

WESTERN AUSTRALIA.

STATE TRANSPORT CO-ORDINATION.

No. 42 of 1933.

[Affected by No. 34 of 1949 (a).]

[As amended by Acts No. 47 of 1938 (b), No. 9 of 1940 (c), No. 4 of 1946 (d), No. 59 of 1948 (e), No. 83 of 1953 (f), and No. 68 of 1954 (g), and reprinted pursuant to the Amendments Incorporation Act, 1938.]*

AN ACT to provide for the Improvement and for the Co-ordination of means of and facilities for transport.

[Assented to 4th January, 1934.]

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

1. This Act may be cited as the *State Transport Co-ordination Act, 1933-1954*, and, save as otherwise expressly provided, shall come into operation on the 1st day of July, 1934.

Short title.
No. 42 of
1933, s. 1;
No. 68 of
1954, s. 1 (3).
Commence-
ment.

1A. This Act shall apply and have effect throughout the State.

Application
of Act.
S. 1A added
by No. 4 of
1946, s. 3.

- (a) Assented to 26th October, 1949.
- (b) Assented to 31st January, 1939.
- (c) Assented to 24th October, 1940.
- (d) Assented to 23rd October, 1946.
- (e) Assented to 21st January, 1949.
- (f) Assented to 18th January, 1954.
- (g) Assented to 30th December, 1954.

* In this reprint

- (a) references in the marginal and foot notes to the 1943 reprint are references to the reprint of the State Transport Co-ordination Act, 1933-1940, contained in Vol. 2 of the Reprinted Acts of the Parliament of W.A. (1943);
- (b) the numbering or lettering of Parts, sections, subsections, paragraphs, etc., as adopted in the 1943 reprint is retained.

Parts and Division.
No. 42 of 1933, s. 2, amended by No. 68 of 1954, s. 2.

2. This Act shall be divided into Parts and Divisions, as follows:—

PART I.—PRELIMINARY.

PART II.—

Division (1)—State Transport Board—Constitution—Officers.

Division (2)—Powers of State Transport Board.

PART III.—LICENSES:

Division (1)—General Provisions relating to Licensing of Public Vehicles.

Division (2)—Omnibuses.

Division (3)—Commercial Goods Vehicles.

Division (4)—Aircraft.

PART IIIA.—OPERATION OF VEHICLES IN THE COURSE OF INTERSTATE TRADE, INTER-COURSE, OR COMMERCE.

PART IV.—MISCELLANEOUS.

PART I.—PRELIMINARY.

Interpretation.
No. 42 of 1933, s. 3, amended by No. 47 of 1938, s. 2; No. 59 of 1948, s. 3; No. 68 of 1954, s. 3.
Board.

Commercial goods vehicle.

3. In this Act, subject to the context, the following terms shall have the following respective meanings:—

“Board” means the Western Australian Transport Board appointed under this Act.

“Commercial goods vehicle” means any vehicle other than a vehicle propelled by animal or human power only, and operating or used or intended to be used, on roads or streets for the transport of goods and includes any such vehicle so used or operated or used or intended to be used by or on behalf of the Crown for the carriage of goods for hire or reward and whether in connection with a railway or otherwise.

A trailer or a semi-trailer shall be regarded as a vehicle separate from any vehicle by which it is drawn.

A trailer shall, for the purpose of this Act, be deemed to be driven by the person who drives the vehicle by which the trailer is drawn.

“Goods” includes livestock and goods, wares, merchandise, commodities, and movable chattels of every description. Goods.

“Interstate vehicle” means a vehicle operated in the course of interstate trade, intercourse, or commerce. Interstate vehicle.

“License” means a license issued under this Act and for the time being in force, and the verb “to license” has a corresponding meaning; the term also includes a permit. License.

“Local authority” means the council of any municipality or the road board of any road district. Local authority.

“Officer” means any officer, clerk, servant, or other person in the employ of the Board, and includes a member of the Police Force, or any other person acting in pursuant of powers or duties conferred upon him by or under this Act, and also includes any person utilised by the Board pursuant to sub-section (3) of section nine, or any other provision of this Act. Officer.

“Omnibus” means a motor vehicle used or intended to be used as a passenger vehicle to carry passengers at separate fares and includes any such vehicle or a trolley-bus so used or intended to be used by or on behalf of the Crown and whether in connection with a railway or tramway or otherwise. Omnibus.

