

The distribution of these vehicles among the four districts in the Dominion is as follows :—

District.				Number.
No. 1 : Auckland	..	..	..	2,050
No. 2 : Wellington	..	..	..	1,550
No. 3 : Christchurch	..	..	..	1,050
No. 4 : Otago	..	..	..	775
Total	..	..	..	5,425

(c) *Private Vehicles.*—A system of compulsory biennial inspection of all privately-owned motor-vehicles was introduced into the Dominion during the past year. The inspection is, in the main, being executed by approved motor garages, and a survey of the year's work indicates that approximately 95 per cent. of the inspections were executed by them. At the outset an understanding was given that at the expiry of two years the city authorities that had the necessary facilities to undertake all the inspection work in their areas would be made the sole examining authorities in those areas.

Some of the larger cities have already made or are making arrangements to install specialized equipment which will enable a reliable and rapid examination of vehicles to be made.

The inspection of a motor-vehicle for a Warrant of Fitness involves a check of brakes, lights, steering, wheel alignment, windscreen-wiper, rear-vision mirror, warning-device, and door-fastenings.

During the first half-yearly inspection period 178,354 warrants were issued to motor-vehicles, of which only 21 per cent. were found to be correct in every detail when presented for examination. During the second six-monthly period, however, it was found that 45 per cent. of the 188,711 vehicles examined could be issued with warrants without repairs or adjustments being necessary.

The following gives the percentages of defects as revealed by the first and second examinations :—

	Brakes.		Lights.		Steering.	Wind-screen-wiper.	Rear-vision Mirror.	Warning-device.	Door-fastening.
	Foot.	Hand.	Head.	Tail.					
First period ..	30	28	70	17	16	17	6	4	3
Second period ..	21	19	33	10	10	7	2	3	2

From a perusal of these figures it is evident that every detail involved in the inspection has shown an improvement during the second six-monthly period, but the figures also indicate the necessity for the test being conducted periodically. The brakes and steering-gear of motor-vehicles are matters of vital importance, and although all vehicles when issued with Warrants of Fitness on the first occasion were in a satisfactory condition, the subsequent examination disclosed that one vehicle in every five had inefficient foot-brakes and one in every ten had defective steering-gear. This condition no doubt is due to the deterioration which occurs during six months' operation.

The inspection of motor-cycles for a Warrant of Fitness includes a check of brakes, lights, steering-gear, silencers, foot-rests, and warning-device.

The following gives the percentage of defects revealed by the inspection of motor-cycles during the year :—

	Brakes.	Lights.		Steering, &c.	Silencer.	Foot-rests.	Warning- device.
		Head.	Tail.				
First	9	29	20	3	8	3	9
Second	6	15	13	1	3	2	4

It may be stated that the manner in which the motoring public has co-operated with the Government in the policy of regular vehicle-inspection indicates that it is fully appreciative of the efforts being made to reduce road accidents to a minimum.

5. MOTOR-VEHICLES INSURANCE (THIRD-PARTY RISKS) ACT, 1928.

A. STATISTICS.

The Motor-vehicles Insurance (Third-party Risks) Act passed in 1928 compels every owner of a motor-vehicle to insure against liability to pay damages on account of the death or injury to another person caused through the use of a motor-vehicle.

Payment of the insurance premiums is made annually to the Deputy Registrars of Motor-vehicles simultaneously with that of the annual license fee payable under the Motor-vehicles Act. Owners of motor-vehicles are required to nominate each year the insurance company with which the contract of insurance is to be made.