways—									
Loans ..	2,954,900	1,382,996	572,586	100,385	37,708	219,350	342,846	841,652	£ 1,744,397
Local rates ..	484,527	441,093	414,191	370,454	335,127	434,256	400,128	510,969	542,793
Employ.Promotion Fund ..	7,883								
General taxation ..	185,093	66,213	27,649	4,779	5,119	530,989	538,756	359,559	397,065
Motor-taxation ..	2,013,665	3,235,055	1,498,023	1,621,285	1,855,770	1,333,806	1,657,611	1,978,026	2,621,069
Totals ..	5,656,158	5,125,357	2,512,449	2,105,853	2,233,724	2,518,401	2,939,341	3,690,206	5,305,324
Urban roads—									
Loans ..	134,564	122,188	53,474	11,976	21,978	23,707	33,084	48,168	77,456
Local rates ..	1,119,370	1,085,284	1,073,887	1,045,470	1,188,056	1,202,381	1,402,841	1,309,202	1,438,575
Employ.Promotion Fund ..	732,958	562,224	327,669	73,321	36,409	28,289	26,343	19,440	..
General taxation ..	..	..	..	..	..	..	..	..	..
Motor-taxation ..	446,911	463,436	385,201	346,900	346,806	371,972	409,709	504,826	570,666
Totals ..	2,433,803	2,173,132	1,840,231	1,477,667	1,593,249	1,626,349	1,871,977	1,881,636	2,086,697
Other roads—									
Loans ..	1,181,869	643,890	270,348	145,323	84,321	125,470	192,524	239,538	343,191
Local rates ..	1,137,785	1,111,014	1,111,014	1,000,631	992,655	1,192,808	1,258,255	1,342,232	1,367,303
Employ.Promotion Fund ..	299,478	180,724	90,362	27,634	19,994	24,375	23,531	17,661	17,394
General taxation ..	1,767,757	1,494,575	1,250,220	986,319	1,019,005	1,013,064	914,137	1,282,879	1,245,223
Motor-taxation ..	357,095	354,693	371,353	320,692	337,626	373,535	403,867	424,681	482,133
Totals ..	4,743,984	3,783,944	3,093,237	2,480,599	2,453,601	2,729,252	2,792,314	3,306,991	3,455,244
All roads—									
Loans ..	4,271,423	2,149,074	896,408	257,684	144,007	368,527	568,454	1,129,358	2,165,044
Local rates ..	2,751,682	2,636,439	2,599,092	2,425,555	2,515,838	2,829,445	3,061,224	3,162,403	3,348,671
Employ.Promotion Fund ..	1,040,319	742,948	417,971	100,955	56,403	52,664	49,874	37,101	17,394
General taxation ..	1,952,850	1,560,788	1,277,869	991,098	1,024,124	1,544,053	1,452,893	1,642,438	1,642,288
Motor-taxation ..	2,817,671	3,993,184	2,254,577	2,288,827	2,540,202	2,079,313	2,471,187	2,907,533	3,673,868
Totals ..	12,833,945	11,082,433	7,445,917	6,064,119	6,280,574	6,874,002	7,903,632	8,878,833	10,847,265

The item "general taxation" covers the sources of revenue other than receipts by way of loan, local rates, Employment Promotion Fund, and motor-taxation. "Motor-taxation" includes receipts from motor-drivers' licences and heavy-traffic fees.

TABLE 6—TABLE SHOWING THE APPROXIMATE PERCENTAGE OF THE FIVE MAIN SOURCES OF MONEY EXPENDED ANNUALLY ON ALL ROADS DURING THE YEARS ENDED 31ST MARCH, 1940 TO 1948

Source.		1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.
Loan Local rates Employment Promotion Fund General taxation Motor-taxation ..	..	Per Cent. 33.3	Per Cent. 19.4	Per Cent. 12.0	Per Cent. 4.3	Per Cent. 2.3	Per Cent. 5.3	Per Cent. 7.5	Per Cent. 12.7	Per Cent. 19.9
	..	..	23.8	34.9	40.0	40.1	41.2	40.2	35.6	30.9
	..	..	6.7	5.6	1.7	0.9	0.8	0.7	0.4	0.2
	..	..	14.1	17.2	16.3	16.3	22.5	19.1	18.5	15.1
	..	..	36.0	30.3	37.7	40.4	30.2	32.5	32.8	33.9
Total ..		100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 7—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.

(a) Main Highways

		£	£	£
1940 ..	12,017	134	76	210
1941 ..	12,031	116	189*	305
1942 ..	12,032	104	55	159
1943 ..	12,034	103	63	166
1944 ..	12,027	124	58	182
1945 ..	12,060	127	63	190
1946 ..	12,104	154	59	213
1947 ..	12,104	185	47	232
1948 ..	12,094	241	46	287

(b) Urban Roads and Streets

1940 ..	4,110	113	150	263
1941 ..	4,117	105	152	257
1942 ..	4,142	105	152	257
1943 ..	4,164	97	151	248
1944 ..	4,287	103	163	266
1945 ..	4,298	116	148	264
1946 ..	4,325	132	167	299
1947 ..	4,302	142	149	291
1948 ..	4,445	154	149	303

(c) Other Roads

1940 ..	36,835	38	36	74
1941 ..	37,116	37	34	71
1942 ..	36,949	36	33	69
1943 ..	37,015	32	28	60
1944 ..	37,135	34	27	61
1945 ..	37,405	39	28	67
1946 ..	37,364	42	24	66
1947 ..	37,249	47	32	79
1948 ..	37,460	47	31	78

Total, All Roads (a), (b), and (c)

1940 ..	52,962	66	54	120
1941 ..	53,264	60	78	138
1942 ..	53,123	57	47	104
1943 ..	53,213	53	46	99
1944 ..	53,449	60	45	105
1945 ..	53,763	65	45	110
1946 ..	53,793	75	44	119
1947 ..	53,655	86	45	131
1948 ..	53,999	99	44	143

* This high interest charge is due to the payment of a large sum to Sinking Fund.

TABLE 8.—TABLE SHOWING COMPARISON OF DETAILS OF FATAL MOTOR ACCIDENTS
FOR THE CALENDAR YEARS 1944 TO 1948, INCLUSIVE

Item.	Year.				
	1944.	1945.	1946.	1947.	1948.
<i>Number of Fatal Accidents</i>					
(a) Total number	134	109	174	188	187
Number in daylight	74	70	90	88	100
Number in darkness	60	39	84	100	87
(b) Number occurring in built up areas—					
Total number	74	60	80	88	89
Number in daylight	44	35	37	39	46
Number in darkness	30	25	43	49	43
(c) Number occurring on rural roads—					
Total number	60	49	94	100	98
Number in daylight	30	35	53	49	54
Number in darkness	30	14	41	51	44
(d) Number of collisions between motor-vehicles—					
Total number	16	20	23	41	28
Number in daylight	8	15	12	24	20
Number in darkness	8	5	11	17	8
(e) Number of collisions with railway trains—					
Total number	6	7	12	10	6
Number in daylight	6	7	10	9	6
Number in darkness .. .. .	..	..	2	1	..
(f) Number of collisions with trams	3	3	3	1	..
(g) Number of collisions with bicyclists—					
Total number	23	13	23	21	27
Number in daylight	14	8	11	11	12
Number in darkness	9	5	12	10	15
(h) Number of collisions with pedestrians—					
Total number	42	33	54	48	56
Number in daylight	24	24	27	16	25
Number in darkness	18	9	27	32	31
(i) Number of collisions with horse-vehicles or animals .. .. .	..	..	1	1	1
(j) Number of other collisions—					
Total number	15	6	18	16	17
Number in daylight	7	5	7	6	8
Number in darkness	8	1	11	10	9
(k) Number of non-collisions—					
Total number	32	17	40	50	52
Number in daylight	15	11	23	22	29
Number in darkness	17	6	17	28	23
<i>Number of Persons Killed</i>					
(a) Total number	140	129	190	206	196
(b) Number of occupants of motor-vehicles (excluding motor-cycles)	56	68	83	108	82
(c) Number of riders of motor-cycles or pillion-riders	17	15	24	30	28
(d) Number of bicyclists	23	13	23	21	27
(e) Number of pedestrians	42	33	57	47	58
(f) Number of other road-users	2	..	3	..	1

