

SUPPLEMENT
TO THE
NEW ZEALAND GAZETTE

OF
THURSDAY, FEBRUARY 11, 1932.

Published by Authority.

WELLINGTON, TUESDAY, FEBRUARY 16, 1932.

Altering the Boundaries of No. 2 and No. 3 Transport Districts and No. 9 and Dunedin Transport Districts under the Transport Licensing Act, 1931.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 10th day of February, 1932.

Present :

THE RIGHT HON. G. W. FORBES, PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred on him by section four of the Transport Licensing Act, 1931, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby—

- (1) Alter the boundaries of Number Two and Number Three Transport Districts ;
- (2) Alter the boundaries of Number Nine and Dunedin Transport Districts :
- (3) Declare that, as from the date of publication of this Order in the *Gazette*, the boundaries of the said respective districts shall be as set out in the Schedule hereto.

SCHEDULE.

BOUNDARIES OF NUMBER TWO TRANSPORT DISTRICT.

The boundaries of all that area situated within the boundaries of the Waiheke Island and of the Counties of Waitemata, Great Barrier, Franklin, and Manukau, excluding the Mangere Riding of the last-named county, and including the Boroughs of Birkenhead, Northcote, Takapuna, Devonport, New Lynn, Otahuhu, Pukekohe, and the Town Districts of Helensville, Henderson, Glen Eden, Howick, Papatoetoe, Manurewa, Papakura, Tuakau, Waiuku, and Mercer.

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BOUNDARIES OF NUMBER THREE TRANSPORT DISTRICT.

The boundaries of all that area situated within the boundaries of the Counties of Raglan, Waipa, Waikato, Hauraki Plains, Coromandel, Thames, Ohinemuri, Tauranga, Piako, Matamata, Rotorua, Taupo, Whakatane, and Opotiki, including all boroughs and town districts therein or contiguous thereto.

BOUNDARIES OF NUMBER NINE TRANSPORT DISTRICT.

The boundaries of all that area situated within the boundaries of the Counties of Waitaki, Vincent, Maniototo, Waihemo, Waikouaiti, Taieri, Tuapeka, Bruce, Clutha, Southland, Wallace, Fiord, Lake, and Stewart Island, exclusive of the City of Dunedin, the Boroughs of Green Island, Port Chalmers, West Harbour, and St. Kilda, and the area of the Number 225 Main Highway from Dunedin to Port Chalmers, but inclusive of all other boroughs and town districts therein or contiguous thereto.

BOUNDARIES OF DUNEDIN TRANSPORT DISTRICT.

The boundaries of all that area situated within the boundaries of the Dunedin City, the Boroughs of Green Island, Port Chalmers, West Harbour, and St. Kilda, the Peninsula County, and also of the area of the Number 225 Main Highway from Dunedin to Port Chalmers.

F. D. THOMSON,
Clerk of the Executive Council.

(TT.19/2.)

Transport Licensing Act, 1931.—Appointment of Acting Chairman of Central Licensing Authority.

IN pursuance and exercise of the powers conferred on me by the Transport Licensing Act, 1931, I, Joseph Gordon Coates, Minister of Transport, do hereby appoint Colonel Steven Shepherd Allen, Solicitor, of Morrinsville, to be Acting Chairman of the Central Licensing Authority for the purposes of the said Act during the absence from meetings of the Chairman, Honourable Justice Francis Vernon Frazer.

Dated at Wellington, this 12th day of February, 1932.
(TT. 20.) J. G. COATES, Minister of Transport.

Consolidating and amending Regulations as to the Use of Heavy Motor-vehicles.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 10th day of February, 1932.

Present:

THE RIGHT HON. G. W. FORBES, PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers and authorities conferred on him by the Public Works Act, 1928, and the Motor-vehicles Act, 1924, and every other power and authority in anywise enabling him in that behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby revoke the regulations and amendments thereto as to the use of motor-lorries, dated the thirtieth day of March, one thousand nine hundred and twenty-seven, the twenty-ninth day of March, one thousand nine hundred and twenty-eight, the twenty-seventh day of August, one thousand nine hundred and twenty-eight, the twenty-first day of May, one thousand nine hundred and twenty-nine, and the thirtieth day of May, one thousand nine hundred and thirty, and published in the *New Zealand Gazette* of the thirty-first day of March, one thousand nine hundred and twenty-seven, the thirtieth day of March, one thousand nine hundred and twenty-eight, the thirtieth day of August, one thousand nine hundred and twenty-eight, the twenty-fourth day of May, one thousand nine hundred and twenty-nine, and the thirty-first day of May, one thousand nine hundred and thirty, respectively, and doth hereby make the following regulations in lieu thereof; and doth hereby declare that, save as hereinafter provided, such revocation shall take effect, and the regulations hereby made shall come into force, on the date of the publication of this Order in Council in the *Gazette*.

REGULATIONS.

I. INTERPRETATION.

(1) THESE regulations may be cited as "The Heavy Motor-vehicle Regulations, 1932."

(2) In these regulations, where not inconsistent with the context,—

"Axle" means any part of a vehicle through which weight is transmitted directly through a bearing to a road-wheel, or the equivalent thereof, or to two or more road-wheels or their equivalent being substantially in alignment, and which forms an axis for such road-wheel or road-wheels or its or their equivalent: Provided that two axles substantially in alignment shall be deemed for the purposes of this definition to be one axle.

"Controlling authority" means the Minister of Public Works, Board, local authority, or person or persons as the case may be, having control over any road or street:

"Heavy motor-vehicle" means a motor-lorry within the meaning of section 166 of the Public Works Act, 1928, and includes any motor-vehicle within the meaning of the Motor-vehicles Act, 1924 (other than a private motor-car as defined by the said Act), which, with the greatest load it is at any time carrying, exceeds two tons in weight, and includes tractors and steam-wagons, but does not include traction-engines, and does not include any vehicle the owner of which has obtained from the licensing authority a certificate to the effect that he has proved to the satisfaction of the licensing authority—

(a) That such vehicle is a public motor-car carrying only passengers and their luggage and available for hire to any of the public from day to day on undefined routes; and

(b) That with the greatest load it is at any time carrying it does not exceed 2 tons 5 cwt. in weight; and

(c) That the vehicle was and has remained in possession of its owner on and since the 30th day of June, 1925.

"Inspector" means any person appointed to be an Inspector for the purposes of these regulations:

"License" means a heavy-traffic license issued under the provisions of these regulations, and includes a copy of a license issued as herein provided:

"License year" means any period of twelve months ending on the 31st day of May:

"License quarter" means any period of three months ending on the last days of August, November, February, and May:

"Licensing authority" means any local authority having power to issue a license under these regulations:

"Minister" means the Minister of Transport:

"Multi-axled heavy motor-vehicle" means any heavy motor-vehicle specially designed or adapted so that the weight of the vehicle and its load is carried on more than two axles with their respective road-wheels, and having not less than two wheels to each axle, and approved by the Minister individually or as a class or type for the purposes of this definition:

To "operate" means to use or drive, or cause or permit to be used or driven, or permit to be on any road, whether the person operating is present in person or not:

"Owner" includes a bailee to whom a heavy motor-vehicle is bailed for any period exceeding fourteen days, and also includes a person in possession of a heavy motor-vehicle pursuant to a bill of sale or hire-purchase agreement. Where there are more owners of a heavy motor-vehicle than one every such owner is an owner for the purposes of these regulations:

"Pneumatic tire" means a tire which, when in use, is inflated by air introduced from time to time under pressure so as to enclose under normal inflation a cushion of air forming altogether at least one-half of the total area of any cross-section of the tire so inflated:

"Road" and "street" include any highway, whether or not the same may at any time be or have been declared to be a main highway, and "road" includes "street":

"Steam-wagon" means any heavy motor-vehicle propelled by steam-power, which is primarily designed to carry a load of passengers or goods, exclusive of fuel or water for the use of the vehicle:

"Super-resilient tire" means a tire, not being a pneumatic tire, but composed of a soft and elastic material and of a kind, brand, or description certified by the Minister by notice published in the *New Zealand Gazette* as being a super-resilient tire for the purposes of these regulations:

