

(c) "HIT-AND-RUN" DRIVERS.

Covering the period from 1932 to the present year, the table below shows the number of claims and the amounts paid out under the agreements relating to claims by victims of "hit-and-run" drivers for personal damages due to negligence of the driver.

The Motor-vehicles Amendment Act, 1936, completely revolutionizes the responsibility at law of the driver who leaves his victim on the road unattended. In place of the former maximum penalty of £20 fine, the new legislation places this driver in the criminal class and makes the maximum penalty five years' imprisonment or £500 fine, the same as in the case of the negligent or intoxicated driver who causes death. It is hoped that this action will result in this type of offence being materially reduced.

Table of Claims.

Year ending 31st May,					Number of Accidents for which Claims made.	Amount paid out to Claimants.			Expenses incurred by Underwriters in handling Claims.		
						£	s.	d.	£	s.	d.
1932 (five months only)	..	..	..	..	5	595	0	0	145	3	6
1933	..	..	..	..	11	885	8	0	144	8	7
1934	..	..	..	..	12	720	2	6	150	5	10
1935	..	..	..	..	29	1,661	11	4	324	5	10
1936	..	..	..	..	38	1,058	7	6	295	10	1
Totals	..	..	..	..	95	4,920	9	4	1,059	13	10

3. MOTOR-VEHICLES ACT, 1924.

(a) REGISTRATIONS OF MOTOR-VEHICLES, BY TYPES OF VEHICLE.

Under the Motor-vehicles Act a new vehicle is registered and simultaneously licensed for the ensuing year or part thereof. The license is renewable each year. If a license is not renewed, the registration is classed as "dormant," and after remaining "dormant" for two complete years is cancelled, the assumption being that the vehicle in question is permanently off the road. If, however, the vehicle is again brought into use after its registration has thus been cancelled, it is treated as a new registration. The registration figures set out hereunder, therefore, are not an exact record of the number of new vehicles introduced into our traffic system; they include an unknown but probably small number of vehicles which have been out of commission for more than two years.

The following table sets out the annual registrations since 1926 :—

Year ended 31st March,					Cars.	Commercial Vehicles.	Cycles.	Total Registrations.
1926	..	..	..	..	18,811	4,409	5,130	28,350
1927	..	..	..	..	16,439	4,692	5,464	26,595
1928	..	..	..	..	12,531	3,399	4,560	20,490
1929	..	..	..	..	18,739	4,167	4,768	27,674
1930	..	..	..	..	20,802	5,745	4,300	30,847
1931	..	..	..	..	12,378	4,113	3,139	19,630
1932	..	..	..	..	6,151	2,656	2,058	10,865
1933	..	..	..	..	4,716	2,640	2,072	9,428
1934	..	..	..	..	5,551	3,339	1,956	10,846
1935	..	..	..	..	12,895	5,011	2,233	20,139
1936	..	..	..	..	19,469	6,445	2,421	28,335

The foregoing figures have been incorporated in the following table, which shows the relative increase or decrease in the annual registrations measured according to the figures for 1926 :—

Year ended 31st March,					Cars.	Commercial Vehicles.	Cycles.	Total Registrations.
1926	..	..	..	..	100	100	100	100
1927	..	..	..	..	87	106	107	94
1928	..	..	..	..	67	77	89	72
1929	..	..	..	..	100	95	93	98
1930	..	..	..	..	111	130	84	109
1931	..	..	..	..	66	93	61	69
1932	..	..	..	..	33	60	40	38
1933	..	..	..	..	25	60	40	33
1934	..	..	..	..	30	76	38	38
1935	..	..	..	..	69	114	44	71
1936	..	..	..	..	103	146	47	100