TABLE 9—TABLE SHOWING TYPES OF MOTOR ACCIDENTS DURING THE CALENDAR YEAR 1948

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	11	723	734	17	365	382	28	1,088	1,116
With a railway train ..	4	16	20	2	8	10	6	24	30
With an electric tram ..	..	34	34	..	..	..	..	34	34
With a bicyclist ..	19	723	742	8	75	83	27	798	825
With a pedestrian ..	41	633	674	15	74	89	56	707	763
With a horse-vehicle ..	..	4	4	1	2	3	1	6	7
With an animal ..	..	4	4	..	23	23	..	27	27
With a telegraph pole ..	7	90	97	2	46	48	9	136	145
With a fixed object ..	..	9	9	..	..	..	..	9	9
Other collisions ..	3	80	83	5	57	62	8	137	145
Total, collisions ..	85	2,316	2,401	50	650	700	135	2,966	3,101
<i>Non-collisions</i>									
Drove off roadway ..	..	23	23	15	76	91	15	99	114
Over bank ..	1	18	19	14	93	107	15	111	126
Overturned on road ..	1	56	57	12	90	102	13	146	159
Person fell from vehicle	2	36	38	6	29	35	8	65	73
Other ..	..	12	12	1	7	8	1	19	20
Total, non-collisions	4	145	149	48	295	343	52	440	492
Total, accidents ..	89	2,461	2,550	98	945	1,043	187	3,406	3,593

TABLE 10—TABLE SHOWING DISTRIBUTION OF MOTOR ACCIDENTS ON ROADS AND STREETS DURING THE CALENDAR YEAR 1948

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 ..	55	29.4	1,376	40.4	1,431	39.8
Secondary cities (5) ..	9	4.8	332	9.7	341	9.5
Boroughs 6,000–20,000 population ..	9	4.8	431	12.6	440	12.3
Small boroughs, town districts, and closely populated localities	16	8.6	322	9.5	338	9.4
Totals, built-up areas ..	89	47.6	2,461	72.2	2,550	71.0
State highways ..	50	26.7	497	14.6	547	15.2
Main highways ..	21	11.2	248	7.3	269	7.5
Other rural roads ..	27	14.5	200	5.9	227	6.3
Total, open-road accidents ..	98	52.4	945	27.8	1,043	29.0
Total accidents ..	187	100.0	3,406	100.0	3,593	100.0

TABLE 11—TABLE SHOWING NUMBER AND TYPE OF MOTOR ACCIDENTS OCCURRING IN THE LARGER CENTRES OF POPULATION DURING CALENDAR YEAR 1948

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 ..	31	6	11	7	7	..	1	1	..	..
<i>Number of Collisions</i>										
With other motor-vehicle ..	193	83	78	44	24	24	18	11	18	493
With railway train ..	4	..	3	..	1	..	2	2	..	12
With electric tram ..	11	6	9	5	..	..	..	..	..	31
With bicyclist ..	134	46	144	47	38	23	33	14	34	513
With pedestrian ..	219	142	38	50	22	11	5	3	13	503
With telegraph or power pole	31	14	7	3	6	2	2	1	2	68
Other collisions ..	26	24	2	10	4	3	2	3	1	75
<i>Non-collisions</i>										
Vehicle left road ..	2	5	1	..	1	..	..	..	..	9
Vehicle overturned ..	11	12	4	3	3	..	1	..	3	37
Person fell from vehicle ..	16	3	..	3	3	1	..	..	..	26
Other ..	6	10	..	1	4	1	..	2	..	24
Total number of accidents	653	345	286	166	106	65	63	36	71	1,791

TABLE 12—TABLE SHOWING CLASSIFICATION OF ROAD-USERS KILLED OR INJURED EACH MONTH DURING CALENDAR YEAR 1948

Month.	Number of Persons Killed or Injured.					
	Occupants of Motor-vehicles.	Motor-cyclists or Pillion-riders.	Bicyclists.	Pedestrians.	Other.	Total.
January ..	220	58	53	54	2	387
February ..	198	65	52	57	8	380
March ..	233	59	71	65	4	432
April ..	210	51	72	70	7	410
May ..	182	50	82	69	9	392
June ..	213	54	93	84	6	450
July ..	204	54	81	93	7	439
August ..	165	47	69	73	3	357
September ..	183	58	65	68	4	378
October ..	226	72	55	78	7	438
November ..	187	42	73	58	4	364
December ..	275	63	78	54	5	475
Totals ..	2,496	673	844	823	66	4,902

TABLE 13—TABLE SHOWING NUMBER OF YOUNG CHILDREN KILLED OR INJURED AS PEDESTRIANS DURING THE SEVEN CALENDAR YEARS 1942-48, INCLUSIVE

Age of Child.	Number of Casualties During the Year.						
	1942.	1943.	1944.	1945.	1946.	1947.	1948.
Under one year .. ..	..	..	..	..	..	1	..
One year	1	..	4	1	6	1	9
Two years	13	6	12	6	13	11	17
Three years	12	13	14	14	21	20	32
Four years	12	33	13	12	35	20	29
Totals	38	52	43	33	75	53	87

TABLE 14—TABLE SHOWING NUMBER OF SCHOOL PUPILS KILLED OR INJURED DURING THE SEVEN CALENDAR YEARS 1942-1948, INCLUSIVE

Age of Child.	Number of Pedestrian Casualties During the Year.						
	1942.	1943.	1944.	1945.	1946.	1947.	1948.
Five years	25	8	19	19	29	41	39
Six years	15	12	20	13	38	39	24
Seven years	13	10	16	10	24	20	21
Eight years	12	6	8	6	9	12	19
Nine years	7	7	10	11	12	11	10
Totals, 5-9 years	72	43	73	59	112	123	113
Ten years	5	3	6	5	9	12	9
Eleven years	9	1	6	8	9	3	6
Twelve years	4	2	9	4	9	12	7
Thirteen years	4	4	2	2	9	1	12
Fourteen years	1	1	4	5	7	11	4
Fifteen years	1	5	7	4	4	4	8
Totals, 10-15 years	24	16	34	28	47	43	46
Totals, 5-15 years	96	59	107	87	159	166	159

Age of Child.	Number of Cyclist Casualties During the Year.						
	1942.	1943.	1944.	1945.	1946.	1947.	1948.
Five years .. .. .	..	2	..	..	..	..	1
Six years	2	3	1	6	3	1	..
Seven years	3	1	3	4	3	10	8
Eight years	3	4	1	7	7	15	12
Nine years	7	6	10	10	10	16	24
Totals, 5-9 years	15	16	15	27	23	42	45
Ten years	14	10	7	4	12	26	25
Eleven years	15	10	14	15	24	20	29
Twelve years	18	12	15	15	31	21	27
Thirteen years	26	10	25	9	27	37	40
Fourteen years	31	8	15	10	30	22	43
Fifteen years	21	14	22	29	40	39	53
Totals, 10-15 years	125	64	98	82	164	165	217
Totals, 5-15 years	140	80	113	109	187	207	262

TABLE 15—TABLE SHOWING NATURE OF OFFENCES INVOLVING CONVICTIONS DURING
THE YEAR ENDED 31ST MARCH, 1949

Nature of Offence.					1948-49.
(a) Road traffic offences—					
	Intoxicated in charge				89
	Negligent driving				6
	Driving in dangerous manner				193
	Dangerous speeding				69
	Careless or inconsiderate driving				134
	Exceeding 30 miles per hour				760
	Overtaking offences				45
	Failing to keep to left				116
	Failing to yield at intersections				85
	Drivers' licence offences				388
	Licensing and registration offences				175
	Lighting defects				468
	Defective brakes				190
	Warrant of Fitness offences				876
	Loading offences				82
	Cycling offences				393
	*Exceeding 40 miles per hour				282
	Other offences				712
	Failure to dip lights				47
	Crossing railway-line when not clear				29
(b) Heavy motor-vehicle offences—					
	Exceeding heavy-traffic licence				86
	Exceeding axle load				68
	No heavy-traffic licence				148
	Speeding				182
	No disk or class plates				16
	Other offences				30
(c) Transport licensing offences—					
	Unlicensed services				127
	Breach of terms of licences				8
	Failure to carry vehicle authority				68
	Other offences				96
	Failure to carry certificate of fitness				41
(d) Miscellaneous offences—					
	Under miscellaneous Acts and regulations				64
	Total				6,073

* Includes 50 m.p.h. as from 1st January, 1949.