"Traction-engine" means any locomotive engine propelled by steam-power and designed for use on ordinary roads, but does not include steam-wagons, whether or not used for the purposes of traction:

"Tractor" means any motor-vehicle in use for the time being solely for the purposes of traction, and not for the carriage thereon of passengers (other than the driver) or goods:

"Trailer" means a vehicle without motive power designed solely or principally for the carriage of persons or goods, and drawn or propelled by a motor-vehicle other than a traction-engine:

"Wheel-track" means the distance between the centres of the off-side and near-side wheels of a pair of wheels and, when a pair of wheels consists of twin wheels on the off-side and twin wheels on the near side, means the distance from the centre of the off-side twin wheels to the centre of the near-side twin wheels:

"Width" of a tire in any case in which such tire is made wholly or principally of a soft and elastic material such as rubber and is held in a metal rim (whether the rim be detachable or part of the wheel) means the distance measured across the tire, parallel to the axis of the wheel at the place nearest the top of the metal rim where the tire makes contact with the rim:

"Width" of a tire in any case in which such tire is made wholly or principally of a soft and elastic material such as rubber and is immovably fixed to a metallic base means the greatest distance that can be measured across the tire parallel to the axis of the wheel, exclusive of the distance (if any) along that line where the soft or elastic material, when measured vertically towards the metallic base, is less than one-quarter of an inch in thickness:

"Width" in relation to a metal tire, or any other tire not included in either of the foregoing definitions, means the distance (measured in the shortest straight line) across the running-surface of the tire that actually makes contact with the roadway.

(3) For the purpose of issuing heavy-traffic licenses and assessing under these regulations the liability for license fees of tractors and trailers:—

(a) Any heavy motor-vehicle in use for the time being solely as a tractor shall be deemed to be a tractor while so used;

- (b) A tractor with one trailer attached thereto shall be deemed to form one heavy motor-vehicle, and each additional trailer after one attached to a tractor shall be deemed to be a separate heavy motor-vehicle.
- (4) For the purposes of these regulations, in the computation of the load of heavy motor-vehicles engaged in the carriage of passengers, fifteen persons shall be deemed to weigh one ton, and in computing the number of persons the driver shall be included: Provided that in the case of a heavy motor-vehicle used for the carriage of school-children and their teachers, and for no other purpose, thirty school-children shall be deemed to weigh one ton, and each teacher and driver shall be deemed to weigh one-fifteenth of a ton.
- (5) For the purpose of general interpretation thereof under section 7 of the Acts Interpretation Act, 1924, these regulations shall be deemed to be made under the Public Works Act, 1928.

2. CLASSIFICATION OF HEAVY MOTOR-VEHICLES.

Heavy motor-vehicles shall consist of the following classes:—

Class—	Any Heavy Motor-vehicle which, with the Maximum Load it is licensed to carry, exceeds in Weight—	But does not exceed in Weight—
A ..	2 tons	2½ tons.
B ..	2½ "	3 " "
C ..	3 "	3½ " "
D ..	3½ "	4 " "
E ..	4 "	4½ " "
F ..	4½ "	5 " "
G ..	5 "	5½ " "
H ..	5½ "	6 " "
I ..	6 "	6½ " "
J ..	6½ "	7 " "
K ..	7 "	7½ " "
L ..	7½ "	8 " "
M ..	8 "	8½ " "
N ..	8½ "	9 " "
O ..	9 "	9½ " "
P ..	9½ "	10 " "
Class—	Any Multi-axled Heavy Motor-vehicle which, with the Maximum Load it is licensed to carry, exceeds in Weight—	But does not exceed in Weight—
Q ..	10 tons	15 tons.

3. TIRES.

- (1) "Tire" for the purposes of this regulation means a tire other than a pneumatic tire.
- (2) No heavy motor-vehicle tire shall be of a less width than 3 in.
- (3) The minimum width of any tire used on any heavy motor-vehicle shall be such that the intensity of pressure of such tire on the surface of the highway resulting from the weight of the heavy motor-vehicle, together with the maximum load it is licensed to carry, shall not exceed the following:—
 - 400 lb. per inch of width of tire for tires up to and including 5 in. in width:
 - 600 lb. per inch of width of tire for tires more than 5 in. but not more than 6 in. in width:
 - 700 lb. per inch of width of tire for tires more than 6 in. but not more than 7 in. in width:
 - 800 lb. per inch of width of tire for tires more than 7 in. in width.
- (4) Twin or dual tires shall for the purpose of width be deemed to be a single tire having a width equal to the sum of the widths of both tires.
- (5) The thickness of any rubber tire on any wheel of any heavy motor-vehicle shall be not less than the following:—
 - 1 in. for any tire not more than 5 in. in width:
 - 1½ in. for any tire more than 5 in. but not more than 8 in. in width:
 - 1¼ in. for any tire more than 8 in. in width.
 Such thickness shall be measured from the outer circumference of the flange when the rubber tire is on a flanged band, and from the outer surface of the bonding material when the band is not flanged.
- (6) No person shall operate any heavy motor-vehicle having tires of a less thickness than those hereinbefore prescribed.
- (7) No person shall operate any heavy motor-vehicle fitted with a super-resilient tire if the tire is worn to such an extent that it has lost its qualities of extra resilience.
- (8) The tire of each wheel of a heavy motor-vehicle, if such tire is not of a soft or elastic material, shall be smooth, and shall, where the tire touches the surface of the road or other base whereon the heavy motor-vehicle moves or rests be flat:

Provided that the edges of the tire may be bevelled or rounded to the extent in the case of each edge of not more than half an inch, measured as the shortest straight line across the width of the surface of the bevelled or rounded portion: Provided also that if the tire is constructed of or faced with separate plates the plates may be separated by parallel spaces which shall be disposed throughout the outer surface of the tire so that nowhere shall the aggregate extent of the space or spaces in the course of a straight line drawn horizontally across the circumference of the wheel exceed one-eighth part of the width of the tire.

(9) Save with the precedent consent in writing of the controlling authority, which may be subject to such conditions as the controlling authority thinks fit to impose, no person shall operate any heavy motor-vehicle having any tire which, if not of a soft or elastic material, is not smooth and flat (to the extent aforesaid and subject to the foregoing proviso), or which, if constructed of or faced with separate plates, has spaces greater than the spaces hereinbefore prescribed, or which is fitted with lugs, cleats, or any other projections similarly intended to aid the tractive effect. "Tire" in this clause includes a self-laying track.

4. CLASSIFICATION OF ROADS.

(1) (a) The Minister of Public Works in respect of any Government road, and the Main Highways Board in respect of any main highway under its control, and the local authority having control of any other road or main highway in respect of that road, may declare that such road belongs to some one of the following classes, namely—

Class Two: Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which with the load it is carrying weighs not more than 8 tons, or any multi-axled heavy motor-vehicle which with the load it is carrying weighs not more than 12 tons:

Class Three: Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which with the load it is carrying weighs not more than 6½ tons, or any multi-axled heavy motor-vehicle which with the load it is carrying weighs not more than 10 tons:

Class Four: Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which with the load it is carrying weighs not more than 4½ tons, or any multi-axled heavy motor-vehicle which with the load it is carrying weighs not more than 6½ tons:

Class Five: Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which with the load it is carrying weighs not more than 3 tons, or any multi-axled heavy motor-vehicle which with the load it is carrying weighs not more than 4½ tons.

(b) If within one month after it has been requested in writing by the Main Highways Board so to do, the local authority having the control of any main highway fails to classify such road in accordance with the provisions of this regulation the Main Highways Board may so classify such road.

(2) Any road classified or deemed to have been classified under Regulation 7 of the Motor-lorry Regulations, 1927, as heretofore in force shall, if so classified as a road of the First or Second Class, henceforth be deemed to have been classified as a road of Class Two under this regulation, and if so classified as a road of the Third Class, Fourth Class, or Fifth Class, shall henceforth be deemed to have been classified as a road of Class Three, Class Four, or Class Five respectively under this regulation.