- Operate.** "Operate," as applied to vehicles, means to carry or offer to carry passengers or goods for hire or for any consideration, or in the course of or in connection with any trade or business whatever, save as provided by section thirty-four of this Act.
- Owner.**
Amended by
No. 47 of
1938, s. 2. "Owner" includes every person who is owner or part owner of a vehicle; where a vehicle is the subject of a hire-purchase agreement, the term means the person who is entitled to the use of the vehicle under the hire-purchase agreement.
- Permit.** "Permit" means a permit issued under this Act and for the time being in force.
- Public vehicle.** "Public vehicle" means any vehicle which must be licensed under this Act.
- Road.** "Road" includes any street or place open to or used by the public, and all bridges and culverts and other things appurtenant thereto and used in connection therewith.
- Commissioner of Railways.** "Commissioner of Railways" means the Commissioner of Railways appointed under the Government Railways Act, 1904-1926.¹
- Railway.** "Railway" means any railway belonging to His Majesty in Western Australia which has been or may be declared open for traffic by notice in the *Government Gazette*.
- Tramway.** "Tramway" means any tramway operated by the Government of Western Australia, or a trolley 'bus service.
- Vehicle.** "Vehicle" means a vehicle propelled by any means other than animal or human power. The term includes an aircraft, but does not include a vehicle used on a railway or tramway, whether used on a Government or privately owned railway or tramway.

¹ Now Government Railways Act, 1904-1955: See No. 61 of 1955, s. 1 (3).

4. (1) This Act shall be construed subject to the Commonwealth of Australia Constitution Act, and so as not to exceed the legislative power of the State to the intent that, where any provision hereof would but for this section be construed as being in excess of that power, it shall nevertheless be a valid enactment to the extent to which it is not in excess of that power.

Act to be read subject to Commonwealth Constitution. No. 42 of 1933, s. 4 amended by No. 68 of 1954, s. 4.

(2) Without prejudice to the generality of the provisions of subsection (1) of this section, Parts I., II., III., and IV. of this Act shall be construed in relation to interstate vehicles, as subject to Part IIIA. of this Act.

Subsec. (2) added by No. 68 of 1954, s. 4.

PART II.

Division (1)—State Transport Board—Constitution—Officers.¹

5. (1) For the purpose of providing for the improvement and for the co-ordination of transport in the State, the Governor shall appoint a Board, to be called "The Western Australian Transport Board" (hereinafter referred to as "the Board"). The Board shall be a body corporate, with perpetual succession and a common seal, and shall be capable of contracting, of suing and being sued, and of holding and disposing of real and personal property and, subject to the Minister except as provided in the proviso to paragraph (d) of section ten of this Act, shall be responsible for the administration of this Act.

State Transport Board. No. 42 of 1933, s. 5 amended by No. 59 of 1946, s. 4. [S.A. No. 1967, s. 5; Tas. 21 Geo. V., No. 52, s. 57; N.S.W. 32 of 1931, s. 4; Qld. 23, Geo. V., No. 24, s. 5.]

The Board shall consist of three members, one of whom shall be a Government official, one representing rural industries, and one city interests, but none of whom shall be financially interested in any form of transport service or contract.

¹ See also No. 34 of 1949.

(2) As soon as may be after the thirtieth day of June in each year, the Board shall cause to be prepared a report containing—

- (i) a statement relating to the proceedings and work of the Board during the financial year then last preceding;
- (ii) any comments which the Board think desirable to make relating to the administration or operation of Transport Regulations Acts.

Such annual report shall be laid before both Houses of Parliament in the month of October in each year.

S.A. No. 1967,
s. 5 (2).

(3) The members of the Board shall be persons who in the Governor's opinion are capable of assessing the financial and economic effect on the State as a whole of any transport policy.

S.A. No. 1967,
s. 5, ss. 4.

(4) The Governor shall appoint one member of the Board to be chairman.

S.A. No. 1967,
s. 5, ss. 5.

(5) The members of the Board shall not be subject to the Public Service Act, 1904.¹

S.A. No. 1967,
s. 5, ss. 6.