TABLE 16—TABLE SHOWING A SUMMARY OF TRAFFIC OFFENCES DEALT WITH BY DISTRICTS FROM 1946 TO 1949

Year Ended 31st March,				Offences.	Prosecuted.	Convicted.	Dismissed.	Withdrawn.	Warned.	Fines.
<i>No. 1 District, Auckland</i>										
1946	3,791	2,240	2,184	16	40	1,551	2,811	£		
1947	3,511	1,848	1,789	43	61	1,663	2,807			
1948	4,302	2,121	2,081	26	14	2,181	3,987			
1949	4,088	2,250	2,175	48	27	1,838	4,273			
<i>No. 2 District, Wellington</i>										
1946	4,396	2,724	2,647	34	43	1,672	3,990			
1947	3,504	1,989	1,933	23	33	1,515	3,281			
1948	2,990	1,521	1,460	35	26	1,469	2,801			
1949	3,602	1,744	1,716	16	12	1,858	3,231			
<i>No. 3 District, Christchurch</i>										
1946	1,019	678	663	2	13	341	694			
1947	1,323	767	750	3	14	556	979			
1948	1,400	806	795	8	3	594	1,164			
1949	2,022	1,531	1,504	14	13	491	2,166			
<i>No. 4 District, Dunedin</i>										
1946	1,444	825	794	17	14	619	1,002			
1947	1,785	852	831	11	10	933	1,220			
1948	1,525	855	835	13	7	670	1,359			
1949	1,404	697	678	10	9	707	1,231			

TABLE 17—TABLE SHOWING A SUMMARY OF SPEEDING OFFENCES FOR THE YEARS 1945-46 TO 1948-49, INCLUSIVE

Period and Offence.				Prosecuted.	Convicted.	Dismissed.	Withdrawn.	Fines Recorded in 1948-49.
<i>1945-46</i>								
Dangerous speed	16	16	..	..	£	
Exceeding 30 m.p.h.	476	467	2	7	935			
Exceeding 25 m.p.h.	397	387	3	7	851			
Exceeding 40 m.p.h.	480	474	2	4	1,377			
<i>1946-47</i>								
Dangerous speed	27	25	1	1	109			
Exceeding 30 m.p.h.	558	552	2	4	1,294			
Exceeding heavy motor-vehicle speed	269	267	..	2	620			
Exceeding 40 m.p.h.	379	373	1	5	1,115			
Failure to dip	94	91	1	2	103			
<i>1947-48</i>								
Dangerous speed	64	60	3	1	246			
Exceeding 30 m.p.h.	616	607	4	5	1,411			
Exceeding heavy motor-vehicle speed	163	161	1	1	358			
Exceeding 40 m.p.h.	348	344	3	1	1,078			
Failure to dip	69	67	1	1	79			
<i>1948-49</i>								
Dangerous speed	71	69	1	1	299			
Exceeding 30 m.p.h.	765	760	3	2	1,953			
Exceeding heavy motor-vehicle speed	185	182	1	2	433			
Exceeding 40 m.p.h.	282	282	..	..	881			
Failure to dip	47	47	..	..	57			

TABLE 18—TABLE SHOWING DEFECTS IN THE VARIOUS TYPES OF PASSENGER-SERVICE VEHICLES ON THE BASIS OF 100 VEHICLES EXAMINED*

Item.	Omnibuses.	Trolley-buses.	Service Cars.	Service Coaches.	Passenger-trucks.	School Buses.	School Vehicles.	Taxis.	Rental Cars.	Ambulances.
Unladen weight displayed ..	5.0	13.3	8.2	7.9	16.0	9.2	4.3	..	..	6.2
Headlights	11.3	6.7	17.2	13.8	17.0	15.1	10.4	12.2	11.9	12.4
Tail and stop lights ..	20.6	13.3	23.4	23.8	25.8	24.0	32.5	18.8	5.4	17.0
Marker lights and destination signs	8.4	6.7	7.5	8.1	10.0	7.8	1.2	0.5	0.1	1.5
Warning-devices	0.8	..	3.6	1.7	2.3	2.0	1.2	0.7	1.6	1.0
Windscreen-wiper	2.4	13.3	3.1	2.1	3.2	2.9	1.2	1.1	3.0	0.5
Rear vision mirror	5.4	6.7	2.5	4.3	7.1	2.9	2.5	0.3	1.9	1.0
Internal lights, notices, and signals	8.1	6.7	4.8	6.4	3.6	6.2	3.7	0.9	0.6	1.5
Direction-indicator	11.5	..	6.7	13.4	5.0	11.6	1.2	0.3	1.4	0.5
Sun-visor	6.8	6.7	4.8	2.9	13.8	4.7	6.1	1.4	0.3	3.1
Fire-extinguisher	6.3	20.0	14.9	7.0	7.2	11.2	23.3	1.0	0.1	6.7
Entrance and emergency doors	14.3	13.3	11.7	16.1	14.0	14.9	11.7	7.2	4.9	8.8
Upholstery and seat comfort	13.9	66.7	8.4	7.6	4.0	9.0	3.7	4.7	6.8	4.6
Vehicle clean	7.8	..	2.1	1.2	1.9	0.5	1.2	1.0	0.9	2.1
Suitable jack carried	0.9	..	0.6	0.6	2.4	1.4	0.6	0.3	0.3	1.0
Tires safe	0.9	..	1.3	0.4	3.0	2.3	3.1	2.1	2.1	1.0
Fuel-supply safe	1.7	..	4.0	3.9	1.1	3.9	1.2	0.6	0.9	3.6
Engine-condition	3.4	..	4.6	9.1	5.4	5.3	4.3	2.1	3.0	3.6
Steering gear	20.3	6.7	24.7	25.4	39.1	27.3	28.2	28.9	22.2	19.1
Transmission	7.0	..	6.5	4.1	6.3	5.0	4.9	2.9	2.0	8.2
Brake-connections	3.4	..	7.1	5.0	14.8	5.4	19.0	10.6	1.8	7.7
Springs and shackles	6.9	6.7	8.6	10.0	12.7	15.1	15.3	8.3	5.1	12.4
General body condition ..	13.3	66.7	13.8	10.3	8.5	9.8	4.9	3.8	3.6	9.3
Brakes, foot	7.5	26.7	14.6	5.8	10.9	12.2	11.7	6.9	8.2	8.8
Brakes, hand	12.2	..	19.2	18.8	18.3	15.8	13.5	19.6	11.5	20.6
Vehicles free from defects	17.8	26.7	17.2	13.4	17.7	12.5	21.0	38.6	37.9	21.7

* The defects relate to the last inspection made prior to 31st March, 1949.

TABLE 19—TABLE SHOWING DEFECTS IN GOODS-SERVICE VEHICLES ON THE BASIS OF 100 VEHICLES EXAMINED*

Item.	Number of Defects per 100 Vehicles Examined.
Unladen weight	12.9
Trade name and address	6.2
Headlights	18.4
Tail-light	14.2
Warning-device	3.4
Windscreen-wiper	3.4
Rear vision mirror	8.5
Tires safe	1.1
Jack carried	0.9
Fuel supply	0.8
Brake-connection	11.5
Steering-gear	33.0
Transmission	6.5
Engine-condition	3.5
Driver's exit	13.1
Brakes, foot	10.1
Brakes, hand	15.6
Vehicles free from defects	24.9

* The defects relate to the last inspection made prior to 31st March, 1949.