(3) The controlling authority proposing to make any such classification shall give public notice of the names of the road or roads proposed to be so classified and of the class to which it is proposed that each such road shall be declared to belong, and shall in such notice call upon any person objecting to lodge notice in writing of his objection and of the ground thereof at an address of the controlling authority to be stated in the public notice so given, and within seven days from the first publication of such notice. Such notice shall be given either—

- (a) By publishing in some newspaper circulating in the district affected a notice in accordance with Form D in the Schedule hereto containing the particulars hereby required to be publicly notified; or
- (b) By depositing for public inspection at the office of the controlling authority a statement showing the names of the road or roads proposed to be classified and the class to which it is proposed that each shall belong and publishing in some newspaper circulating in the district affected a notice in accordance with Form E in the Schedule hereto.

(4) Upon the expiration of such seven days the controlling authority shall apply to the Minister for his approval of such classification, and shall forward with its application any objections thereto received as aforesaid.

(5) The Minister may approve such classification as proposed or may alter the same either in accordance with any objection received or otherwise, and then approve the same as altered.

(6) No classification shall have any force or effect until it is approved by the Minister in writing and publicly notified and the roads affected are designated as provided by the next succeeding clause hereof.

(7) Upon the giving of such approval the controlling authority shall give public notice, by publication in some newspaper circulating in the district affected, of the classification effected, and of the Minister's approval thereof, and forthwith shall erect and maintain, at the appropriate places, such one or more of the signs described in Regulation 6 hereof as may be appropriate to the classification.

(8) Any such classification may, with the Minister's approval, be varied from time to time, and the foregoing procedure shall, *mutatis mutandis*, apply on any such variation.

(9) Notwithstanding anything hereinbefore to the contrary, the Minister, after notice to the road-controlling authority and in the case of a main highway to the Main Highways Board, also, may declare that any road, whether or not any classification or proposed classification thereof may have theretofore been effected, belongs to such one of the classes set out in clause (1) hereof as he thinks fit, and upon publication of such notice in the *Gazette* such classification shall have full force and effect according to the tenor thereof. The provisions of the last preceding clause hereof shall apply to any classification effected under this clause, and the Minister may require the controlling authority of any road so classified to erect the appropriate sign or signs.

5. Use of Classified Roads and General Weight Limitations.

(1) No person shall operate any heavy motor-vehicle (including a trailer) on a road classified as indicated in Column 1 of the table hereunder—

- (a) If its weight together with the weight of the load it is actually carrying exceeds the maximum weight for which a road of that class is by clause (1) of Regulation 4 hereof declared to be available (indicated in the case of multi-axled heavy motor-vehicles by Column 4 of the table, and in the case of other heavy motor-vehicles by Column 2 of the table); or
- (b) If that portion of the weight of the vehicle and its load which is borne by any axle exceeds the weight indicated for a road of that class by Column 5 of the table in the case of multi-axled heavy motor-vehicles or trailers, and by Column 3 of the table in the case of other heavy motor-vehicles; or
- (c) If that portion which is borne by the steering axle, or, if there are more than two steering axles, any one of them is less than 18 per centum of the total weight of the vehicle and its load.

TABLE OF LOAD-LIMITS.

Classification of Roads.	Heavy Motor-vehicles other than Multi-axled Heavy Motor-vehicles.		Multi-axled Heavy Motor-vehicles.	
	Gross Weight.	Axle Weight.	Gross Weight.	Axle Weight.
Column 1.	Column 2.	Column 3.	Column 4.	Column 5.
Class Two ..	8 tons	6.4 tons	12 tons	4.8 tons
Class Three	6.5 "	5.2 "	10 "	4 "
Class Four ..	4.5 "	3.6 "	6.5 "	2.6 "
Class Five ..	3 "	2.4 "	4.5 "	1.8 "

(2) Notwithstanding anything hereinbefore contained, a controlling authority may give written permission for any licensed heavy motor-vehicle to be used on any road (under control of that controlling authority and classified so as not to be available for the use thereon of such heavy motor-vehicle) subject to such conditions as to weather, speed, weight of load, number of trips, payment for damage done by such use, or any other condition whatsoever as such controlling authority may think fit to impose. Such permission shall be given in accordance with Form F in the Schedule hereto, or to the like effect.

(3) Every person operating a heavy motor-vehicle under a permission given as aforesaid shall comply with all the conditions expressed in such permission.

(4) Any controlling authority may, with the consent of any other controlling authority, whether or not in the same heavy-traffic district, give any written permission necessary under

clause (2) hereof in respect of any road controlled by the latter controlling authority, and the provisions of the clauses (2) and (3) hereof shall in all respects apply to any permission so given.

(5) Any permission given in terms of this regulation may apply to any particular trip or to any number of trips or to a specified period or periods, and may at any time be revoked or amended by any controlling authority so far as it relates to roads under the control of that controlling authority.

(6) Any permission heretofore granted in terms of Regulation 8 of the Motor-lorry Regulations, 1927, and subsisting on the coming into force of these regulations, shall enure as if it had been duly given under this regulation.

(7) No person shall operate any heavy motor-vehicle carrying a greater load than the maximum load it is licensed to carry.

(8) The owner of every heavy motor-vehicle shall at all times cause to be shown on the right or off side thereof, in clearly-painted letters and figures not less than 1 in. in height, a statement, correct to within one hundredweight of the unladen weight of the vehicle as follows:—

Unladen weight, tons cwt.

(9) (a) On and after the 1st day of June, 1932, the owner of any heavy motor-vehicle shall cause to be affixed thereto at all times directly below, to the right of and adjacent to each number-plate issued in terms of the Motor-vehicles Act, 1924, in respect of the said heavy motor-vehicle, a plate in the form and description of the diagram No. 2 in the Schedule hereto, indicating by the appropriate letter under Regulation 2 hereof the class for which the heavy-traffic license for the aforesaid heavy motor-vehicle has been issued. Such plates (hereinafter referred to as "classification-plates") shall be supplied by the licensing authority to the owner of the heavy motor-vehicle on production by the owner of a current heavy-traffic license issued to the owner, and the said licensing authority may charge the owner a sum not exceeding 1s. 6d. for each classification-plate. The classification-plate shall at all times be affixed and maintained in an upright position in such a manner that the letter on the plate is upright, easily distinguishable, and clearly illuminated when the number-plate is required to be illuminated by law.

(b) If at any time the classification of any heavy motor-vehicle is altered and a new license issued in respect thereof, then a fresh classification-plate corresponding with the new classification shall be affixed to such vehicle as aforesaid.

(c) It shall be an offence under these regulations to operate any heavy motor-vehicle at any time (a) without a classification-plate affixed as aforesaid, or (b) bearing a classification-plate which is mutilated or is not clearly visible, or does not correspond in class designation with the current license issued in respect of the said vehicle under these regulations.

6. CLASSIFICATION OF ROAD SIGNS.

(1) (a) The signs (hereinafter referred to as "classification signs") to be erected in terms of Regulation 4 hereof shall be in the form indicated by diagram No. 1 of the Schedule hereto—that is to say, in the form of a circle coloured yellow with black borders, numerals and letters, and approximately of the dimensions in sign, letters, and numerals indicated on the diagram. The sign shall bear such of the terms "Class II," "Class III," "Class IV," or "Class V" as may be appropriate to the classification of the road or portion of road designated by the sign.

(b) Every controlling authority shall erect classification signs to indicate the classification of all roads under its control which have been classified or deemed to be classified in accordance with these regulations.

(2) In every case the controlling authority shall erect the appropriate classification signs in such a manner as to give to owners and drivers of heavy motor-vehicles reasonable indication of such classification.

(3) Where possible every controlling authority erecting a classification sign shall erect the same at such a site, at such a height above the level of the road, and generally in such a position and manner that it shall—

- (a) Not be a source of danger to pedestrian or other traffic;
- (b) Be clearly and readily visible for at least 50 yards before reaching it to the driver of a motor-vehicle approaching it;
- (c) Where practicable be illuminated by the headlights of approaching motor-vehicles;
- (d) Where not incompatible with the foregoing requirements of this clause, or otherwise impracticable, have its centre at a height of approximately 3½ ft. above the level of the road.

(4) No controlling authority shall erect or maintain any classification sign relating (whether exclusively or not) to the classification of roads otherwise than in accordance with the requirements of this regulation.