(6) Any two members of the Board shall constitute a quorum thereof, but if at any meeting where only two members are present those members cannot agree on any matter, the decision on that matter shall be postponed to a meeting where all members of the Board are present.

S.A. No. 1967,
s. 6.

(7) The members of the Board shall hold office for three years, and may be re-appointed.

S.A. No. 1967,
s. 7.

(8) The members of the Board shall receive such remuneration as is fixed by the Governor.

S.A. No. 1967,
s. 8; and *cf.*
N.S.W. No. 32
of 1931, s. 4,
ss. 11.

(9) A member of the Board shall be deemed to have vacated his office—

- (a) if he becomes bankrupt, or institutes proceedings for the liquidation of his affairs by arrangement or composition with his creditors, or assigns any allowance payable to him under this Act for the benefit of his creditors;

¹ Now Public Service Act, 1904-1955: See No. 53 of 1955, s. 1 (3).

- (b) if he absents himself from three consecutive meetings of the Board, except with the permission of the Minister (which permission is hereby authorised to be granted) or becomes incapable of performing his duties;
- (c) if he becomes in any way concerned or interested in any contract or agreement made by or on behalf of the Board, or in anywise participates or claims to be entitled to participate in the profits thereof, or in any benefit or emolument arising therefrom.

6. A member may be removed from his office by the Governor for misbehaviour or incompetence.

Governor may remove for misbehaviour or incompetence.

No. 42 of 1933, s. 6.

7. If a vacancy occurs on the Board from any cause, the Governor shall fill the vacancy by appointing thereto a person qualified to hold the vacant seat, and the person appointed shall hold office until the end of the term for which his predecessor was appointed.

Vacancy on Board.

No. 42 of 1933, s. 7.
S.A., No. 1967, s. 8.

8. In the case of the illness, suspension, or absence of a member of the Board, the Governor may appoint a person qualified to act as his deputy during such illness, suspension, or absence, and until such appointment is terminated by notice in the *Government Gazette*, any person so appointed shall while so acting have all the powers and perform all the duties of the member of the Board.

Filling temporary vacancies caused through illness, etc.

No. 42 of 1933, s. 8.

9. (1) The Governor may appoint a secretary to the Board, and any other officers and servants of the Board necessary for the carrying out of the provisions of this Act.

Secretary and officers of Board.

No. 42 of 1933, s. 9.

(2) Any person so appointed may, if required by the terms of his appointment to give the whole of his time to the service of the Board, be appointed under and be subject to the Public Service Act, 1904.¹

S.A. No. 1967, s. 9.

¹ Now Public Service Act, 1904-1955: See Act No. 53 of 1955, s. 1 (3).

(3) The Board may, with the consent of the Minister administering any department of the public service, or the Main Roads Act, 1930,¹ make use of the services of any person employed in that department, or under the provisions of the said Act, for the purpose of carrying out the provisions of this Act.

Division (2)—Powers and Duties of the Board.²

10. Subject to this Act, the Board may of its own volition, or under the direction of the Minister, shall—

- (a) make investigation and inquiries into transport matters. In making such investigations and inquiries the Board shall give consideration, among other factors, to all or any of the following factors, namely:—
- (i) The question of transport generally in the light of service to the community;
 - (ii) The needs of the State for economic development;
 - (iii) The industrial conditions under which all forms of transport are conducted;
 - (iv) The impartial and equitable treatment of all conflicting interests;
- (b) be empowered to demand and obtain information relating to matters connected with the internal transport of the State, including transport controlled by the Crown or any agency of the Crown.

The result of any investigation or inquiry made by the Board shall be reported to the Minister, and for the purpose of such investigation or inquiry the Board shall have the powers, authority, and protection

Powers and authorities.
No. 42 of 1933, s. 10 amended by No. 59 of 1948, s. 5.
[*cf.* Q'land 23 Geo. V., No. 24, s. 7 (1).]

cf. Q'land 23 Geo. V., No. 24, s. 7 (4); Tas. 21 Geo. V., No. 52, s. 53 (4); S.A. 22 Geo. V., 2020, s. 7.

¹ Now Main Roads Act, 1930-1955: See No. 6 of 1955, s. 1 (3).

