

Full details of the results of the first six months operation of the scheme are set out in Table No. 12 in the Appendix to this report.

It is interesting to note that out of 483 persons who were warned and not prosecuted only two were subsequently reported for further offences.

J. INSPECTION OF MOTOR-VEHICLES.

All motor-vehicles operated in the Dominion are required to undergo periodical mechanical inspection, the work being classified into three main divisions.

Inspection of—

- (a) Licensed passenger-vehicles.
- (b) Licensed goods-vehicles.
- (c) Private vehicles.

(a) *Licensed Passenger-vehicles.* This class embraces all vehicles used for the carriage of passengers for hire or reward with the exception of taxis, and embraces omnibuses, service cars, passenger-trucks, school buses, &c. These vehicles are examined by officers of the Department specially appointed for the purpose. The examination is a thorough one, and all matters which are likely to prejudice the safety, health, or comfort of the passengers are carefully considered. A Certificate of Fitness, showing the number of passengers which the vehicle has been authorized to carry, must be exhibited within these vehicles.

By perusing plans of proposed vehicles and giving supervision during their construction the Department ensures that all new vehicles will comply with the relevant constructional requirements, and this co-operation eliminates unnecessary expense and delay in placing the vehicle in service. In this manner 327 new vehicles were constructed during the past year.

The following is the distribution of vehicles in the four licensing districts which were newly constructed, condemned, or voluntarily withdrawn :—

	1.	2.	3.	4.	Total.
(a) Newly constructed	105	129	43	50	327
(b) Condemned	60	23	6	9	98
(c) Voluntarily withdrawn ..	45	69	28	30	172

During the year 1,205 new applications for Certificates of Fitness and 123 applications for temporary permits were received.

Since December, 1936, all school buses have been required to undergo periodic inspection, and the work has entailed the examination of 578 vehicles. In this respect it may be stated that the principal consideration is given to the matters which are likely to prejudice the health and safety of the children.

Tabulated below is a statistical survey of these passenger-vehicles, which are inspected by the Department, as at 31st March, 1938 :—

District.	Ambulances.	School Vehicles.	School Buses.	Omnibuses.	Service Cars.	Service Coaches.	Passenger-trucks.	Total.
1	27	46	107	256	204	59	220	919
2	28	86	64	223	220	6	107	734
3	12	83	49	73	192	12	46	467
4	12	34	49	91	98	17	11	312
	79	249	269	643	714	94	384	2,432

It is pleasing to note that all operators have responded well to the Department's requirements, and it is considered that the standard of safety and comfort provided in passenger-carrying vehicles adequately fulfils the demands of the travelling public.

(b) *Licensed Goods-service Vehicles.*—During the year all goods-service vehicles licensed under the Transport Act were examined by the Vehicle Inspectors of the Department to ensure that they were maintained in a safe condition and were not unduly overloaded.

It is satisfactory to note that whereas the condition of the vehicles left much to be desired at the initial examination, the subsequent inspections have indicated that in general the operators have responded well to the Department's requirements and a higher standard of maintenance has resulted.