(5) Every controlling authority that erects a classification sign shall at all times while the same remains in position maintain the same in good repair, undefaced and undamaged, and with the colours thereof and the characters thereon in bright, clear, and legible condition.

(6) No controlling authority shall erect or maintain, or cause or permit to be erected or maintained, or to be on any road or in any place visible from a road any sign in the form hereinbefore described which is not used solely for denoting some matter or conveying the information hereby authorized to be denoted or conveyed by means of classification signs.

(7) No person shall, except in the capacity of an employee of the controlling authority, erect or maintain, or cause or permit to be erected or maintained, or to be on any road or in any place visible from a road, any classification sign, unless authorized thereto by writing under the seal of the controlling authority (being a corporate body) or in writing duly verified by the controlling authority (not being a corporate body) having control of such road.

(8) No person shall erect or maintain, or cause or permit to be erected or maintained, or to be on any road or in any place visible from a road, any sign, device, or object liable to be mistaken for a classification sign of the form hereinbefore described.

(9) No person shall cause or permit his name or the name of any business carried on by him or the name of any wares dealt with by him to be displayed on a sign which is so erected or maintained that its erection or maintenance constitutes a breach of any provision of this regulation: Provided that it shall be a defence to any person charged with an offence against this clause if such person proves that the sign was erected and maintained without his knowledge, or that before the date of the offence he gave notice in writing to the occupier of the land on which the sign is erected requiring such occupier forthwith to remove the sign.

(10) No person shall remove, mutilate, obscure, or in any manner damage or interfere with any classification sign erected under this regulation.

7. SPEED.

(1) No person shall operate any heavy motor-vehicle at a speed exceeding the maximum speed for such heavy motor-vehicle herein provided.

(2) The maximum speeds for heavy motor-vehicles which are motor-cars or motor-omnibuses within the meaning of the Motor-vehicles Act, 1924, all tires of which are pneumatic, and for which no other maximum speed is provided herein shall be as set out in Part I of the Table in the Schedule hereto.

(3) The maximum speed for heavy motor-vehicles which are not motor-cars or motor-omnibuses within the meaning of the Motor-vehicles Act, 1924, all tires of which are pneumatic, and for which no other maximum speed is provided herein shall be as set out in Part II of the said table.

(4) The maximum speed for heavy motor-vehicles for which no other maximum speed is provided herein shall, if any tire is solid, be twelve miles per hour, or if any tire is metal be eight miles per hour. For the purpose of this clause "solid" tire means a rubber tire not being a pneumatic tire, and "metal" tire means any tire not being a rubber tire or a pneumatic tire.

(5) The maximum speeds for any heavy motor-vehicle (including a trailer) constructed without springs or other effective cushioning apparatus between the road wheels and the chassis shall be the respective speeds heretofore set out in this regulation, reduced by 50 per centum.

(6) Notwithstanding anything hereinbefore contained a controlling authority may, with the Minister's approval, and in the case of main highways, after notice to the Main Highways Board, give written permission in respect of any particular heavy motor-vehicle or in respect of any particular class of heavy motor-vehicle to travel at a maximum speed in excess of the maximum speed hereinbefore provided, and the speed so permitted shall for the purpose of these regulations be deemed to be the maximum speed hereunder: Provided always that—

- (a) Such permission shall be given only in respect of heavy motor-vehicles licensed for the carriage of passengers or licensed for the carriage of goods and passengers, and fitted with pneumatic tires on all wheels; and
- (b) The maximum speed fixed by such permission shall not be greater than thirty miles per hour; and
- (c) Such permission shall extend only to such roads as are expressly included therein; and
- (d) Such permission may be expressed to be subject to such conditions as the controlling authority may think fit to impose.

(7) Every person operating a heavy motor-vehicle under a permission given by virtue of the last preceding clause hereof shall comply with all the conditions expressed in such permission.

(8) Every permission hitherto given by a controlling authority in terms of Regulation 5 of the Motor-lorry Regulations, 1925, or Regulation 5 of the Motor-lorry Regulations, 1927, is hereby revoked.

(9) In any case in which the maximum speed fixed by a controlling authority for any locality, road, or part of a road is greater than the appropriate speed fixed in this regulation, the maximum speed for such locality, road, or part of a road shall be that fixed in this regulation.

8. PROHIBITION OF CERTAIN HEAVY TRAFFIC.

(1) No person shall operate any traction-engine or metal-tired heavy motor-vehicle unless the consent thereto in writing is first obtained from the controlling authority, and such consent may be subject to such conditions as the controlling authority may think fit to impose.

(2) Every person operating any traction-engine or metal-tired heavy motor-vehicle under the consent given as aforesaid shall comply with all the conditions expressed in such consent.

(3) Any controlling authority may prohibit, absolutely or conditionally, the use on any road of heavy motor-vehicles, or of any class of heavy motor-vehicle, during any specified period or periods, but this power shall be exercised in a reasonable manner.

(4) Notice of any prohibition under clause (3) of this regulation shall be given by the controlling authority at least seven days before the commencement of the specified period, or the first of the specified periods, by means of a statement conveying the general effect of the prohibition published in some newspaper circulating in the district to which the matter of the notice relates, and if there is no such newspaper, then by a printed or written placard posted in some conspicuous place on the road affected by such notice.

(5) No person shall operate any heavy motor-vehicle on any road where its use has for the time being been prohibited by a controlling authority under clause (3) of this regulation.

(6) Any consent or prohibition given or effected in terms of clauses (1) or (3) of this regulation respectively may be expressed to relate to all roads under the control of the controlling authority, or any particular road or portion thereof.

(7) All powers exercised or consents given in terms of Regulation 9 of the Motor-lorry Regulations, 1925, or Regulation 9 of the Motor-lorry Regulations, 1927, shall enure as if they had been effected under this regulation.

9. HEAVY-TRAFFIC LICENSES.

(1) Every license shall be applied for and issued in respect of one heavy motor-vehicle only.

(2) Every local authority having control of any road, with the exception of the Main Highways Board and Road Boards other than the Road Board of any road district in a county wherein the Counties Act, 1920, is suspended or is not in force, shall be a licensing authority entitled to issue licenses under these regulations.

(3) Except as provided by the next succeeding clause hereof, application for a license shall be made to the licensing authority having the control of the roads (or which but for the provisions of the Main Highways Act, 1922, and the Road Boards Act, 1908, would have the control of the roads) in the area of which is situate on the date of the application the garage (as defined by the Motor-vehicles Act, 1924) of the heavy motor-vehicle which is the subject of the application.

(4) Any licensing authority may, with the consent of any other licensing authority in the same heavy-traffic district (as defined by Regulation No. 12 hereof) issue licenses and collect fees and do all matters incidental thereto in accordance with these regulations, in respect of any heavy motor-vehicle the garage of which is situated in the district of the second licensing authority, and may in respect of all licenses so issued make the deductions provided for by clause (2) of Regulation 12 hereof, but no such arrangement shall otherwise affect any apportionment of license fees to be made under Regulation 12 hereof.

(5) Applications for a license shall be made in writing by the owner in accordance with Form A in the Schedule hereto.

(6) (a) Upon receipt of such application and upon payment of the license fee the licensing authority shall issue to the applicant a heavy-traffic license in accordance with Form B in the Schedule hereto.

(b) Every license shall be for a period of one or more license quarters, and the fee shall be paid on or before the issue of the license.

(7) Any heavy-traffic license issued under these regulations by any local authority shall operate within and throughout New Zealand.

(8) The fee due for any quarter shall be reduced by one-third for every complete month of that quarter which has elapsed at the date when the term of the license commences.

(9) Neither the owner of any heavy motor-vehicle nor any other person shall operate any heavy motor-vehicle upon any

road unless and until a heavy-traffic license has been obtained in accordance with these regulations, or unless the vehicle is exempt from the liability to obtain an annual license as prescribed by the Motor-vehicles Act, 1924: Provided that no person shall operate a heavy motor-vehicle which is exempted from liability to obtain an annual license only by virtue of section 18 of the Motor-vehicles Act, 1924, without the precedent consent in writing of the controlling authority, and such consent may be subject to such conditions as such controlling authority may think fit to impose.