² See also No. 34 of 1949.

of a Royal Commission under the Royal Commissioners' Powers Act, 1928,¹ and all the provisions of that Act shall, with the necessary modifications, apply to any investigation and inquiry of the Board;

- (c) consider and determine all applications for licenses in respect of public vehicles;

*cf. Tas. 21
Geo. V., No.
52, s. 58 (1).*

- (d) without limiting any of the provisions of this Act specifying any particular conditions which the Board may impose on the granting or holding of a license, determine in respect of any particular license or group of licenses, what conditions shall be imposed on the granting and holding of the license or licenses, or, before granting any new license, as hereinafter defined, call tenders and invite premiums in any case where, owing to the importance of the route or area in which the applicant proposes to operate, the Board considers that the interests of the public would be best served by calling tenders. Provided that when an application for a new license is made by or on behalf of the Crown the Board shall exercise the powers conferred upon it by the provisions of this section.

In this paragraph the term "new license" shall be construed as follows:—

- (i) A license for a vehicle on a route not prescribed at the commencement of this Act under the Traffic Act, 1919-1932, or which is not substantially the same as any such route; or
- (ii) Where an applicant already has at the commencement of this Act a public vehicle or vehicles lawfully operating on any prescribed route under the Traffic Act, 1919-1932, and requires a license for one additional

¹ This probably refers to the reprint of the Royal Commissioners' Powers Act, 1902, as amended by No. 6 of 1914, and contained in the Appendix to the Sessional Volume of Statutes for the year 1928.

vehicle for the same route the license for that additional vehicle shall not be considered a new license, but every additional vehicle license applied for beyond such one additional license shall be construed as a new license; or

(iii) A license for any route prescribed under the Traffic Act, 1919-1932,¹ but which has fallen into desuetude at any time previous to the date of the application for the new license;

(e) call tenders for road transport, and invite premiums in any case where the Board considers the requirements of a district are not adequately served by any form of transport.

Power as to
railways and
tramways.
No. 42 of
1933, s. 11.
cf. S.A. No.
1967, s. 10
(1).

11. (1) On the direction of the Minister, the Board shall, or of its own volition may, inquire and report whether the services of any railway or part of a railway or any tramway, or part of a tramway, are adequate for the requirements of the district or area which such railway or tramway serves.

(2) If in the opinion of the Board the services of any railway or tramway as aforesaid are inadequate, and the requirements of the district are or can be better served by road and/or air transport, the Board may recommend the closure or partial suspension of service of the railway or tramway.

(3) Any such recommendation shall be put before Parliament for its sanction, or otherwise:

Provided that the Minister shall direct the Board to call tenders for road transport and/or air transport to serve the district or area served by the railway or tramway, and the result of such tenders shall be ascertained before the Bill for the closure is put before Parliament.

(4) In calling tenders, the Board shall frame such conditions as will insure that adequate provision is made for all the transport requirements of such district or area.

¹ Now Traffic Act, 1919-1955: See No. 37 of 1955, s. 1 (2).

(5) No tender shall be accepted by the Minister until Parliament approves of the closure of the railway or tramway. On the acceptance of any tender by the Minister, the Board shall collect from the tenderer the sum or sums agreed upon, and such sum or sums shall be paid into the Treasury and used to liquidate the capital cost of the railway or tramway which has been closed. Any sum or sums received from any subsequent tenderer or tenderers shall be dealt with in like manner.

(6) The capital cost of any railway or tramway so closed, less the value of any material recovered, shall at once be deleted from the capital account of the Railway Department.

(7) It shall be the duty of any person or persons charged with the promotion or proposing to construct any new railway to confer on such proposal with the Board, which shall inquire into the same and report thereon. The Board's report shall be laid before Parliament when the Bill to authorise the construction of the railway is introduced.

12. (1) Any tenders called either under section ten or section eleven of this Act may be so called subject to all or any of the following conditions as the Board may deem necessary or expedient to be imposed as conditions precedent to the acceptance of any tender, that is to say:—

Conditions of tender.
No. 42 of 1933, s. 11A, as inserted by No. 47 of 1938, s. 3, renumbered s. 12 in 1943 reprint.¹

If his tender be accepted, the tenderer shall and will—

- (a) provide a minimum service as specified by the Board;
- (b) provide such minimum service for a minimum period as specified by the Board;

¹ See footnote * on p. 1 of this reprint.