TABLE 20—TABLE SHOWING DEFECTS IN PRIVATE CARS, ETC., ON THE BASIS OF 100 VEHICLES EXAMINED *

Item.	Number of Defects Per 100 Vehicles Examined.
Brakes, foot	21.0
Brakes, hand	17.2
Lights, head	16.9
Lights, tail	4.3
Steering-gear	14.1
Windscreen-wiper	1.6
Rear vision mirror	0.3
Warning-device	0.9
Door-fastenings	1.5
Vehicles free from defects	57.5

* The defects relate to the last inspection (carried out by the municipal testing stations at Wanganui, Christchurch, and Dunedin) prior to 31st March, 1949.

TABLE 21—TABLE SHOWING THE NUMBER OF PASSENGER AND GOODS-SERVICE VEHICLES IN OPERATION IN THE AUCKLAND, WELLINGTON, CANTERBURY, AND OTAGO DISTRICTS AS AT 31ST MARCH, 1949

District.	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 ..	564	4	108	143	206	241	33	464	377	45	4,374	6,559
Wellington ..	405	..	104	96	136	123	36	441	366	41	3,734	5,482
Canterbury ..	238	11	88	79	113	81	28	185	245	35	1,845	2,948
Otago ..	148	..	52	54	82	92	23	163	119	20	1,475	2,228
Total ..	1,355	15	352	372	537	537	120	1,253	1,107	141	11,428	17,217

TABLE 22—TABLE SHOWING THE DISTRIBUTION OF THE OWNERSHIP OF GOODS AND PASSENGER-SERVICE VEHICLES BETWEEN THE STATE, LOCAL BODIES, AND PRIVATE INDIVIDUALS OR COMPANIES

Ownership.	Omnibuses.		Service Cars.		Service Coaches.		Goods Service.	
	Number.	Per centage.	Number.	Per centage.	Number.	Per centage.	Number.	Per centage.
Private ..	865	63·8	227	64·5	183	49·2	11,147	97·5
Local body ..	210	15·5	..	..	..	..	..	..
Government ..	280	20·7	125	35·5	189	50·8	281	2·5
Total ..	1,355	100·0	352	100·0	372	100·0	11,428	100·0

TABLE 23—TABLE SHOWING THE SEATING-CAPACITY OF PASSENGER-SERVICE VEHICLES

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	..	..	23	6·2	303	86·0	80	14·8
16-20 ..	62	4·6	..	..	186	50·0	45	12·8	37	6·9
21-25 ..	286	21·1	..	..	136	36·5	2	0·6	56	10·4
26-30 ..	233	17·2	..	..	27	7·3	2	0·6	54	10·1
31-35 ..	680	50·1	..	..	..	..	..	..	70	13·1
36-40 ..	92	6·8	15	100·0	..	..	..	..	75	14·0
41-45 ..	..	..	..	..	..	..	..	..	57	10·6
46-50 ..	..	..	..	..	..	..	..	..	90	16·8
51-55 ..	..	..	..	..	..	..	..	..	7	1·3
56-60 ..	..	..	..	..	..	..	..	..	10	1·9
61-65 ..	..	..	..	..	..	..	..	..	1	0·1
Total ..	1,355	100·0	15	100·0	372	100·0	352	100·0	537	100·0

TABLE 24—TABLE SHOWING THE DISTRIBUTION OF TAXIS AND RENTAL CARS IN OPERATION 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.) .. ..	..	..	615	56.0
Medium (over 9.5 to 14.5 h.p.)	26	2.1	341	31.0
Heavy (over 14.5 h.p.)	1,206	97.9	143	13.0
Total	1,232	100.0	1,099	100.0

TABLE 25—TABLE SHOWING THE GROSS CARRYING-CAPACITY OF LICENSED GOODS-SERVICE VEHICLES

Heavy Traffic Classification.			Gross Weight (Tons).	Percentage of Trucks.	Heavy Traffic Classification.			Gross Weight (Tons).	Percentage of Trucks.
A .. ..	..	..	2 -2½	1.8	J .. ..	..	..	6½-7	10.0
B .. ..	..	..	2½-3	1.7	K .. ..	..	..	7 -7½	8.0
C .. ..	..	..	3 -3½	0.9	L .. ..	..	..	7½-8	30.7
D .. ..	..	..	3½-4	1.3	M .. ..	..	..	8 -8½	5.7
E .. ..	..	..	4 -4½	1.4	N .. ..	..	..	8½-9	4.7
F .. ..	..	..	4½-5	1.3	O .. ..	..	..	9 -9½	2.7
G .. ..	..	..	5 -5½	2.6	P .. ..	..	..	9½-10	8.4
H .. ..	..	..	5½-6	1.9	Q .. ..	..	..	Over 10	7.9
I .. ..	..	..	6 -6½	8.0					

TABLE 26—TABLE SHOWING THE DISTRIBUTION OF LICENSED GOODS-SERVICE VEHICLES ACCORDING TO AXLE TYPES

Type of Vehicle.							Number.
Two-axle .. ..	..	..	..	..	..	..	10,497
Three-axle, rigid frame with trailing axle ..	..	..	..	..	..	..	255
Three-axle, rigid frame, with double axle drive ..	..	..	..	..	..	..	251
Multi-axle, articulated .. ..	..	..	..	..	..	..	159
Trailers .. ..	..	..	..	..	..	..	266
Total .. ..	..	..	..	..	..	..	11,428

TABLE 27—TABLE SHOWING FOR THE YEAR ENDED 31ST MARCH, 1949, THE TOTAL NUMBER OF APPLICATIONS RELATING TO PASSENGER SERVICES CONSIDERED BY THE DISTRICT AND METROPOLITAN AUTHORITIES AND THE MANNER OF THEIR DISPOSAL

Licensing Authority.	Class of Applications Dealt With.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
District—											
No. 1	83	243	118	22	466	412	34	8	1	11	466
No. 2	65	115	130	48	358	309	18	5	8	18	358
No. 3	25	88	72	5	190	166	10	5	4	5	190
No. 4	36	59	54	22	171	151	4	8	1	7	171
No. 5	5	14	15	1	35	33	..	1	..	1	35
Sub-total ..	214	519	389	98	1,220	1,071	66	27	14	42	1,220
Metropolitan—											
Auckland ..	621*	22	27	33	703	702	1	..	..	..	703
Wellington ..	..	6	19	..	25	25	..	..	..	..	25
Christchurch ..	3	16	17	..	36	36	..	..	..	..	36
Dunedin ..	1	1	7	..	9	9	..	..	..	..	9
Sub-total ..	625	45	70	33	773	772	1	..	..	..	773
Total ..	839	564	459	131	1,993	1,843	67	27	14	42	1,993

* Includes 564 race-meeting licences and 52 early-morning licences issued to taxi operators to run at separate fares.

TABLE 28—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1949, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO PASSENGER SERVICES WERE DEALT WITH BY THE DISTRICT AND METROPOLITAN LICENSING AUTHORITIES

Decision of Licensing Authority.					Total Number of Applications Considered.				
					New Licences.	Renewals.	Amendments.	Transfers.	Total.
District—									
Granted .. ..	..	..	..	..	141	518	325	87	1,071
Refused .. ..	..	..	..	..	24	..	35	7	66
Withdrawn ..	..	..	..	..	16	..	10	1	27
Reserved ..	..	..	..	..	8	1	3	2	14
Adjourned ..	..	..	..	..	25	..	16	1	42
Sub-total ..	..	..	..	..	214	519	389	98	1,220
Metropolitan—									
Granted .. ..	..	..	..	..	625	45	69	33	772
Refused .. ..	..	..	..	..	..	..	1	..	1
Withdrawn ..	..	..	..	..	..	..	..	..	..
Adjourned ..	..	..	..	..	..	..	..	..	..
Sub-total ..	..	..	..	..	625	45	70	33	773
Total ..	..	..	..	..	839	564	459	131	1,993

TABLE 29—TABLE SHOWING FOR THE YEAR ENDED 31ST MARCH, 1949, THE TOTAL NUMBER OF APPLICATIONS RELATING TO TAXICAB SERVICES CONSIDERED BY THE DISTRICT AND METROPOLITAN AUTHORITIES AND THE MANNER OF THEIR DISPOSAL