(10) On application by or on behalf of any owner, and on proof to the satisfaction of the licensing authority by statement in writing, statutory declaration, or other evidence that any license or copy of a license has been lost or mutilated, or become illegible, and on payment of a fee of 2s. 6d., the licensing authority shall at any time during the currency of the license issue to the owner a copy thereof, certified as being a true copy, and such copy shall be available for all purposes for which the original license could have been available under these regulations.

(11) Every licensing authority shall keep a true and faithful record of all applications for licenses, of all licenses, copies of licenses, and indication discs issued, and of all fees paid, and such particulars as will enable a copy of any license to be issued if required, together with record of cancellation of licenses, and transfer of the ownership of any heavy motor-vehicle.

(12) No heavy-traffic license fee other than that fixed by these regulations shall be made, levied, charged, or collected by any local authority having control of roads in respect of any heavy motor-vehicle.

(13) No change in the ownership of a heavy motor-vehicle shall affect the continuing validity of any license issued in respect thereof.

(14) Before any change in the ownership of a heavy motor-vehicle takes place notice in writing of the particulars of such change, verified by the signatures of every person ceasing to have any interest as owner, and every person acquiring any interest as owner, shall be given to the licensing authority before such change takes place; and until such notice is so given any person so ceasing to have an interest shall be deemed to remain an owner of such heavy motor-vehicle, and shall be liable under the provisions of these regulations accordingly.

(15) No person shall operate a heavy motor-vehicle for the carriage of goods unless such heavy motor-vehicle is licensed for the carriage of goods or for the carriage of goods and passengers.

(16) No person shall operate a heavy motor-vehicle for the carriage of passengers unless such heavy motor-vehicle is licensed for the carriage of passengers, or for the carriage of goods and passengers.

(17) No person shall operate a heavy motor-vehicle licensed for the carriage of passengers and carrying a greater number of passengers than such heavy motor-vehicle is licensed to carry.

(18) In all proceedings against any person for an offence under these regulations the heavy motor-vehicle, the subject of the proceedings, shall be deemed to be unlicensed or to have an insufficient license, as the case may be, unless at the hearing of the case such person produces a license or sufficient license as the case may be.

(19) In all proceedings under these regulations an application for a license shall be *prima facie* evidence of the statements, matters, and things therein contained as against the owner (including any person notified as having acquired an interest as owner under clause (14) of this regulation).

(20) In the event of any person being convicted of an offence under clauses (15) to (17) inclusive of this regulation, or for operating a heavy motor-vehicle in a manner or for a purpose not permitted under its license, then the license fee or additional license fee (if any) properly payable in those circumstances under these regulations in respect of that heavy motor-vehicle for the whole of the licensing quarter during the currency of which the offence was, or offences were, committed shall be deemed a debt due to the licensing authority to which application for the license should have been made, or from which the existing license has been obtained, if one is current in respect of the heavy motor-vehicle.

(21) Nothing in these regulations shall prevent the owner of any heavy motor-vehicle from applying for and receiving a license for a term exceeding a license quarter: Provided that the term of the license shall expire on the last day of a license quarter, and if issued for a term commencing on or before the 31st day of May in any year shall expire at latest on the 31st day of May in that year, and if issued for a term commencing after the 31st day of May in any year shall expire at latest on the 31st day of May in the next succeeding year.

(22) A licensing authority may issue a license for a term to commence not more than fourteen days after the day on which the license is issued.

10. LICENSE FEES.

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

(a) Heavy motor-vehicles other than multi-axled heavy motor-vehicles, and having no metal tires—

(A) Heavy motor-vehicles not otherwise described in this subclause or in subclauses (b), (c), or (d) hereof: The fees set out in Column A of the Table A hereunder.

(B) Heavy motor-vehicles fitted with pneumatic tires on all road-wheels: The fees set out in Column B of the Table A hereunder.

(C) Heavy motor-vehicles fitted with super-resilient tires on all road-wheels, or fitted with super-resilient tires on two road-wheels and pneumatic tires on two road-wheels: The fees set out in Column A of the Table A hereunder, less 7½ per centum.

(D) Heavy motor-vehicles fitted with pneumatic tires on all road-wheels other than the two front road-wheels, and tires (not being metal) on the two front road-wheels: The fees set out in Column A of the Table A hereunder, less 7½ per centum.

(E) Heavy motor-vehicles of the self-laying-track type having a continuous band or bands as their sole means of locomotion or traction, or having in addition thereto not more than two road-wheels (fitted with tires not being metal, and of a soft or elastic material) in contact with the ground: The fees set out in Column A of the Table A hereunder, less 15 per centum.

(b) Multi-axled heavy motor-vehicles having no metal tires:—

(F) Multi-axled heavy motor-vehicles fitted with pneumatic tires on all road-wheels: The fees set out in Column A of the Table A hereunder, less 15 per centum.

(G) Multi-axled heavy motor-vehicles fitted with pneumatic tires on all road-wheels other than the two front road-wheels, and tires (not being metal) on the two front road-wheels: The fees set out in Column A of the Table A hereunder, less 7½ per centum.

(H) Multi-axled heavy motor-vehicles fitted with solid tires (not being metal) on any road-wheels other than the two front road-wheels: The fees set out in Column A of the Table A hereunder.

(c) (I) Any heavy motor-vehicle 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 Column A of the Table A hereunder, plus 25 per centum.

(d) Any heavy motor-vehicle the motive power of which is obtained from electric storage-batteries not charged from a prime mover on the vehicle: The fees as hereinbefore prescribed, less 25 per centum.

TABLE A.

Quarter License Fees for Heavy Motor-vehicles not carrying Passengers.

Class	Two-axled Vehicles (or Vehicles other than Multi-axled Vehicles or Self-laying-track Vehicles).	
	If Solid Rubber Tires on all Wheels or Vehicles not otherwise included in this Table.	If Pneumatic Tires on all Wheels.
	A	B
Class A, 2-2½ tons ..	£ s. d. 1 10 0	£ s. d. 1 5 6
„ B, 2½-3 „ ..	2 5 0	1 18 3
„ C, 3-3½ „ ..	3 0 0	2 11 0
„ D, 3½-4 „ ..	4 0 0	3 8 0
„ E, 4-4½ „ ..	5 0 0	4 5 0
„ F, 4½-5 „ ..	6 0 0	5 2 0
„ G, 5-5½ „ ..	7 0 0	5 19 0
„ H, 5½-6 „ ..	8 0 0	6 16 0
„ I, 6-6½ „ ..	9 0 0	7 13 0
„ J, 6½-7 „ ..	10 0 0	8 10 0
„ K, 7-7½ „ ..	11 5 0	9 11 3
„ L, 7½-8 „ ..	12 10 0	10 12 6
„ M, 8-8½ „ ..	13 15 0	11 13 9
„ N, 8½-9 „ ..	15 0 0	12 15 0
„ O, 9-9½ „ ..	16 5 0	13 16 3
„ P, 9½-10 „ ..	18 15 0	15 18 9
„ Q, 10-15 „ ..	18 15 0	15 18 9

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

(a) Heavy motor-vehicles other than multi-axled heavy motor-vehicles, and having no metal tires—

(A) Heavy motor-vehicles not otherwise described in this subclause or subclauses (b), (c), or (d) hereof: The fees set out in Column A of the Table B hereunder.

(B) Heavy motor-vehicles fitted with pneumatic tires on all road-wheels: The fees set out in Column B of the Table B hereunder.

(C) Heavy motor-vehicles fitted with super-resilient tires on all road-wheels, or fitted with super-resilient tires on two road-wheels and pneumatic tires on two road-wheels: The fees set out in Column A of the Table B hereunder, less 7½ per centum.

(D) Heavy motor-vehicles fitted with pneumatic tires on all road-wheels other than the two front road-wheels, and tires (not being metal) on the two front road-wheels: The fees set out in Column A of the Table B hereunder, less 7½ per centum.

(E) Heavy motor-vehicles of the self-laying-track type having a continuous band or bands as their sole means of locomotion or traction, or having in addition thereto not more than two road wheels fitted with tires not being metal, and of a soft or elastic material) in contact with the ground: The fees set out in Column A of the Table B hereunder, less 15 per centum.

