

It is of interest to note that of the £6,061,938 which represents the expenditure necessary on account of maintenance and loan charges paid in respect of all roads, streets, bridges, and footways 51 per cent. was provided by the local ratepayer, 27 per cent. by the motorist, and 22 per cent. by the general taxpayer. These percentages have been obtained by analysing the sources of the moneys expended, and do not refer to the total amount contributed by way of taxation and not expended on the roads, streets, or bridges. As indicated in Table 14 of the Appendix to this report, the taxation paid in respect of motor-vehicles by way of (a) Customs duties and surtax on vehicles and parts, (b) tire-tax, (c) petrol-tax, (d) registration and license fees, (e) heavy-traffic fees, and (f) drivers' license fees for the year ended 31st March, 1931, amounted to £2,907,153, or 48 per cent. of the total annual cost of all the roads, streets, and bridges, &c. This figure also exceeds the annual costs of main highways (£1,933,349), and represents 69 per cent of the costs for main highways and rural roads together.

9. TRANSPORT LEGISLATION IN OTHER COUNTRIES.

The following are some of the most important developments in the transport affairs of other countries passed during the last year :—

*Queensland.*—State Transport Co-ordination Act, of 1931 : An Act designed—

- (1) To set up a Minister of Transport and Transport Department, the latter including the former Railway Department and Main Roads Department ; and
- (2) To constitute a Transport Board and Advisory Committees for the guidance of the Minister and Department ; and
- (3) For the control and licensing of goods and passenger services by the Transport Board.

*Great Britain.*—An amendment to the Road Traffic Act, 1930, has been passed to exempt certain types of contract services from the requirements of the Act. Several inquiries are under way by Commission for report to the Government—*e.g.*, a joint committee representative of the road and rail interests to investigate the relationship between the two modes of transport (particularly from the point of view of goods traffic), and a Commission to inquire into the causes of road accidents.

*Germany.*—The principle of passenger and goods road-transport control has been extended, by legislation effective in November, 1931, to any type of service the operations of which resemble in character those normally performed by public service vehicles. For example, all goods carried for payment on account of a third party are subject to license requirement on journeys more than 31 miles (50 kilometres), and the element of regularity in the service is not a touchstone of the necessity to license (as formerly was the case).

*Austria.*—Legislation became effective this year for the control and licensing of passenger and goods road services on the same broad principles as apply in this country.

10. APPENDIX.

TABLE No. 1.—MOTOR-VEHICLE REGISTRATIONS, 1925–1931.

TABLE SHOWING THE TOTAL NUMBER OF VEHICLES REGISTERED UNDER THE MOTOR-VEHICLES ACT, 1924, AT 31ST DECEMBER, IN THE YEARS 1925 TO 1931.

(N.B.—Dormant, but not Cancelled, Registrations are included in this Table.)

| 31st December, | Cars. | Trucks (classified according to Pay-load Capacity). |                                     |                                     |                                     |                                     |                                     |             |        | Omnibuses. | Traction Engines. | Trailers.             |             | Tractors. | Others. | Motor-cycles. | Grand Total. |         |
|----------------|-------|-----------------------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------|--------|------------|-------------------|-----------------------|-------------|-----------|---------|---------------|--------------|---------|
|                |       | Not more than 1-ton.                                | Over 1-ton and not more than 2-ton. | Over 2-ton and not more than 3-ton. | Over 3-ton and not more than 4-ton. | Over 4-ton and not more than 5-ton. | Over 5-ton and not more than 6-ton. | Over 6-ton. | Total. |            |                   | Three or More Wheels. | Two Wheels. |           |         |               |              |         |
| 1925           | ..    | 81,662                                              | 9,671                               | 2,077                               | 879                                 | 713                                 | 268                                 | 48          | 17     | 13,673     | 1,285             | 386                   | 198         | 291       | 193     | 369           | 25,339       | 123,396 |
| 1926           | ..    | 101,462                                             | 13,056                              | 2,827                               | 1,155                               | 824                                 | 314                                 | 48          | 27     | 18,251     | 1,590             | 465                   | 241         | 432       | 328     | 455           | 32,101       | 155,325 |
| 1927           | ..    | 111,641                                             | 15,601                              | 3,643                               | 1,322                               | 850                                 | 340                                 | 41          | 18     | 21,815     | 1,143             | 477                   | 314         | 535       | 345     | 422           | 34,593       | 171,285 |
| 1928           | ..    | 125,656                                             | 17,057                              | 4,302                               | 1,465                               | 866                                 | 347                                 | 48          | 21     | 24,106     | 1,190             | 421                   | 269         | 689       | 422     | 460           | 36,116       | 189,329 |
| 1929           | ..    | 143,814                                             | 18,792                              | 6,453                               | 1,668                               | 852                                 | 349                                 | 51          | 24     | 28,189     | 1,271             | 372                   | 262         | 945       | 449     | 501           | 37,349       | 213,152 |
| 1930           | ..    | 154,634                                             | 19,839                              | 8,034                               | 1,798                               | 872                                 | 350                                 | 51          | 23     | 30,967     | 1,308             | 305                   | 259         | 1,279     | 464     | 503           | 37,404       | 227,123 |
| 1931           | ..    | 153,265                                             | 23,283                              | 8,542                               | 1,757                               | 829                                 | 321                                 | 44          | 21     | 34,797     | 1,234             | 282                   | 271         | 1,886     | 657     | 468           | 35,413       | 228,273 |