Licensing Authority.	Class of Applications Dealt With.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
District—											
No. 1 ..	93	238	44	50	425	349	46	18	2	10	425
No. 2 ..	49	124	123	76	372	215	8	21	100	28	372
No. 3 ..	18	64	23	14	119	103	10	3	1	2	119
No. 4 ..	12	2	11	28	53	40	3	6	..	4	53
No. 5 ..	5	7	12	5	29	25	2	2	..	..	29
Sub-total ..	177	435	213	173	998	732	69	50	103	44	998
Metropolitan—											
Auckland ..	391	369	7	28	795	436	359	..	..	..	795
Wellington ..	3	205	..	27	235	229	6	..	..	..	235
Christchurch ..	8	128	..	16	152	146	6	..	..	..	152
Dunedin ..	7	54	6	4	71	63	8	..	..	..	71
Sub-total ..	409	756	13	75	1,253	874	379	..	..	..	1,253
Total ..	586	1,191	226	248	2,251	1,606	448	50	103	44	2,251

TABLE 30—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1949, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO TAXICAB SERVICES WERE DEALT WITH BY THE DISTRICT AND METROPOLITAN LICENSING AUTHORITIES

Decision of Licensing Authority.					Total Number of Applications Considered.				
					New Licences.	Renewals.	Amendments.	Transfers.	Total.
District—									
Granted ..	..	..	..	73	433	91	135	732	
Refused ..	..	..	..	47	2	12	8	69	
Withdrawn ..	..	..	..	27	..	7	16	50	
Reserved ..	..	..	..	2	..	94	7	103	
Adjourned ..	..	..	..	28	..	9	7	44	
Sub-total ..	..	..	..	177	435	213	173	998	
Metropolitan—									
Granted ..	..	..	..	39	756	10	69	874	
Refused ..	..	..	..	370	..	3	6	379	
Withdrawn ..	..	..	..	..	..	..	..	..
Adjourned ..	..	..	..	..	..	..	..	..
Sub-total ..	..	..	..	409	756	13	75	1,253	
Total ..	..	..	..	586	1,191	226	248	2,251	

TABLE 31—TABLE SHOWING FOR THE YEAR ENDED 31ST MARCH, 1949, THE TOTAL NUMBER OF APPLICATIONS RELATING TO RENTAL-CAR SERVICES CONSIDERED BY THE DISTRICT LICENSING AUTHORITIES AND THE MANNER OF THEIR DISPOSAL

District Authority.	Class of Applications Dealt With.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1	19	9	16	1	45	29	8	7	..	1	45
No. 2	18	10	8	6	42	25	2	..	5	10	42
No. 3	7	19	6	2	34	26	3	3	1	1	34
No. 4	3	4	4	5	16	12	3	..	..	1	16
No. 5	3	1	1	..	5	4	..	..	..	1	5
Total	50	43	35	14	142	96	16	10	6	14	142

TABLE 32—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1949, 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	43	21	10	96
Refused	7	..	7	2	16
Withdrawn	5	..	5	..	10
Reserved	2	..	2	2	6
Adjourned	14	..	..	..	14
Total	50	43	35	14	142

TABLE 33—TABLE SHOWING FOR THE YEAR ENDED 31ST MARCH, 1949, THE TOTAL NUMBER OF APPLICATIONS RELATING TO GOODS-SERVICES CONSIDERED BY THE DISTRICT LICENSING AUTHORITIES AND THE MANNER OF THEIR DISPOSAL

District Authority.	Class of Applications Dealt With.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1	263	1,505	485	256	2,509	2,258	114	78	10	49	2,509
No. 2	178	464	306	148	1,096	926	38	32	44	56	1,096
No. 3	78	434	214	45	771	674	38	29	13	17	771
No. 4	74	296	226	68	664	600	27	21	2	14	664
No. 5	24	41	29	8	102	83	6	4	1	8	102
Total	617	2,740	1,260	525	5,142	4,541	223	164	70	144	5,142

TABLE 34—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1949, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO GOODS-SERVICES WERE DEALT WITH BY THE FIVE DISTRICT LICENSING AUTHORITIES

Decision.	Total Number of Applications Considered.				
	New Licences.	Renewals.	Amendments.	Transfers.	Total.
Granted	394	2,723	979	445	4,541
Refused	69	7	132	15	223
Withdrawn	48	2	78	36	164
Reserved	29	..	22	19	70
Adjourned	77	8	49	10	144
Total	617	2,740	1,260	525	5,142

TABLE 35—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1949, THE MANNER IN WHICH APPEALS LODGED AGAINST DECISIONS OF THE DISTRICT AND METROPOLITAN LICENSING AUTHORITIES HAVE BEEN DEALT WITH BY THE TRANSPORT APPEAL AUTHORITY

District.	On Hand, 31st March, 1948.	Lodged During Year.	Appeals With- drawn.	Licensing Authorities' Decisions Upheld.	Decisions Modified.	Decisions Reversed.	Referred Back.	Under Action, 31st March, 1949.
<i>Goods-services</i>								
No. 1 ..	12	60	11	19	2	13	7	20
No. 2 ..	..	14	..	8	1	2	1	2
No. 3 ..	15	17	5	15	11	..	1	..
No. 4 ..	5	8	..	3	3	3	1	3
No. 5 ..	..	1	..	1	..	..	..	..
Total ..	32	100	16	46	17	18	10	25
<i>Passenger-services</i>								
No. 1 ..	15	39	4	20	3	12	6	9
No. 2 ..	21	6	4	3	..	2	12	6
No. 3 ..	11	9	4	8	1	1	3	3
No. 4 ..	2	38	..	3	..	3	32	2
No. 5 ..	..	1	1	..	..	..	..	..
Metropolitan ..	6	15	3	11	..	4	1	2
Total ..	55	108	16	45	4	22	54	22

TABLE 36—TABLE SHOWING, BY DISTRICTS, THE TYPES OF LICENCES OBTAINED BY EX-SERVICEMEN DURING THE YEAR ENDED 31ST MARCH, 1949

District.	Class of Licence Obtained During the Year Ended 31st March, 1949.				
	Passenger.	Taxi.	Rental.	Goods.	Total.
No. 1	28	58	9	192	287
No. 2	15	60	5	82	162
No. 3 .. .. .	..	10	..	32	42
No. 4	4	5	..	26	35
No. 5	1	2	1	10	14
Auckland Metropolitan .. .. .	..	57	..	..	57
Wellington Metropolitan .. .. .	..	20	..	..	20
Christchurch Metropolitan .. .. .	..	19	..	..	19
Dunedin Metropolitan	1	3	..	..	4
Total	49	234	15	342	640

TABLE 37—TABLE SHOWING THE NUMBER OF TRANSPORT-SERVICE LICENCES HELD BY EX-SERVICEMEN, AND THE TOTAL NUMBER OF LICENCES, AS AT 31ST MARCH, 1949

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	505	67	465	214	76	22	2,054	968	3,100	1,271	41.00
No. 2	368	65	314	270	61	20	1,446	618	2,189	973	44.45
No. 3	137	11	87	36	30	8	550	239	804	294	36.57
No. 4	181	21	126	78	18	2	664	344	989	445	44.99
No. 5	71	4	35	18	8	5	135	53	249	80	32.13
Auckland Metro. ..	25*	1	407	194	..	..	..	..	432	195	45.14
Wellington Metro. ..	6	..	208	157	..	..	..	..	214	157	73.36
Christchurch Metro. ..	19	..	130	103	..	..	..	..	149	103	69.13
Dunedin Metro. ..	18	1	54	34	..	..	..	..	72	35	48.61
Total	1,330	170	1,826	1,104	193	57	4,849	2,222	8,198	3,553	43.34

* Excluding 564 licences authorizing taxis to run to race meetings for separate fares, and 52 licences authorizing taxis to run early-morning services at separate fares granted by the Auckland Metropolitan Licensing Authority.