(b) Multi-axled heavy motor-vehicles having no metal tires—

(F) Multi-axled heavy motor-vehicles fitted with pneumatic tires on all road-wheels: The fees set out in Column A of the Table B hereunder, less 15 per centum.

(G) Multi-axled heavy motor-vehicles fitted with pneumatic tires on all road-wheels other than the two front road-wheels, and tires (not being metal) on the two front road-wheels: The fees set out in Column A of the Table B hereunder, less 7½ per centum.

(H) Multi-axled heavy motor-vehicles fitted with solid tires (not being metal) on any road-wheels other than the two front road-wheels: The fees set out in Column A of the Table B hereunder.

(c) (I) Any heavy motor-vehicle 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 Column A of the Table B hereunder plus 25 per centum.

(d) Any heavy motor-vehicle the motive power of which is obtained from electric storage-batteries not charged from a prime mover on the vehicle: The fees as hereinbefore prescribed, less 25 per centum.

(e) In counting the number of passengers for the purpose of this clause the driver shall be included as a passenger.

TABLE B.

Quarter License Fees for Heavy Motor-vehicles engaged solely in carrying Passengers.

Passengers (including Driver).	Two-axled Vehicles (or Vehicles other than Multi-axled Vehicles or Self-laying-track Vehicles).	
	If Solid Rubber Tires on all Wheels or Vehicles not otherwise included in this Table.	If Pneumatic Tires on all Wheels.
	A	B
7	£ s. d. 2 12 6	£ s. d. 2 4 8
8	3 0 0	2 11 0
9	3 7 6	2 17 5
10	3 15 0	3 3 9
11	4 2 6	3 10 2
12	4 10 0	3 16 6
13	4 17 6	4 2 11
14	5 5 0	4 9 3
15	5 12 6	4 15 8
16	6 0 0	5 2 0
17	6 7 6	5 8 5
18	6 15 0	5 14 9
19	7 2 6	6 1 2
20	7 10 0	6 7 6
21	10 10 0	8 18 6
22	11 0 0	9 7 0
23	11 10 0	9 15 6
24	12 0 0	10 4 0
25	12 10 0	10 12 6
26	13 0 0	11 1 0
27	13 10 0	11 9 6
28	14 0 0	11 18 0
29	14 10 0	12 6 6
30	15 0 0	12 15 0
Over 30 passengers	18 15 0	15 18 9

(3) The annual license fee payable for heavy motor-vehicles engaged in the carriage of goods and passengers shall be the fee payable under clause (1) or clause (2) hereof according to the class of the heavy motor-vehicle and the number of passengers it is licensed to carry, whichever fee be the greater.

(4) For the purposes of fixing the license fees payable under this regulation the conveyance either of school-children or of workmen employed by the one firm to or from their work shall not be deemed to be the carriage of passengers; but a heavy motor-vehicle so engaged and used for no other purpose shall be deemed to be a heavy motor-vehicle engaged only in the carriage of goods.

(5) Any heavy motor-vehicle in respect of which a license has been granted for the purpose mentioned in clause (1) or clause (2) hereof, and in respect of which a further license is sought in consequence of a change in the purpose of the heavy motor-vehicle to carriage of passengers, carriage of goods, or carriage of goods and passengers, as the case may be, shall be entitled to receive such further license on the making of a fresh application and on payment of the difference between the fee payable in respect of the further license and the fee already paid, should the latter fee be the lower, and the provisions for the abatement of fees set out in Regulation No. 11 hereof shall apply to all sums paid under this clause.

(6) Where by virtue of any agreement for composition made in pursuance of section 173 of the Public Works Act, 1928, any sum is payable in respect of any particular heavy motor-vehicle, then the license fee imposed by these regulations in respect of such heavy motor-vehicle shall be reduced by the sum so paid during the then current license quarter in respect of the said heavy motor-vehicle: Provided that evidence shall be produced to the licensing authority at the time of payment of the license fee of the fact that such sum has been so paid.

(7) Where, in respect of the use of any particular heavy motor-vehicle, extraordinary expenses that have been incurred by a local authority have been recovered in a summary manner in pursuance of section 173 of the Public Works Act, 1928, and have been actually received by the local authority, a refund shall be paid to the owner of that heavy motor-vehicle from the license fee paid by him for such heavy motor-vehicle equal to the amount of such expenses recovered in respect of the period for which such license fee was paid.

(8) Where, in respect of the use of a particular heavy motor-vehicle, extraordinary expenses that will have to be incurred by a local authority have been recovered in a summary manner in pursuance of section 173 of the Public Works Act, 1928, and have been actually received by the local authority, a reduction shall be allowed to the owner of that heavy motor-vehicle from the license fee payable by him for such heavy motor-vehicle equal to the amount of such expenses to be incurred in respect of the period for which such license fee is payable.

(9) In arriving at the amount of any expenses under the two last preceding clauses hereof there shall be excluded any sum recovered by the local authority by way of costs upon any summary proceedings under section 173 of the Public Works Act, 1928.

(10) In any case in which a tractor with one trailer attached thereto has been licensed as one heavy motor-vehicle pursuant to clause (3) of Regulation No. 1 hereof, such tractor may be used with any other trailer subject to the following conditions:—

(a) If such other trailer is fitted with tires of a kind in respect of which no greater license fee would have been payable, and if in respect of the gross weight of tractor, trailer, and load no greater license fee would have been payable had the original license been granted in respect of such tractor and the other trailer, then no other license fee shall be payable and no further license shall be required.

(b) If such other trailer is fitted with tires of a kind in respect of which a greater license fee would have been payable, or if in respect of the gross weight of such tractor, trailer, and load a greater license fee would have been payable had the original license been granted in respect of such tractor and the other trailer, then a further license shall be obtained in accordance with the provisions of this regulation, and the fee payable for such further license shall be the amount by which the license fee payable under an original license granted in respect of such tractor and the other trailer exceeds the license fee actually paid.

(11) If during the continuance of a license any heavy motor-vehicle is so fitted with tires that a greater license fee than the fee actually paid would have been payable had the heavy motor-vehicle been so fitted at the time of the issue of the license, then such license shall be void and of no effect until payment to a licensing authority of the difference between the fee already paid and the fee that would in such event have been payable, and until endorsement on the license under the hand of the Clerk of the licensing authority of a statement of the amount so paid and of the alteration in tires by reason of which the same has become payable.

(12) This regulation shall come into force on the first day of June, 1932.

11. ABATEMENT OF LICENSE FEES.

(1) In any case in which a license under these regulations has been issued in respect of a longer period than one month and the heavy motor-vehicle in respect of which such license was issued is lost or destroyed, the owner may apply in writing for a partial refund of the license fee.

(2) Such refund shall be one-third part of the quarterly license fee payable in respect of such heavy motor-vehicle for every complete month of the unexpired period of the license subsequent to the date of loss or destruction of the lorry.

(3) Any application under this regulation must be made before the date of the expiration of the license.

(4) The owner shall supply proof to the satisfaction of the licensing authority of the facts entitling him to a refund.

(5) The owner shall also surrender to the licensing authority all licenses and indication-discs issued in respect of such heavy motor-vehicle, or supply proof to the satisfaction of the licensing authority of the loss, destruction, or defacement of the same respectively.

(6) On compliance by the owner with the foregoing requirements the licensing authority shall pay to the owner the sum to which he shall be entitled under the foregoing provisions.

(7) The licensing authority shall cancel and retain for record all licenses surrendered as aforesaid.

(8) Any owner may give notice in writing to the licensing authority that he will not use the heavy motor-vehicle in respect of which the license fee has been paid for any number of complete months during the license year, and deposit with the licensing authority the license and indication-disc issued in respect of such heavy motor-vehicle. If as a result of the indication-disc being so deposited it is mutilated, a duplicate disc shall be issued free of charge if such period expires during the currency of the license so deposited. For the purposes of this clause "month" means the period from any day in one month to the day with the corresponding number in the following month, or if such following month does not contain so high a number, then to the last day of such following month.

(9) On the expiration of such period the owner shall supply proof to the satisfaction of the licensing authority that he has not used such heavy motor-vehicle during such period.