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(c) execute jointly and severally, with sureties of a number and kind to be approved by the Board, a bond in favour of the Board, binding the tenderer and the sureties aforesaid to the Board in an amount to be specified by the Board for the due performance of any of the said conditions imposed by the Board as aforesaid.

(2) Where the Board has imposed any of the conditions aforesaid under the authority of subsection (1) of this section, the Board may, upon granting to the tenderer whose tender is accepted the license tendered for, impose, as conditions of such license, any of the conditions imposed as aforesaid in addition to any other conditions permitted by this Act to be imposed by the Board in relation to such license.

(3) Where a tenderer has been granted a license subject to conditions, including the execution of a bond imposed under the authority of this section, and thereafter he fails in any respect duly to perform any one of the conditions aforesaid, then without prejudice to the right or power of the Board under this Act to cancel the license granted to such tenderer, the Board may take any proceedings at law or in equity in any court of competent jurisdiction to enforce payment under the bond held by the Board under this section against all or any of the persons bound thereby.

PART III.—LICENSESES.

Division (1)—General Provisions relating to Licensing of Public Vehicles.

14. Subject to the provisions of section thirty-four any person who after the date of the commencement of this Act operates a public vehicle in respect of which the required license under this Part has not been granted or is not in force, shall be guilty of an offence against this Act: Provided that this section shall not apply to any journey made for reward by any motor vehicle, which is not a commercial goods vehicle or omnibus, on any occasion on which the Board is satisfied that a special emergency justified the making of such journey.

No un-licensed public vehicle to be operated. No. 42 of 1933, s. 13, renumbered s. 14 in 1943 reprint.¹ cf. N.S.W., 32 of 1931, s. 12.

14A. With the approval of the Minister, the Board may, by notice in the *Government Gazette*, exempt any vehicle or class of vehicles from the licensing provisions of this Act, subject to such conditions as may be prescribed in such notice.

Exemption of vehicles from licensing. S. 14A added by No. 4 of 1946, s. 5.

15. (1) There shall be payable to the Board, in respect of every public vehicle license, the following fees:—

Fees for licenses. No. 42 of 1933, s. 14, renumbered s. 15 in 1943 reprint;¹ amended by No. 59 of 1948, s. 6. cf. N.S.W., 32 of 1931, s. 12.

- (a) For an omnibus license under Division 2 of this Part or for an air-craft license under Division 4 of this Part, a fee determined by the Board, and to be assessed and payable in manner prescribed, based on the earnings of the vehicle: Provided such fee shall not be greater than six per cent. of the gross earnings of such vehicle as so assessed, and in assessing such gross earnings the amount of any subsidy paid for an aerial service shall not be taken into account.

The additional license fees prescribed under Part II. of the Third Schedule of the Traffic Act, 1919-1932,² shall not be payable in respect of an omnibus which is licensed under this Act;

¹ See footnote * on p. 1 of this reprint.

² Now Traffic Act, 1919-1955: See No. 37 of 1955, s. 1 (3).

- (b) For a commercial goods vehicle, other than a commercial goods vehicle operating in the manner referred to in section thirty-four or other than a trailer or semi-trailer, a fee determined by the Board, but such fee shall not exceed the sum of seven shillings and sixpence per power load weight as ascertained in accordance with the provisions of Part I. of the Second Schedule to this Act, plus the respective percentage increases specified in the said Part I. of that schedule where the tyres fitted are not pneumatic tyres.

For a trailer or semi-trailer operating as a commercial goods vehicle other than a trailer or semi-trailer operating in the manner referred to in the said section thirty-four, the fee shall not exceed the fee prescribed in the second part of the Second Schedule.

Subsec. (2)
added by
No. 59 of
1948, s. 6.

- (2) The Board may at any time vary the fee determined by it for any license.

Subsec. (3)
added by
No. 59 of
1948, s. 6.

- (3) The Board may refund the whole or any part of any license fee paid in respect of any commercial goods vehicle where the vehicle has not been operated in the manner or to the extent contemplated when the license was issued.

Fees for
licenses for
omnibuses
and com-
mercial
goods
vehicles
operated
by or for
Crown.

Subsec. (4)
added by
No. 59 of
1948, s. 6.
Cf. Act No.
23 of 1904,
s. 79 and
Act No. 58
of 1912, s. 20,
Act No. 14 of
1932, s. 19,
and s. 34
post.