TABLE 38—TABLE SHOWING FOR THE YEAR ENDED 31ST MARCH, 1949, THE MANNER IN WHICH APPLICATIONS RELATING TO PASSENGER-SERVICE FARES HAVE BEEN DEALT WITH BY THE LICENSING AUTHORITIES AND THE TRANSPORT CHARGES COMMITTEE

Applications in Respect of—	Date.	Decision of Licensing Authority or Committee.
<i>Passenger-services</i>		
<i>No. 1 District</i>		
Kaitiāia—Otiāia Railway-station ..	8/7/48	Slight increase in parcels' charges only.
Matawaia—Moerewa and Kawakawa ..	7/9/48	Increase in passenger fares.
Ngapipito—Moerewa and Kawakawa ..		
Warkworth—Kaipara Flats ..	19/7/48	Hours limited for the use of school concession fares.
Devonport or Bayswater Ferry—Long Bay ..	11/10/48	Ditto.
Omanaia—Rawene	12/11/48	Increase in passenger fares.
Birkenhead—Papuke, Greenhithe, Albany ..	12/11/48	Hours limited for the use of workers' concession tickets.
Papatoetoe—Auckland	16/2/49*	Ditto.
Certain Auckland City routes ..	{ 16/2/49*	No increase, but time-restriction installed.
	{ 16/2/49*	Slight increase in fares.
Auckland—Makakatea, Waiwera, Manly, Cotesville ..	16/2/49*	..
<i>No. 2 District</i>		
Mangatera—Dannevirke	29/4/48	Increase in fares of workers' concession tickets.
Palmerston North—Feilding	24/5/48	Workers' concession tickets limited to Monday to Friday.
Silverstream—Pinehaven	4/6/48	Increase in Sunday passenger fares.
Palmerston North suburban	10/6/48	..
New Plymouth suburban	10/6/48	Increase in passenger fares.
Eastbourne—Wellington	15/6/48	..
Manunui—Taumarunui	1/7/48	Reduction in single and workers' concession fares and abolition of return fares.
Napier, town	8/7/48	Increase in passenger fares.
Observation tours from Napier ..	8/7/48	..
Masterton—Carterton	25/8/48	Increase in passenger fares and workers' concession fares.
Palmerston North—Tangimoana ..	6/9/48	Increase in passenger fares, but reduction in workers' concession fares on one sub-route.
Palmerston North—Bulls, Ohakea, Sanson, Marton ..	6/9/48	Increase in single and return passenger fares.
Petone—Upper Hutt	22/3/49*	Introduction of workers' concession fares.
<i>No. 3 District</i>		
Staveley—Ashburton	11/8/48	Slight increase in passenger fares.
Karamea—Westport	17/9/48	Increase in passenger fares.
Coldstream—Ashburton	19/10/48	Increase in passenger fares on school bus route.
Timaru Suburban	20/10/48	Slight increase in passenger fares.
<i>No. 4 District</i>		
Oamaru—Georgetown	1/11/48	Increase in passenger fares.
<i>No. 5 District</i>		
Nelson—Kaiteriteri Beach	14/6/48	Slight increase in passenger fares on rural mail service.

* Dealt with by Transport Charges Committee.

TABLE 39—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1949, THE MANNER IN WHICH APPLICATIONS RELATING TO TAXI-CAB FARES HAVE BEEN DEALT WITH BY THE METROPOLITAN AND DISTRICT LICENSING AUTHORITIES

Applications in Respect of—	Date.	Decision of Licensing Authorities.
Greymouth	11/5/48	Increase in country running fares and for charges in waiting time.
Timaru	22/7/48	Increase in fares.
Invercargill City	23/7/48	..
Westport	7/9/48	Increase in country running fares and for charges in waiting-time.
Temuka	8/10/48	Increase in fares for the carriage of more than two passengers.
Arthur's Pass	13/10/48	Increase in charges for waiting-time.

TABLE 40—TABLE SHOWING FOR THE YEAR ENDED 31ST MARCH, 1949, THE MANNER IN WHICH APPLICATIONS RELATING TO RENTAL-CAR HIRING-CHARGES HAVE BEEN DEALT WITH BY THE LICENSING AUTHORITIES

Applications in Respect of—	Date.	Decision of Licensing Authorities.
Invercargill	10/5/48	} Certain firms in these towns have had new schedules of fares prescribed involving an increase in hiring charges.
Timaru	10/5/48	
Waimate	14/9/48	
Auckland City	19/10/48	Increase in hiring charges.

TABLE 41—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1949, THE MANNER IN WHICH APPLICATIONS RELATING TO GOODS-SERVICE CHARGES HAVE BEEN DEALT WITH BY THE GOODS-SERVICE CHARGES TRIBUNAL AND THE TRANSPORT CHARGES COMMITTEE

Applications in Respect of—	Date.	Decision of Committee or Tribunal.
<i>No. 1 District</i>		
Tauranga County pig-cartage rates ..	3/5/47	Increased charge refused.
South Auckland Rates Schedule ..	29/10/48	Slight increase in charges approved.
<i>No. 2 District</i>		
Taranaki Rates Schedule Area ..	2/11/48	Revision of Schedule.
Wanganui Rates Schedule Area ..	5/11/48	Revision of Schedule.
Marton Rural Mail Services ..	15/11/48	Rate of Bread cartage increased to Price Tribunal rates.
Bulls Rural Mail-service ..	22/3/49*	Rate of Bread cartage increased to Price Tribunal rate.
<i>No. 3 District</i>		
South Canterbury Rates Schedule ..	22/3/49*	Revision of Schedule.
<i>No. 4 District</i>		
Certain mail contractors, Invercargill Area	10/5/48	Increased charges refused.
North Otago Rates Schedule ..	16/11/48	Revision of Schedule.

* Dealt with by Transport Charges Committee.

Contracts :—

Lands and Survey	..	..	..	..	38
General	..	..	..	..	57*
					— 95
Mail contracts	..	..	..	..	49
					— 49
Total	..	..	..	..	144

* Includes two dealt with by Transport Charges Committee.

TABLE 42—TABLE SETTING OUT DETAILS OF NEW PASSENGER-SERVICE LICENSES GRANTED BY THE FIVE DISTRICT LICENSING AUTHORITIES DURING THE YEAR ENDED 31ST MARCH, 1949

ROUTE	ROUTE
<i>No. 1 District</i>	<i>No. 2 District—continued</i>
<p>Whangarei to Reponui. Within a three-mile radius of Morrinsville Borough (Shoppers' service). Nuhaka to Wairoa. Hautanoa-Tokomaru to Te Puia. Patutahi to Gisborne. Pakotai to Dargaville. Glen Afton and Pukemiro township to Pukemiro Collieries. Huntly to Te Kauwhata. Kaikohe to Paihia. Waipoua to Donnelly's Crossing. Pawarenga to Kaitaia. Papakura Camp to Auckland. Army Garage, Auckland, to Sylvia Park. Whangaparaoa to Manly. Motutapu Island to Rangitoto Island. Waikato Military Camp to Ngaruawahia. Additional route from Morrinsville to Hamilton. Alternative route Orewa to Kaukapakapa and Auckland. Extension of Kaihere-Morrinsville service to Ngatea. Extension of Hamilton-Karapiro service to Cambridge. Extension of area covered by Hamilton-Tauwhare service. Extension of Tauranga-Hairini service. Extension of Auckland-Titirangi service.</p>	<p>Extension of contract trips service from thirty to fifty miles of Patea Post-office. Extension of contract trips service to sixty-five miles of Plimmerton. Within a thirty-mile radius of Hutt Post-office (contract trips). Within a thirty-mile radius of Wellington-Palmerston North-Napier to any point in North Island (contract trips). Within a sixty-five-mile radius of Wellington (contract trips). Within a fifty-mile radius of Norsewood (contract trips). Within a thirty-five-mile radius of Opunake (contract trips). Within a thirty-five-mile radius of Kaponga (contract trips). Within a fifty-mile-radius of Dannervirke for race-meetings and allowed to charge separate fares. Chateau to Taumarunui (Friday only for guests and staff). Within a fifty-mile radius of Karioi (contract trips). Chateau-Wanganui. Within a fifty-mile radius of Dannevirke for race-meetings and allowed to charge separate fares. Within a fifty-mile radius of Dannevirke (contract trips). Within a fifty-mile radius of Waipawa (contract trips). Within a fifty-mile radius of Inglewood (contract trips). Within a fifty-mile radius of Waitara (contract trips). Taumarunui-Wellington. Wellington-Nae Nae (rehabilitation Trade trainees). Feilding suburban. Within a thirty-mile radius of Wainui-o-mata (contract trips). Extension of Palmerston North suburban service. For the carriage of Army personnel and their families between— (a) Waiouru-Taihape, Ohakune, and Tokaanu. (b) Bluff Hill-Napier. (c) Linton-Palmerston North. (d) Mako Mako-Pahiatua. (e) Palmer Head-Scots College. Service for the carriage of Air Force personnel from any Air Force station in No. 2 District to places of entertainment.</p>
<i>No. 2 District</i>	
<p>Within a sixty-five-mile radius of Eastbourne (contract trips). Within a thirty-mile radius of Ratana Pa (contract trips). Contract trips within Taranaki Province from Waitara or Uriti in the north. Contract trips within Taranaki Province from Okaiawa. Observation tours of not more than 100 miles from Palmerston North. Johnsonville-Wellington. Within a fifty-mile radius of Manaia (contract trips). Within a fifty-mile radius of Taumarunui (contract trips). Wanganui suburban.</p>	

