

Section 42 effects certain administrative alterations to the law relating to “mileage-tax.”

Section 56 enables the Minister of Transport to refer back for rehearing by the Licensing Authority the subject of a transport licensing appeal which has been lodged with the Minister in terms of the Transport Licensing Act, 1931.

B. REGULATIONS.

Traffic Regulations 1936, Amendment No. 2 (1940/156).—This forbids the use of a motor warning-device between 11 p.m. and 7 a.m. in populous areas; prohibits the carriage of a loaded firearm on a motor-vehicle; provides for the marking of double lines on certain corners and prohibits overtaking at such corners; and fixes a maximum speed of 35 miles per hour for motor-vehicles drawing trailers.

Motor-vehicle (Registration-plate) Regulations 1934, Amendment No. 7 (1940/66).—These provide for the fitting of special plates to the cars of His Excellency the Governor-General and of High Commissioners to New Zealand.

Motor-vehicles Insurance (Third-party Risks) Regulations 1939, Amendment No. 1 (1941/77).—The main purpose of these is to increase the premiums by one-twelfth on account of the thirteen-month license year of 1941–42 as mentioned above.

Heavy Motor-vehicle Regulations 1940, Amendment No. 1 (1940/97).—This extends the heavy traffic fee concessions for farmers’ trucks from the 4-ton class up to the 5-ton class.

Transport (Goods) Order 1936, Amendment No. 5 (1940/236). These regulations adapt to goods services the statutory provisions concerning the rehearing of appeals by Licensing Authorities referred to above.

Taxicab Regulations 1939, Amendment No. 1 (1941/44).—These regulations relate to offences and to refunds of fees in the case of taxicab licenses.

C. EMERGENCY (WAR) REGULATIONS.

In addition to the Oil Fuel Regulations, referred to in the last report, there have been passed the following Emergency Regulations which concern the work of this Department:—

Transport Licensing Emergency Regulations 1940 (1940/137) and Transport Licensing Emergency Regulations 1940, Amendment No. 1 (1940/173).—These shorten the terms of notice for reviews of transport licenses and for appeals against decisions of Transport Licensing Authorities.

Heavy Motor-vehicle Emergency Regulations 1941 (1941/78).—These regulations provide concessions, chiefly as regard refunds of heavy traffic fees, in the case of those vehicles impressed by or hired or sold to the armed forces.

Transport Legislation Emergency Regulations 1940 (1940/206).—Under these regulations the Minister of Transport is enabled to suspend or amend for the purposes of the war effort any legislation or regulations relating to the use of motor-vehicles.

The following Orders have been issued under the regulations:—

(a) *Transport Legislation Suspension Order 1940 (1940/272).*—A Crown vehicle driven by a member of the armed forces is exempted from the Transport Licensing requirements.

(b) *His Majesty’s Forces (Motor-cyclists) Suspension Order 1941 (1941/68).*—This exempts from learner restrictions the riders of motor-cycles belonging to and used for the armed forces.

(c) *Transport Legislation Suspension Order 1940 (No. 2) (1940/319).*—This enables farmers’ trucks to be fitted with “E” plates (*i.e.*, exempted from license fees) if they are used on the roads only in going from one part of the owner’s farm to another.

Motor-vehicles Emergency Regulations 1940 (1940/256).—These regulations extend the definition of “farmer’s truck” in the Heavy Motor-vehicle Regulations 1940, and permit the Commissioner of Transport to issue drivers’ licenses free of charge for the purposes of the armed forces.

Substitute Fuels Emergency Regulations 1940 (1940/241).—These provide concessions as regards mileage-tax, &c., in the case of motor-vehicles driven by approved devices which do not use petrol.