(10) Thereupon the licensing authority shall refund to the owner a portion of the license fee bearing the same proportion to the whole fee paid as the number of complete months during which the heavy motor-vehicle was not used bears to the number of months for which the license was issued.

(11) Any proof required to be given under any of the foregoing clauses of this regulation may be given by statement in writing, statutory declaration, or other evidence to the satisfaction of the licensing authority.

12. DISPOSAL OF LICENSE FEES.

(1) Every licensing authority shall collect the license fees and keep a separate account for same, and neither the net proceeds of such fees nor any part thereof shall be expended or disposed of otherwise than in accordance with this regulation.

(2) The licensing authority may deduct from the license fee an amount not exceeding 5 per centum thereof to cover cost of issue and incidental expenses, and may retain all fees received for copies of licenses and duplicates of indication-discs.

(3) For the purpose of the apportionment of license fees under these regulations the Dominion shall be divided into heavy-traffic districts as set out in the Schedule hereto.

(4) The license fees paid to licensing authorities hereunder, less any deduction in accordance with this regulation, or any refund made in accordance with Regulation No. 11 shall be apportioned among the local authorities having control of roads within each heavy-traffic district either as may be mutually agreed upon by such local authorities, or, in default of agreement, as may be determined by order of a Magistrate on the application of any of those local authorities.

(5) In the making of any such order the Magistrate shall be guided by—

(a) The relative costs of maintenance of such roads :

(b) The amount, if any, required for payment of interest or sinking funds on any loans raised for the improvement of such roads :

(c) The fact that any moneys are received by a local authority in terms of sections 173 and 174 of the Public Works Act, 1928 :

(d) The length of metalled or hard-surfaced roads proportionate to the total length of all the roads existing in the districts of the respective local authorities. For the purposes of this clause the term "metalled or hard-

surface roads" includes a pumice road, a gravelled road, a metalled road (sealed, penetrated, or otherwise), a bituminous-concrete road, or a cement-concrete road constructed in each case to the satisfaction of the Minister :

(e) The population and capital value of the districts of the respective local authorities :

(f) The result of any traffic tally or tallies taken within the heavy-traffic district :

(g) All other considerations which the Magistrate may think it equitable to take into account.

(6) Any agreement or Magistrate's order made under this regulation may relate to all or any of—

(a) The license year current when the agreement or order is made :

(b) The next succeeding license year :

(c) Any previous license year in respect of which no agreement or order may have been made.

(7) The moneys received by each local authority in respect of all such license fees shall be expended by the local authority on the maintenance or improvement of the roads in its district.

(8) For the purpose of distributing the license fees there shall be within each heavy-traffic district one distributing authority, which shall be such one of the licensing authorities within the heavy-traffic district as may be mutually agreed upon by such local authorities as aforesaid, or, in default of agreement, as may be nominated by a Magistrate on the application of any of those local authorities.

(9) Every licensing authority within the heavy-traffic district shall, within ten days after the last day of each of the months of May, August, November, February in each year, remit to the distributing authority all license fees (save a reasonable proportion thereof, not exceeding 5 per centum, which may be retained for refunds in terms of Regulations 10 and 11) received by it up to and including such respective last-mentioned dates and not previously so remitted.

(10) Every distributing authority shall within one month after the respective dates mentioned in the last preceding clause hereof account to every local authority within the heavy-traffic district concerned for all moneys payable to such local authority under this regulation up to and including the respective dates aforesaid: Provided always that, if no agreement or order for apportionment of such moneys is in force upon any such respective date, it shall be sufficient if the distributing authority accounts as aforesaid within one month after the making of such agreement or order.

(11) Any local authority shall at all times supply the Minister with any information which he may require concerning the license fees collected or received by the local authority in terms of this regulation.

(12) Every agreement or Magistrate's order made under Regulation No. 13 of the Motor-lorry Regulations, 1925, or of the Motor-lorry Regulations, 1927, the effect of which has not expired on the coming into force of these regulations, shall continue in force and be deemed to have been made under this regulation.

(13) This regulation shall come into force on the first day of June, 1932.

13. INDICATION-DISCS.

(1) Every licensing authority shall, when issuing a license hereunder, also issue an indication-disc or device generally in accordance with Form C in the Schedule hereto indicating the number of the license issued in accordance with these regulations, the name of the local authority issuing same, the class and make of the heavy motor-vehicle, the date of expiration of license, the registration number of the heavy motor-vehicle under the Motor-vehicles Act, 1924, the heavy-traffic district affected, the licensed passenger limit under the license, the speed limit for a vehicle of that class and type, and bearing the signature of the authorized officer of the local authority issuing the license.

(2) Such disc shall be circular, and shall be printed with black letters on a white ground, save that boldly across the disc there shall be printed one of the figures, 1, 2, 3, or 4, each in different colours, to represent whether the relative license expires at the end of the first, second, third, or fourth quarter respectively of the license year. The respective colours for the said figures shall each licensing year be such as are specified by the Minister for that purpose by notice published in the *Gazette* before the beginning of that year.

(3) Such disc shall be affixed by the owner in a suitable container, approved for that purpose by the licensing authority, to the inside of the wind-shield or, if there is no wind-shield, to some other prominent part of the inside of the cab of the vehicle or on the front portion of the vehicle, and shall at all times be kept clear and undefaced and visible for inspection.

[Form C.

[Form D.

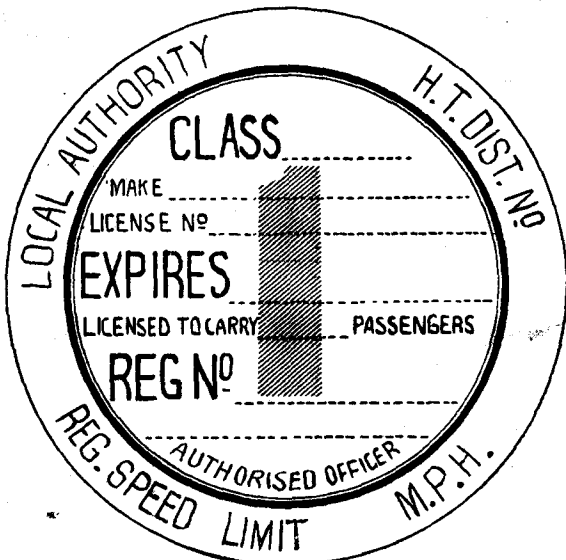


Diagram No. 1.

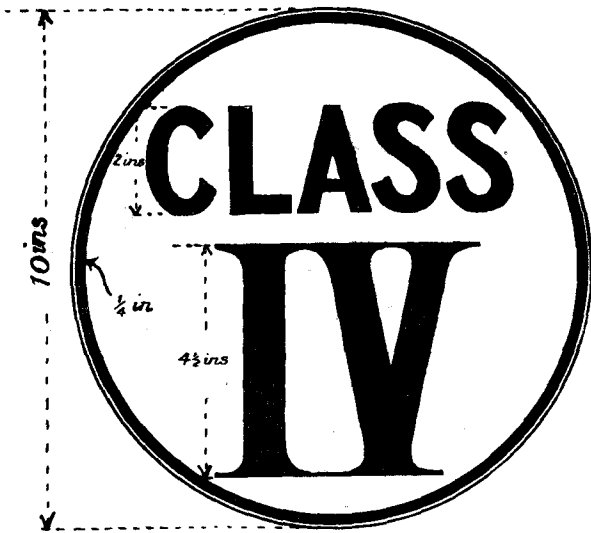
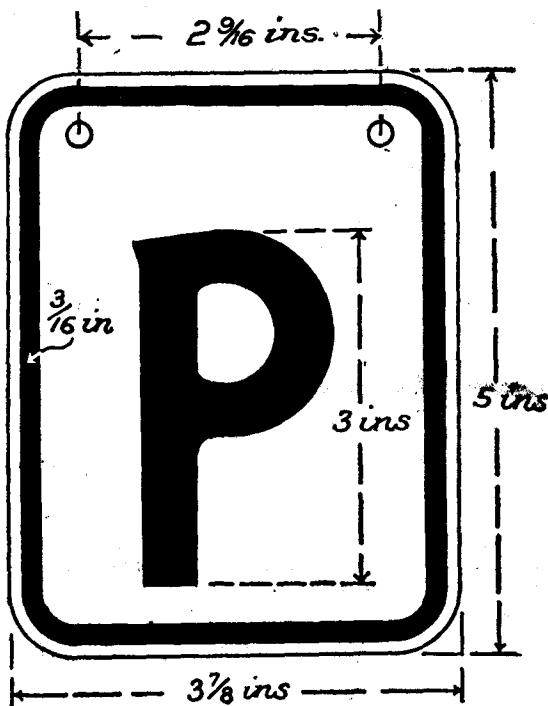


Diagram No. 2.