TABLE 42—TABLE SETTING OUT DETAILS OF NEW PASSENGER-SERVICE LICENCES GRANTED BY THE FIVE DISTRICT LICENSING AUTHORITIES DURING THE YEAR ENDED 31ST MARCH, 1949—*continued*

ROUTE		ROUTE	
<i>No. 3 District</i>		<i>No. 4 District</i>	
Extension of Timaru suburban service.		Omakau to Kyeburn.	
Extension of Westport-Seddonville service.		Dunedin to Kaitangata.	
Ohoka to Kaiapoi Woollen-mills.		Cromwell to Invercargill.	
Christchurch to Weedons.		Alexandra to Clyde (for dances).	
Nelson Creek to Greymouth.		Kaitangata to Sumner Hills Mines.	
Christchurch to Islington (seasonal).		Cromwell to Lowburn, Ripponvale, and Bannockburn for dances.	
Christchurch to Mount Harper (seasonal).		Invercargill to Central Otago for week-end tours (seasonal).	
Christchurch to Burnham Camp.		Ohai-Wairio.	
Greymouth to Te Kinga.		Dunback to Palmerston (for pictures).	
Weheka - Fox Glacier, Lake Matheson, Bruce Bay, and Franz Josef Glacier.		Extension of Invercargill-Riverton service.	
Waiho to Franz Josef, Lake Mapourika, Okarito, Bruce Bay, and Fox Glacier.		Extension of Tuatapere to Invercargill service.	
Stockton to open-cast mine.		Purakanui to Waitati (for dances).	
Extension Christchurch-Kaiapoi service.		Extension of Oamaru to Fernbrook service.	
Extension Kumara to Kumara Junction service.		<i>No. 5 District</i>	
		Ngatimoti to Kaiteriteri (seasonal).	
		Extension of Nelson suburban service.	
		Extension of service from Blenheim to Omaka Aerodrome.	

TABLE 43—TABLE SHOWING TRAFFIC DATA, OPERATING-EXPENSES, REVENUE, AND PROFIT OF PASSENGER SERVICES (EXCLUDING THE FOUR METROPOLITAN AUTHORITIES)

(Totals for Years Ended 31st March)

Item.	1932 (Estimated).	1934.	1936.	1938.	1940.	1948.
Traffic statistics—						
Vehicle journeys ..	2,560,000	1,878,746	1,704,192	1,601,301	2,294,777	3,491,662
Passengers carried ..	17,000,000	16,548,717	17,949,351	23,276,761	30,589,673	69,462,059
Vehicle-miles ..	32,000,000	21,920,587	22,029,339	23,509,361	25,981,196	42,276,518
Operating-expenses—						
Running-costs ..	682,000	439,105	447,118	415,976	532,124	1,624,801
Standing charges ..	409,000	280,832	288,181	500,020	607,922	1,406,576
Overhead charges ..	149,000	90,358	96,693	113,870	147,524	386,401
Total, operating-expenses	1,240,000	810,295	831,992	1,029,866	1,287,570	3,417,778
Index numbers ..	96	63	65	80	100	265
Total gross income ..	£1,200,000	£848,497	£929,480	£1,147,212	£1,407,078	£3,793,525
Net surplus ..	..	£38,202	£97,488	£117,346	£119,508	£375,747
Net loss ..	£40,000	..	..	..	..	..

TABLE 44—TRAFFIC AND FINANCIAL DATA OF LICENSED PASSENGER SERVICES : TRAFFIC DATA, OPERATING-EXPENSES, REVENUE, AND PROFIT OF PASSENGER-SERVICES LICENSED UNDER THE TRANSPORT LICENSING ACT, 1931 (INCLUDING THE FOUR METROPOLITAN LICENSING AUTHORITIES) FOR THE YEARS ENDED 31ST MARCH, 1940 AND 1948

Data.	Group 1: Local and Suburban Services (Buses).		Group 2: Centre to Surrounding Districts.		Group 3: Service Cars, Mainly Passenger Revenue (Medium Distances).		Group 4: Firms Deriving Revenue from Different Sources.		Group 5: Service Coaches and Mixed Fleets (Centre to Centre).	
	1940.	1948.	1940.	1948.	1940.	1948.	1940.	1948.	1940.	1948.
Traffic Statistics—										
Vehicle journeys	898,006	709,587	399,913	833,186	48,419	385,599	60,875	59,265	66,761	72,437
Passengers carried	11,680,597	13,031,241	5,455,840	17,997,410	161,072	6,360,858	410,564	758,484	700,076	1,308,836
Average number of passengers per vehicle journey ..	13	18	14	22	3	17	7	13	11	18
Vehicle-miles	3,790,045	4,547,816	6,762,621	9,287,492	1,503,138	2,298,041	680,388	1,172,826	4,394,856	5,172,434
Operating-expenses—										
Running-costs	68,963	155,508	131,648	324,027	24,275	71,446	11,230	33,940	90,076	210,172
Standing charges	124,868	148,612	156,774	338,538	22,883	72,545	14,614	36,854	87,724	151,809
Overhead charges	19,695	36,527	28,214	72,379	5,281	10,935	2,424	2,626	42,195	83,363
Total, costs	213,526	340,647	316,636	734,944	52,439	154,926	28,298	73,420	219,995	445,284
Revenue—										
Passenger .. ..	..	375,874	..	769,168	..	136,442	..	52,774	..	528,751
Other cartage .. ..	..	17,823	..	23,186	..	26,622	..	27,399	..	9,424
Other revenue .. ..	..	2,670	..	13,757	..	1,328	..	1,237	..	22,144
Total, revenue	232,180	396,367	350,843	806,111	54,376	164,392	29,339	81,410	255,280	560,319
Net surplus	18,654	55,720	34,207	71,167	1,937	9,466	1,041	7,990	35,285	115,035
Net loss .. ..	..	..	..	..	..	..	..	..	..	..
Average fare paid per passenger journey	4-7d.	6-9d.	1/1-8d.	10-3d.	4-4-9d.	4-3-5d.	..	1/4-7d.	6-7-0d.	6/5-0d.
Number of vehicles included ..	175	199	356	419	84	103	62	84	220	185

TABLE 44.—TRAFFIC AND FINANCIAL DATA OF LICENSED PASSENGER SERVICES: TRAFFIC DATA, OPERATING-EXPENSES, REVENUE AND PROFIT OF PASSENGER-SERVICES LICENSED UNDER THE TRANSPORT LICENSING ACT, 1931 (INCLUDING THE FOUR METROPOLITAN LICENSING AUTHORITIES) FOR THE YEARS ENDED 31st MARCH, 1940 AND 1948—continued

