

- (2) Whether the scale of passenger fares is such as to produce the best results, having regard to other competitive forms of transport, and all other relevant considerations.
- (3) Whether the issue of concession tickets at the present rates and on the present conditions is warranted, or should be modified or changed, having regard to the present economic conditions.
- (4) Whether the goods tariff is such as to produce the best results, having regard to the charges that the various classes of goods can bear economically, and the competition from other forms of transport.
- (5) Whether the existing arrangements for the carriage and delivery of parcels and/or goods are the best from the point of view of the net earnings of the railways therefrom, the necessity of meeting competition, co-ordination with the Post Office, or any other relevant consideration.
- (6) Whether the existing arrangements with the Post Office for carriage of mails is equitable to the Railways.
- (7) Whether the net returns from the various subsidiary services maintained by the Department, such as the Lake Wakatipu steamers, refreshment-rooms, advertising, dwellings and other buildings, road motors, &c., are satisfactory, having regard to the returns obtained therefrom, economy in administration, and generally all the surrounding circumstances.
- (8) Whether the existing staff establishment, including casual employees, is such as to ensure a satisfactory standard of economy and efficiency, and whether staff conditions generally are reasonable.
- (9) Whether the maintenance costs of the permanent-way, works, and signals are down to a minimum consistent with the maintenance of a proper standard of safety and efficiency in operation.
- (10) What reserve fund should be set aside from revenue each year to cover depreciation and renewals, including deferred maintenance and/or depreciation and/or renewals, if any, or by way of general reserve.
- (11) Whether the present arrangements for the maintenance of combined railway and road bridges are equitable to the railways.
- (12) Whether the rolling-stock is being economically maintained at a proper standard of safety and efficiency.
- (13) Whether the maximum of benefit is being obtained from the new workshops recently erected in the four main centres, and whether the volume of necessary work will be sufficient to keep these shops fully occupied, and as to the general position of the workshops.
- (14) Whether locomotive transportation costs are down to a minimum consistent with the maintenance of a proper margin of safety and efficiency in operation.
- (15) Whether the existing arrangements for the purchase, distribution, and control of railway stores keeps stocks down to a minimum consistent with efficiency and generally produces the maximum of economy in the use of stores.
- (16) Whether the traffic transportation costs are down to a minimum consistent with the maintenance of a proper standard of safety and efficiency in operation, having regard to the amount of service required under present competitive conditions and to any other relevant consideration.
- (17) Whether the abandonment of working (either wholly or in part) of any portion or portions of the railway system would be justified, having regard to the financial results of operating any such lines, the extent to which the various lines are used, and the alternative means of transport for passengers and goods available or feasible.