ROAD CLASSIFICATION IN

BOROUGH. COUNTY.

NOTICE is hereby given that the Borough Council proposes to apply to the Minister of Transport for approval of its proposals to classify the following roads as indicated. Any person objecting to the proposals is called upon to lodge notice in writing before [Date] of his objection and of the ground thereof at the office of the Council the address of which is

Roads classified in Class Two: Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which with the load it is carrying weighs not more than 8 tons, or any multi-axled heavy motor-vehicle which with the load it is carrying weighs not more than 12 tons.

[Here give the names or other description of the appropriate roads.]

Roads classified in Class Three: Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which with the load it is carrying weighs not more than 6 1/2 tons, or any multi-axled heavy motor-vehicle which with the load it is carrying weighs not more than 10 tons.

[Describe roads as above.]

Roads classified in Class Four: Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which with the load it is carrying weighs not more than 4 1/2 tons or any multi-axled heavy motor-vehicle which with the load it is carrying weighs not more than 8 1/2 tons.

[Describe roads as above.]

Roads classified in Class Five: Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which with the load it is carrying weighs not more than 3 tons, or any multi-axled heavy motor-vehicle which with the load it is carrying weighs not more than 4 1/2 tons.

[Describe roads as above.]

....., Clerk.

[Form E.

ROAD CLASSIFICATION IN

BOROUGH. COUNTY.

NOTICE is hereby given that the Borough Council proposes to apply to the Minister of Transport for approval of its proposals to classify roads under its control as indicated in a Statement deposited and available for public inspection at the office of the Council the address of which is Any person objecting to the proposals is called upon to lodge notice in writing before [Date] of his objection and of the ground thereof at the above office.

[Form F.

HEAVY MOTOR-VEHICLE REGULATIONS, 1932.

Permit under Regulation 5 (2).

In terms of clause (2) of Regulation 5 of the above regulations the licensed (Motor-lorry), (Motor-omnibus), (Service Car), make , and of current registered number , is hereby authorized to be used—

- (a) For trips on the day of 193 ; or
 - (b) on the day of 193 ; or
 - (c) for the period from to ; or
- over the classified road(s) described hereunder, provided that the gross weight of the vehicle with load does not exceed tons cwt., speed does not exceed miles per hour, and subject to the conditions set out hereunder.

This permit expires on 193 .

DESCRIPTION OF ROADS COVERED BY THE PERMIT.

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CONDITIONS.

1. This permit shall be rendered void and of no effect if any of its terms are broken, or if it is altered or mutilated without authority.
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 - 3.....
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 - 4.....
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-Authorized Officer.
.....Council.

TABLE OF SPEED-LIMITS FOR HEAVY MOTOR-VEHICLES
(REGULATION 7.)

Maximum Gross Weights.	Speed Limits.
<i>Part I.—“ Motor-cars ” and “ Motor-omnibuses ” all Tires of which are Pneumatic (Regulation 7 (2)).</i>	
2 tons to 3 tons (Classes A-B) ..	35 miles per hour.
3 " 4½ " (Classes C-E) ..	30 " "
4½ " 6½ " (Classes F-I) ..	25 " "
6½ " 15 " (Classes J-Q) ..	20 " "
<i>Part II.—Other Heavy Motor-vehicles all Tires of which are Pneumatic (Regulation 7 (3)).</i>	
2 tons to 4½ tons (Classes A-E) ..	25 miles per hour.
4½ " 6½ " (Classes F-I) ..	20 " "
6½ " 15 " (Classes J-Q) ..	15 " "

Heavy motor-vehicles any tire of which is solid rubber: 12 miles per hour.
Heavy motor-vehicles any tire of which is metal: 8 miles per hour.
(Regulation 7 (4).)

Heavy motor-vehicles which are unsprung, as set out above, less 50 per cent.
(Regulation 7 (5).)

HEAVY-TRAFFIC DISTRICTS (REGULATION 12).

- (1) All that portion of the North Island north of the northern boundary of the Waitemata County, and including the Great Barrier.
- (1A) All that portion of the North Island situated between the northern boundary of the Waitemata County and the southern boundary of the Franklin County.
- (2) All that area situated on the south of the southern boundary of the Franklin County and within the outer boundaries of portion of Highway District No. 2, as indicated by a red and neutral border on the plan marked H.T. 1, and deposited in the office of the Minister of Transport at Wellington, in the Wellington Land District (and hereinafter referred to as the said plan H.T. 1), including all boroughs therein or contiguous thereto.

- (3) All that area situated within the outer boundaries of Highway District No. 3, as indicated by a red border on the said plan H.T. 1, including all boroughs therein or contiguous thereto.
- (4) All that area situated within the outer boundaries of Highway District No. 4, as indicated by a red border on the said plan H.T. 1, including all boroughs therein or contiguous thereto.
- (5) All that area situated within the outer boundaries of Highway District No. 5, as indicated by a red border on the said plan H.T. 1, including all boroughs therein or contiguous thereto.
- (6) All that area situated within the outer boundaries of Highway District No. 6, as indicated by a red border on the said plan H.T. 1, including all boroughs therein or contiguous thereto.
- (7) All that area situated within the outer boundaries of Highway District No. 7, as indicated by a red border on the said plan H.T. 1, including all boroughs therein or contiguous thereto.
- (8) All that area situated within the outer boundaries of Highway District No. 8, as indicated by a red border on the said plan H.T. 1, including all boroughs therein or contiguous thereto.
- (9) All that area situated within the outer boundaries of Highway District No. 9, north of the northern boundary of the Hutt County, as indicated by a red and neutral border on the said plan H.T. 1, including all boroughs therein or contiguous thereto.
- (9A) All that area situated within the outer boundaries of Highway District No. 9, south of the northern boundary of the Hutt County, as indicated by a red and neutral border on the said plan H.T. 1, including all boroughs therein or contiguous thereto.
- (10) All that area within the outer boundaries of Highway District No. 10, as indicated by a red border on the said plan H.T. 1, including all boroughs therein or contiguous thereto.
- (11) All that area within the outer boundaries of Highway District No. 11, and of Awatere County, as indicated by a red border on the plan marked H.T. 2, deposited in the office of the Minister of Transport at Wellington, in the Wellington Land District, and hereinafter referred to as the said plan H.T. 2, including all boroughs therein or contiguous thereto.
- (12) All that area within the outer boundaries of Highway District No. 12, as indicated by a red border on the said plan H.T. 2, including all boroughs therein or contiguous thereto.
- (13) All that area within the outer boundaries of Highway District No. 13, exclusive of the Awatere County, as indicated by a red border on the said plan H.T. 2, including all boroughs therein or contiguous thereto.
- (14) All that area within the outer boundaries of Highway District No. 14, as indicated by a red border on the said plan H.T. 2, including all boroughs therein or contiguous thereto.
- (15) All that area within the outer boundaries of Highway District No. 15, as indicated by a red border on the said plan H.T. 2, including all boroughs therein or contiguous thereto.
- (16) All that area within the outer boundaries of Highway District No. 16, as indicated by a red border on the said plan H.T. 2, including all boroughs therein or contiguous thereto, and all that area bounded generally towards the north by Highway District No. 16 aforesaid, generally towards the west of Highway District No. 18 hereinafter mentioned, and generally towards the east and south by the sea.
- (17) All that area within the outer boundaries of Highway District No. 18 as indicated by a red border on the said plan H.T. 2, including all boroughs therein or contiguous thereto.

(TT. 10.)

F. D. THOMSON,
Clerk of the Executive Council.

