

E. APPEALS.

Appeals lodged during the year totalled 67, of which 52 were goods-service appeals and 15 passenger-service appeals. Eleven of the latter were in respect of taxi-services.

The following details are given regarding the above appeals and 23 goods-service appeals brought forward from the previous year:—

(GOODS-SERVICES.

District.				Carried Forward from Previous Report.	Lodged during Present Year.	Authority's Decision upheld.	Decision modified.	Decision reversed.	Under Action.
No. 1	..	..	..	2	21	3	3	3	14
No. 2	..	..	..	..	3	1	..	..	2
No. 3	..	..	..	6*	6	3	3	2	2
No. 4	..	..	..	15	22	13	10	5	9
Totals	..	..	..	23	52	20	16	10	27

* Two of these were withdrawn.

PASSENGER-SERVICES.

District.				Carried Forward from Previous Report.	Lodged during Present Year.	Authority's Decision upheld.	Decision modified.	Decision reversed.	Under Action.
No. 1	1	1	..	..	..
No. 2	1	..	..	..	1
No. 3
No. 4	2	..	..	..	2
Christchurch Metropolitan	11	2	3	6	..
Totals	15	3	3	6	3

7. CHANGES IN TRANSPORT LAW IN NEW ZEALAND.

A major activity of the year under review has been the preparation of a Transport Bill in consolidation and amendment of all the different branches of transport law at present contained in twenty-eight different statutes. The Bill is now ready for consideration by the Government.

The following amendments have been effected, during the year covered, to the statutes and regulations administered by this Department. The effect of some of the amendments is dealt with more fully in other parts of this report.

STATUTES.

Sections 25-27 of the Statutes Amendment Act, 1937.—Section 25 exempts agricultural tractors from registration fees.

Section 26 alters the law relating to weight-limits for motor-vehicles using unclassified roads. The new limits are 10 tons gross for two-axled vehicles and an axle-weight limit of 6 tons gross for vehicles with three or more axles.

Section 27 permits the Minister of Transport to exempt exceptional loads or vehicles from the above weight limit.

REGULATIONS.

Traffic Sign Regulations, 1937 (Gazette, 23/4/37).—This sets forth or amends the provisions relating to traffic signs formerly contained in the Motor-vehicle Regulations, 1933. Important new provisions are those relating to parking signs, the approved type of pedestrian crossing, and the speed-limit signs.

Fitness Certificate (Motor-cab) Exemption Order 1937 (Gazette, 12/8/37).—This exempts from requirements as to Certificates of Fitness under the Transport Licensing Act, 1931, any motor-cabs which may be brought under the provisions of that Act.

Motor-vehicles (Special Types) Regulations (No. 2) 1937 (Gazette, 4/11/37).—This is a reissue of the regulations relating to application of the mileage-tax to, and/or exemption from, license fees of various unusual types of motor-vehicle. The main amendment effected by the reissue is to exempt from taxation all agricultural tractors and trailers drawn by such tractors.

Heavy Motor-vehicles Regulations, 1932, Amendment No. 7 (Gazette, 22/12/37).—The effect of this amendment to the regulations for protection of roads from heavy motor traffic is explained fully in the road classification section of this report.

Motor-vehicles Insurance (Third-party Risks) Regulations, Amendment No. 3 (Gazette, 24/3/28).—This alters the premiums for third-party insurance in certain classes of motor-vehicle, to be effective as from 1st June, 1938. The alterations are dealt with in the relative section of this report.