

MOTOR VEHICLES TAXATION MANAGEMENT (AMENDMENT) ACT.

Act No. 57, 1951.

George VI.
No. 57, 1951.

An Act to amend the Motor Vehicles Taxation Management Act, 1949, and the State Transport (Co-ordination) Act, 1931, in certain respects; and for purposes connected therewith. [Assented to, 28th December, 1951.]

BE it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

Short title,
citation and
commence-
ment.

1. (1) This Act may be cited as the "Motor Vehicles Taxation Management (Amendment) Act, 1951."

(2) The Motor Vehicles Taxation Management Act, 1949, as amended by this Act, may be cited as the Motor Vehicles Taxation Management Act, 1949-1951.

(3) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts and by this Act, may be cited as the State Transport (Co-ordination) Acts, 1931-1951.

(4) This Act shall, except where otherwise expressly provided, commence upon the date of commencement of the Motor Vehicles (Taxation) Act, 1951.

2.

**Motor Vehicles Taxation Management
(Amendment) Act.**

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2. The Motor Vehicles Taxation Management Act, No. 57, 1951. 1949, is amended—

Amendment of
Act No. 84,
1949.

- (a) (i) by omitting from section three the definition of “Motor omnibus” and by inserting in lieu thereof the following definition—

Sec. 3.

(Defini-
tions.)

“Motor omnibus” means a motor vehicle
(not being a taxi-cab)

(a) plying in a public street for hire for the conveyance of passengers at separate fares, or

(b) fitted or equipped or constructed so as to seat more than eight adult persons and used or let or intended to be used or let for the conveyance of passengers for hire or for any consideration or in the course of any trade or business whatsoever.

- (ii) by omitting from the same section the definition of “Tractor” and by inserting in lieu thereof the following definition:—

“Tractor” means any motor vehicle constructed principally for the purpose of supplying motive power for machinery or of hauling any vehicle, but which is not capable of carrying any loading (other than tools, spare parts, fuel, water, oil or other accessories necessary for use in connection with the vehicle) or any part of the weight of a vehicle being drawn or its load.

- (b) by omitting paragraph (d) of subsection one of section seven;

Sec. 7.

(Exemp-
tions.)

- (c) by inserting in subsection one of section nine after the figures “1949” the words “or any Act imposing motor vehicles tax in lieu of the tax upon motor vehicles imposed by that Act.”

Sec. 9.

(Adjust-
ment of
tax.)

3.

General Loan Account Appropriation Act.**No. 57, 1951.****Amendment
of Act No.
32, 1931.****Sec. 26.****(State
Transport
Co-ordina-
tion Fund.)**

3. (1) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts, is amended by omitting subsection seven of section twenty-six and by inserting in lieu thereof the following subsection:—

(7) The Commissioner for Road Transport and Tramways, with the approval of the Colonial Treasurer, may make from time to time any payments out of the said fund to the Country Main Roads Fund, established under the Main Roads Acts, 1924-1950, the Government Railways Fund, established under the Government Railways Act, 1912-1951, or to the general fund of any transport trust, and moneys so paid shall form part of the fund into which they are paid.

(2) Subsection one of this section shall commence on the first day of July, one thousand nine hundred and fifty-three.