- (4) Subject to the provisions of this Act and notwithstanding the provisions of the Government Railways Act, 1904-1947, section seventy-nine,¹ the Government Tramways Act, 1912-1933, section twenty¹ and the Government Ferries Act, 1932, section nineteen,² there shall be payable to the Board in respect of every omnibus and commercial goods vehicle operating or used or intended to be used pursuant to any of the provisions of those Acts, the fees referred to in the last preceding subsection.

¹ Renumbered as s. 88: See reprint of Government Railways Act, 1904-1953 (as approved for reprint 26/10/1953): Now Government Railways Act, 1904-1955. See No. 61 of 1955, s. 1 (3).

² See No. 52 of 1948, s. 3.

16. Any person who knowingly sends or causes to be sent or conveyed, or agrees or offers to send or convey, any passengers or any goods by any vehicle which is required under the provisions of this Part to be licensed, and in respect of which the appropriate license is not in force, shall be guilty of an offence against this Act.

Passengers or goods not to be sent by unlicensed vehicle.
No. 42 of 1933, s. 15, renumbered as s. 16 in 1943 reprint.¹
cf. N.S.W., No. 32 of 1931, s. 13.

17. If the owner or driver of any public vehicle licensed under this Act neglects or fails to comply with or observe any of the provisions of this Act, or of the regulations, or any of the terms and conditions attached to or implied in the license, he shall be liable to a penalty not exceeding fifty pounds.

Penalty for failure to comply with Act, etc.
No. 42 of 1933, s. 16, renumbered as s. 17 in 1943 reprint.¹
Traffic Act, s. 43 (8).

18. No person driving or using any commercial goods vehicle which is required under the provisions of this Part to be licensed shall carry any person therein or thereupon, or permit any person to ride therein or thereupon, and the owner of any such vehicle so driven or used shall be guilty of an offence and liable to a penalty not exceeding twenty pounds, unless—

Commercial goods vehicle not to be used for passengers.
No. 42 of 1933, s. 17, renumbered as s. 18 in 1943 reprint.¹

- (a) a license granted under this Act in respect of the vehicle expressly authorises the carriage of passengers therein; or
- (b) the person so carried is—
 - (i) in the employ of the owner of the vehicle and is proceeding on his master's business; or
 - (ii) the owner or a member of the family of the owner of the vehicle;
 - (iii) carried in the case of special emergency;
 - (iv) a person who is carried without fee or reward of any kind;

- (c) the owner of the vehicle is the holder of a special permit granted by the Board, and the person so carried is carried in conformity with the permit.

Weighing of public vehicle or goods.
No. 42 of 1933, s. 18, renumbered as s. 19 in 1943 reprint.¹

19. (1) Subject to this Act and to any regulations made under subsection (2) of this section, the weight of a public vehicle or of goods carried or to be carried by a commercial goods vehicle shall, if the Board so orders, be determined at a weighbridge, or on any other machine (such as a loadometer), as may be approved by the Board, and the certificates of the weighings shall be produced by the holder of the license for the vehicle to the Board or to any officer of the Board, on demand.

(2) The regulations may provide that the method of ascertainment of the weight of the vehicle or of any goods carried by the vehicle for the purposes of any other Act may be adopted for the purposes of this Act.

Transfer of license.
No. 42 of 1933, s. 19, renumbered as s. 20 in 1943 reprint.¹
Traffic Act, 1919-1932, s. 15.

20. (1) The Board may grant a transfer of a license of a public vehicle, on payment of the prescribed fee by the person who has become the owner of the vehicle, and that person shall thereupon become the licensee.

(2) An application for transfer may be refused for any reason for which an application for a license by the same person for the same public vehicle might be refused.

Division (2)—Omnibuses.

Omnibuses not to operate unless licensed.
No. 42 of 1933, s. 20, renumbered as s. 21 in 1943 reprint.¹

21. No omnibus shall operate on any road unless it is licensed in accordance with this Part:

Provided that no license is required under this Part where—

- (a) on any special occasion persons co-operate to bear the expense of any journey undertaken for pleasure in a privately owned motor vehicle; and

¹ See footnote * on p. 1 of this reprint.

