

## OTHER PARTS OF BRITISH EMPIRE.

The past year has witnessed the adoption of much transport legislation aimed at meeting the transport problem in different parts of the Empire. The principal legislative enactments or proposals are summarized hereunder :—

*South Australia.*—Road and Railway Transport Act, 1930 : “ An Act to provide for the co-ordination of passenger and freight transport by railways and by vehicles used for carrying passengers and goods on roads and to provide for the control and licensing of persons operating such vehicles.” Assented to 12th November, 1930.

*South Africa.*—Motor Carrier Transportation Act, 1930 : Areas are to be “ proclaimed transportation areas ” by Proclamation and notice in the *Gazette*, and thereafter a motor carrier certificate is necessary before the conveyance of goods or passengers can be undertaken for reward. Probably in force on 1st January, 1931.

*Tasmania.*—The Traffic Act (No. 2), 1930 : All “ public vehicles ” (all vehicles used for hire or for conveyance of goods or passengers for hire or any other consideration), and drivers and conductors of same, must be licensed. Public vehicles to be inspected.

*Northern Ireland.*—All public service vehicles to be licensed and inspected. Certificate of insurance to be produced when license issued. Licensing procedure vested in State Department.

*New South Wales.*—The Transport Act, 1930 : “ An Act to provide transport trusts for the regulation and control of tramway and omnibus transport and public vehicles in certain areas.” (Areas to be named in Proclamation.)

*Victoria.*—Ministry of Transport Bill, 1930 : Transport Department to comprise three branches—(1) Railways ; (2) tramways ; (3) road transport. All motor freight vehicles to be licensed, with exception of vehicles used solely within an urban area or vehicles owned and used by a primary producer solely for conveyance of primary produce to market, factory, or nearest railway-station. Above in addition to requirements of Motor-omnibus Act, 1928, relating to omnibuses.

*Great Britain.*—Road Traffic Act, 1930 : “ An Act to make provision for the regulation of traffic on roads and of motor-vehicles and otherwise with respect to roads and vehicles thereon . . . ”

## REGISTRATION OF MOTOR-VEHICLES.

The number of motor-vehicles registered during the year showed a marked decrease in comparison with the number of registrations effected during each of the five preceding years, as the following table shows :—

Year.	Cars.	Commercial Vehicles.	Cycles.	Total Registrations.
1925-26 .. ..	18,811	4,409	5,130	28,350
1926-27 .. ..	16,439	4,692	5,464	26,595
1927-28 .. ..	12,531	3,399	4,560	20,490
1928-29 .. ..	18,739	4,167	4,768	27,674
1929-30 .. ..	20,802	5,745	4,300	30,847
1930-31 .. ..	12,378	4,113	3,139	19,630

The registrations of vehicles manufactured in Great Britain have not during the year 1930-31 shown the same percentage decrease as have registrations of vehicles manufactured in other countries. This is probably due to the increased preferences granted in the Customs Acts Amendment Act, 1930, in respect of vehicles manufactured in Great Britain.

Detailed figures relating to the number of registrations and cancellations thereof are to be found in Tables 1 to 6 of the Appendix.

On the 1st June, 1931, the registrations of 12,785 vehicles were cancelled owing to the licenses not having been renewed during the relicensing years 1929-30 and 1930-31. This number is considerably greater than that for June, 1930—viz., 8,338.

The following figures show the number of motor-vehicle registrations (including dormant registrations) as at the 31st March, 1931 :—

—	North Island.	South Island.	Total.
Cars .. ..	99,967	56,213	156,180
Commercial vehicles .. ..	24,055	11,515	35,570
Cycles .. ..	22,634	15,342	37,976
Totals .. ..	146,656	83,070	229,726

These figures do not include vehicles for which approximately 3,000 “ demonstration ” plates were issued to dealers during the year.