

Serial Number 1950/69

**THE HEAVY MOTOR-VEHICLE REGULATIONS 1950,
AMENDMENT NO. 1**

B. C. FREYBERG, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington, this 10th day of
May, 1950

Present :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Transport Act, 1949, His Excellency the Governor-General acting by and with the advice and consent of the Executive Council, doth hereby make the following regulations.

REGULATIONS

1. (1) These regulations may be cited as the Heavy Motor-vehicle Regulations 1950, Amendment No. 1, and shall be read together with and deemed part of the Heavy Motor-vehicle Regulations 1950* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the 1st day of June, 1950.

2. Clause (3) of Regulation 1 of the principal regulations is hereby amended by adding to the definition of the term "heavy motor-vehicle" the words "or a vehicle designed solely or principally for the use of fire brigades in attendance at fires".

3. Regulation 12 of the principal regulations is hereby amended by revoking clauses (1) and (2), and substituting the following clauses:—

"(1) The quarterly licence fees payable for heavy motor-vehicles not engaged in the carriage of passengers shall be as follows:—

"(a) Heavy motor-vehicles fitted with pneumatic tires on all road-wheels and heavy motor-vehicles of the self-laying-track type having a continuous band or bands as their sole means of locomotion or traction: The fees set out in Table A appended to this clause:

"(b) Heavy motor-vehicles fitted with solid tires (not being metal) on any road-wheels: The fees set out in Table A appended to this clause, plus 17½ per cent., with a maximum fee of £18 15s.:

"(c) Heavy motor-vehicles fitted with a tire or tires so constructed that any metallic substance in the tire regularly comes into contact with the ground: The fees set out in Table A appended to this clause, plus 50 per cent., with a maximum fee of £18 15s.:

"(d) Heavy motor-vehicles the motive power of which is obtained from electric storage-batteries not charged from a prime mover on the vehicle: The respective fees prescribed by paragraphs (a), (b), and (c) of this clause, less 25 per cent.:

* Statutory Regulations 1950, Serial number 1950/26, page 69.

“(e) Farmer’s trucks: The respective fees prescribed by paragraphs (a), (b), and (c) of this clause, less 50 per cent.

“Table A—Quarterly Licence Fees for Heavy Motor-vehicles Not Carrying Passengers

	£	s.	d.			£	s.	d.
“ Class A, 2 –2½ tons ..	1	6	0	“	Class J, 6½–7 tons ..	8	10	0
“ B, 2½–3 ..	1	18	0	“	K, 7 –7½ ..	9	11	0
“ C, 3 –3½ ..	2	11	0	“	L, 7½–8 ..	10	13	0
“ D, 3½–4 ..	3	8	0	“	M, 8 –8½ ..	11	14	0
“ E, 4 –4½ ..	4	5	0	“	N, 8½–9 ..	12	15	0
“ F, 4½–5 ..	5	2	0	“	O, 9 –9½ ..	13	16	0
“ G, 5 –5½ ..	5	19	0	“	P, 9½–10 ..	15	19	0
“ H, 5½–6 ..	6	16	0	“	Q, over 10 ..	18	15	0
“ I, 6 –6½ ..	7	13	0					

“(2) The quarterly licence fees payable for heavy motor-vehicles engaged only in the carriage of passengers shall be as follows:—

“(a) Heavy motor-vehicles fitted with pneumatic tires on all road-wheels: The fees set out in Table B appended to this clause, but when the maximum load authorized by the licence computed as provided by clause (8) of Regulation 1 hereof together with the unladen weight of the vehicle exceeds 10 tons the quarterly licence fee shall be £18 15s.:

“(b) Heavy motor-vehicles the motive power of which is obtained from electric storage-batteries not charged from a prime mover on the vehicle: The fees prescribed by paragraph (a) of this clause, less 25 per cent.

“Table B—Quarterly Licence Fees for Heavy Motor-vehicles Engaged Only in Carrying Passengers

Number of Persons Authorized to be Carried (Passengers and Driver).	£	s.	d.		Number of Persons Authorized to be Carried (Passengers and Driver).	£	s.	d.
“ Up to 4 ..	1	6	0	“	Up to 18 ..	5	15	0
“ 5 ..	1	12	0	“	19 ..	6	1	0
“ 6 ..	1	18	0	“	20 ..	6	8	0
“ 7 ..	2	5	0	“	21 ..	8	19	0
“ 8 ..	2	11	0	“	22 ..	9	7	0
“ 9 ..	2	17	0	“	23 ..	9	16	0
“ 10 ..	3	4	0	“	24 ..	10	4	0
“ 11 ..	3	10	0	“	25 ..	10	13	0
“ 12 ..	3	17	0	“	26 ..	11	1	0
“ 13 ..	4	3	0	“	27 ..	11	10	0
“ 14 ..	4	9	0	“	28 ..	11	18	0
“ 15 ..	4	16	0	“	29 ..	12	7	0
“ 16 ..	5	2	0	“	30 ..	12	15	0
“ 17 ..	5	8	0	“	Over 30 ..	15	19	0”

T. J. SHERRARD,
Clerk of the Executive Council.

EXPLANATORY NOTE

[This note is not part of the regulations, but is intended to indicate their general effect.]

The effect of Regulation 2 is to exclude fire-engines from the definition of the term "heavy motor-vehicle".

Regulation 3 simplifies the setting-out of the heavy-traffic fees for the various classes of heavy motor-vehicles, and also provides that the maximum fee of £18 15s. per quarter applies to all Class Q goods vehicles—*i.e.*, over 10 tons—and to the equivalent passenger-vehicles, irrespective of whether or not they are fitted with pneumatic tires or have more than two axles.

Issued under the authority of the Regulations Act, 1936.

Date of notification in *Gazette*: 11th day of May, 1950.

These regulations are administered in the Transport Department