

# Supplementary Order Paper

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## HOUSE OF REPRESENTATIVES

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Wednesday, the 24th Day of September 1969

TRANSPORT AMENDMENT (NO. 2) BILL

*Proposed Amendments*

Hon. Mr GORDON, in Committee, to move the following amendments:

*Clause 1:* To omit from subclause (2) the words "Sections 10 and 11" in line 10, and substitute the words "Sections 10, 11, and 15".

To insert, after subclause (2), the following subclause:

(2A) Section 17 of this Act shall come into force on the 1st day of July 1970.

*New clause 4A:* To insert, after clause 4, the following clause:

**4A. Meaning of "unladen weight" and "tare weight", and "weight" in relation to load—**(1) Section 2 of the principal Act is hereby further amended by inserting in subsection (1), after the definition of the term "trolley omnibus", the following definition:

"'Unladen weight' or 'tare weight', in relation to a vehicle, means the weight of the vehicle together with the fuel in its fuel system and the equipment and accessories thereon that are necessary for its operation for the purpose for which it was designed:".

(2) Section 2 of the principal Act is hereby further amended by adding to subsection (1) the following definition:

"'Weight', in relation to the load on a vehicle, means the gross weight of the vehicle less its unladen (or tare) weight."

*New clause 17A:* To insert, after clause 17, the following clause:

**17A. Grants to licensees of urban passenger services**—The principal Act is hereby further amended by inserting, after section 185A (as inserted by section 13 of the Transport Amendment Act (No. 2) 1967), the following section:

“185B. The Minister may from time to time authorise the making of grants of money from the Consolidated Revenue Account, out of money appropriated by Parliament for the purpose, to holders of passenger-service licences (not being taxicab-service licences) operating such classes of urban passenger services as are specified in regulations made under this Act of such amounts and subject to such terms and conditions as are specified in the regulations.”

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#### EXPLANATORY NOTE

*Clause 1:* The effect of the amendment to *subclause (2)* is that *clause 15* will come into force on a date to be fixed by Order in Council. That clause provides that waybills must be in the prescribed form, and it is necessary to delay its commencement until the necessary regulations can be made.

*Subclause (2A)* provides that *clause 17* (relating to certificates of fitness or permits) will not come into force until 1 July 1970, the date of the commencement of the next licensing year.

*Clause 4A* inserts new definitions of “unladen weight” or “tare weight” and “weight” in relation to the load on a vehicle. References appear in the Act and in regulations to the weight of the load on a vehicle but there is no provision as to the manner in which that weight is to be ascertained. These definitions define how that weight is to be ascertained. In addition, references to “unladen weight” and “tare weight” appear in regulations without being defined, and these new definitions will have effect for the purposes of those regulations.

*Clause 17A* inserts a new section 185B in the principal Act for the purpose of enabling effect to be given to the recommendations in the interim report of the Committee of Inquiry into Urban Passenger Transport (Parliamentary Paper H. 37A). The new section will enable grants to be made, as a temporary measure, from the Consolidated Revenue Account to operators of such classes of urban passenger services as are specified in regulations of such amounts and subject to such terms and conditions as are specified in the regulations.

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