Data.	Group 6: Services Operated by Local Bodies.		Group 7: Services Operated by New Zealand Railways.		Group 8: Services Licensed by the Four Metropolitan Authorities.		Group 9 (1948): No Equivalent in 1940 (School Contracts).	Group 4 (1940): No Equivalent in 1948—Service Cars—(Rural Mail Services).	Dominion Total.	
	1940.	1948.	1940.	1948.	1940.	1948.			1940.	1948.
Traffic Statistics—										
Vehicle journeys ..	397,995	466,169	390,000	930,000	369,194	554,460	35,419	32,808	2,663,971	4,046,122
Passengers carried ..	5,451,496	7,312,576	6,665,999	21,537,007	5,627,046	11,188,791	1,156,547	66,029	36,216,719	80,650,850
Average number of passengers per vehicle journey ..	14	16	17	23	15	20	33	2	14	20
Vehicle miles ..	1,646,849	1,610,616	6,212,286	17,310,402	1,659,281	4,143,104	876,891	991,013	27,640,477	46,419,622
Operating-expenses—										
Running-costs ..	37,240	63,053	156,632	740,134	34,775	154,316	26,521	12,060	566,899	1,779,117
Standing-charges ..	47,026	72,027	138,044	537,574	60,252	198,935	28,617	15,959	698,174	1,605,511
Overhead charges ..	9,381	13,683	37,898	165,334	12,890	35,619	1,614	2,436	160,414	422,020
Total, costs ..	93,647	148,763	332,574	1,463,042	107,917	388,870	56,752	30,455	1,395,487	3,806,648
Revenue—										
Passenger ..	..	119,027	..	1,388,181	..	325,893	58,133	..	..	3,754,248
Other cartage ..	..	415	..	110,474	..	192	2,664	..	..	218,199
Other revenue ..	..	12,881	..	93,078	..	4,719	73	..	..	151,887
Total, revenue ..	92,962	132,323	363,899	1,591,733	108,114	330,804	60,870	28,449	1,515,192	4,124,334
Net surplus ..	..	..	31,325	128,691	197	..	4,118	..	119,705	317,681
Net loss ..	..	985	..	..	..	58,066	..	1,956	..	..
Average fare paid per passenger journey ..	4-1d.	3-9d.	1/1-1d.	1/5-7d.	4-6d.	7-0d.	1/1-2d.	2/2-2d.	10-0d.	11-2d.
Number of vehicles included ..	73	78	269	773	83 (estimated)	195	77	58	1,380	2,113

TABLE 45.—TABLE SHOWING AVERAGE OPERATING-EXPENSES AND REVENUE PER VEHICLE-MILE, OF LICENSED PASSENGER SERVICES FOR THE TWO YEARS ENDED 31ST MARCH, 1940 AND 1948, INCLUSIVE, OF LICENCES ISSUED BY THE FOUR METROPOLITAN LICENSING AUTHORITIES—*continued*

	Group 6: Services Operated by Local Bodies.		Group 7: Services Operated by New Zealand Railways.		Group 8: Services Licensed by Metropolitan Authorities.		Group 9 (1948): No Equivalent in 1940 (School Contracts).	Group 4 (1940): No Equivalent in 1948.	Dominion Total.	
	1940.	1948.	1940.	1948.	1940.	1948.			1940.	1948.
Operating-expenses—										
Running-costs ..	5.43	9.39	6.05	10.25	5.03	8.94	7.26	2.92	4.92	9.20
Standing charges ..	6.85	10.73	5.33	7.73	8.72	11.52	7.83	3.86	5.80	8.30
Overhead charges ..	1.37	2.04	1.47	2.30	1.85	2.06	0.44	0.39	1.40	2.18
Total, costs ..	13.65	22.16	12.85	20.28	15.61	22.52	15.53	7.37	12.12	19.68
Revenue—										
Passenger revenue ..	..	17.74	..	19.24	..	18.88	15.91	..	..	19.41
Other cartage ..	..	0.06	..	1.53	..	0.01	0.73	..	..	1.13
Other revenue ..	..	1.92	..	1.29	..	0.27	0.02	..	..	0.79
Total, revenue ..	13.50	19.72	14.06	22.06	15.64	19.16	16.66	6.00	13.16	21.33
Net surplus ..	..	2.44	1.21	1.78	0.03	..	1.13	..	1.04	1.65
Net loss ..	0.15	..	..	..	..	3.36	..	0.47	..	..
Mileage ..	1,646,849	1,610,616	6,212,286	17,310,402	1,659,281	4,143,104	876,891	991,013	27,640,477	46,419,622
Number of vehicles included ..	78	78	269	773	83	165	77	58	1,380	2,113

TABLE 47—TABLE OF INFORMATION RELATING TO CAPITAL INVESTED, AGE, AND COST OF VEHICLES IN USE IN THE PASSENGER SERVICE INDUSTRY

Item.	Group 1.	Group 2.	Group 3.	Group 4.	Group 5.	Group 6.	Group 7.	Group 8.	Group 9.	Dominion Total.
Outside liabilities	131,152	299,933	41,959	26,575	356,144	77,579	17,927	975,422	21,663	1,230,427
Total capital	401,939	750,677	142,936	85,807	626,048	187,091	..	3,210,271	62,274	5,485,060
Percentage of outside liabilities to total capital	32.6	39.9	34.1	30.9	56.9	41.5	..	8.6	34.8	22.4
Cost of vehicles—										
3 years old	247,375	601,491	112,179	68,112	384,377	54,878	1,097,853	397,284	45,659	3,009,208
3-10 years old	62,839	115,012	10,948	1,150	22,696	25,420	188,096	82,028	4,831	513,020
Over 10 years old .. .. .	..	..	..	..	..	..	..	..	..	..
Total cost	310,214	716,503	123,127	69,262	407,073	80,298	1,285,949	479,312	50,490	3,522,228
Number in each group—										
3 years old	67	130	46	39	79	32	289	76	29	787
3-10 years old	82	204	43	42	82	30	344	78	38	913
Over 10 years old	50	85	14	3	24	16	140	41	10	383
Total	199	419	103	84	185	78	773	195	77	2,113
Average seating-capacity of vehicles (model average)	34-seater	33-seater	*16-seater	25-seater	33-seater	33-seater	33-seater	33-seater	33-seater	33-seater

* Estimated

TABLE 48—TABLE SHOWING DOMINION AVERAGE OPERATING-COSTS, REVENUE, AND PROFIT PER CAB AND PER CAB-MILE BASED ON A SAMPLE OF SINGLE-SHIFT TAXI OPERATORS

Item.						Pence Per Cab-mile.	Per Cab.
Running-costs—							£
Petrol and oil	..	..	..	..	..	2.21	241
Tires	..	..	..	..	..	0.58	63
Repairs—							
Ordinary	..	..	..	..	..	1.25	136
Due to accident	..	..	..	..	..	0.02	2
Standing Charges—							
Licence fees and insurance	..	..	..	..	..	0.42	46
Garaging	..	..	..	..	..	0.09	10
Depreciation	..	..	..	..	..	0.99	108
Levy paid to companies	..	..	..	..	..	0.32	35
Other expenses	..	..	..	..	..	0.21	23
Total	..	..	..	..	..	6.09	664
Revenue—							
Taxi	..	..	..	..	..	11.46	1,250
Other	..	..	..	..	..	..	..
						11.46	1,250
Profit and wages	..	..	..	..	..	5.37	586
Profit and wages (including value of car to owner for his private use)						5.92	616
Average mileage	..	..	..	..	..	26,175	..
Average cost-price of vehicles	..	..	..	..	..	..	646

TABLE 49—TABLE SETTING OUT TRAFFIC AND FINANCIAL STATISTICS FOR A SAMPLE OF FULL-TIME RENTAL-CAR OPERATORS THROUGHOUT THE DOMINION

Item.	Pence Per Mile.	Average Per Car.	
		Based on the Number of Cars Fully Used for a Year.	Based on the Number of Cars in Use at the End of the Financial Year.
Petrol and oil	0·10	6	5
Tires	0·40	24	18
Repairs	1·21	73	54
Licence fees and insurance	0·33	20	15
Wages and drawings in lieu of wages	1·47	89	66
Garage fees	0·14	9	6
Depreciation	1·91	116	86
Other expenses	0·49	30	22
Total, cost	6·05	367	272
Revenue—			
Rental	7·28	441	327
Other	0·14	9	6
Total, revenue	7·42	450	333
Profit	1·37	83	61
Mileage		14,553	10,797
Average cost of vehicles—			
Overall average			£469
3 years old or under			£476
Over 3 years old			£376
Percentage of vehicles 3 years old or under			93%
Percentage of vehicles over 3 years old			7%

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