- (b) such journey is made to a destination to which on the day the journey was undertaken there was no suitable train running or public vehicle operating.

22. Subject to this Part the Board may, on the application of the owner, grant a license in respect of an omnibus.

Licenses for omnibuses.
No. 42 of 1933, s. 21, renumbered as s. 22 in 1943 reprint.¹

23. Every application for an omnibus license shall be in writing, and shall contain the following particulars:—

Applications for licenses.
No. 42 of 1933, s. 22, renumbered as s. 23 in 1943 reprint.¹
Cf. N.S.W., 32 of 1931, s. 14.

- (a) the routes or area upon or in which it is intended that the omnibus is to operate;
- (b) a description of the vehicle in respect of which the application is made;
- (c) the maximum number of passengers to be carried at any one time on such vehicle;
- (d) the service proposed to be provided;
- (e) the fares proposed to be charged; and
- (f) such other particulars as are prescribed.

24. Before granting or refusing to grant any such license the Board shall take into consideration—

Matters to be taken into consideration by Board before grant or refusal of license.
No. 42 of 1933, s. 23, renumbered as s. 24 in 1943 reprint.¹
Cf. N.S.W., 32 of 1931, s. 18.

- (a) the necessity for the service proposed to be provided and the convenience which would be afforded to the public by the provision of such service;
- (b) the existing transportation service for the conveyance of passengers upon the routes or within the area proposed to be served in relation to—
 - (i) its present adequacy and possibilities for improvement to meet all reasonable public demands; and
 - (ii) the effect upon such existing service of the service proposed to be provided;

¹ See footnote * on p. 1 of this reprint.

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- (c) the condition of the roads to be included in any proposed route or area; and
- (d) the character, qualifications, and financial stability of the applicant.

Power to grant, etc., applications. No. 42 of 1933, s. 24, renumbered as s. 25 in 1943 reprint¹; amended by No. 83 of 1953, s. 2.

25. (1) Subject to the provisions of this Part, the Board may grant the application (with or without variation), or may refuse to grant the application.

(2) (a) Any person who at the thirty-first day of December, one thousand nine hundred and thirty-three, is the holder of a license for a vehicle which was—

- (i) licensed under section ten A of the Traffic Act, 1919-1932, and engaged in carrying goods on one specific route for a period of not less than twelve months prior to such date; or
- (ii) licensed and operating as an omnibus on a route prescribed under that Act for a period of not less than twelve months prior to such date,

shall if he at any time within three years of the date of the commencement of this Act is refused a license or renewal of a license under this Act in respect of such vehicle for the route on which it was operating at the thirty-first day of December, one thousand nine hundred and thirty-three, be entitled to appeal to a stipendiary magistrate in respect of such refusal within the time and manner prescribed.

(b) The appellant shall on instituting his appeal pay the sum of ten pounds into court as security for the costs of the appeal.

(c) On the hearing of the appeal the magistrate may order that the license be granted in accordance with the application or subject to such conditions (being conditions which the Board itself might have imposed if it granted the application in the first

¹ See footnote * on page 1 of this reprint.

instance) as the magistrate may think fit, or the magistrate may dismiss the appeal and in any case may make such order as to costs as the magistrate deems advisable.

(d) The decision of the magistrate shall be final.

(3) The Board may prohibit, either absolutely or subject to prescribed conditions, the picking up and/or setting down of passengers by or from any omnibus at any place or places near any such portion of any route along which the omnibus is authorised to ply under the license where that route coincides with or runs along or beside the route of any tramway or railway, or at any place within one hundred and fifty yards from the point where the route intersects a tramway or railway, or ceases to coincide with or run along or beside the route of a tramway or railway.

Traffic Act,
1919-1932,
s. 42, 1 (a).

(4) The Board may, in respect of any route for which it has granted a license for an omnibus—

Subsec. (4)
added by
No. 83 of
1953, s. 2.

- (a) appoint stopping places at which passengers may be picked up or set down; and
- (b) direct that passengers shall not be picked up or set down at other than a stopping place, or stopping places so appointed, on the route or a section of the route.

26. It shall be a condition of every license for an omnibus granted by the Board—

- (a) that the vehicle is maintained in a fit and serviceable condition;
- (b) that the provisions of any Act or regulation which are applicable to the vehicle and its operation are complied with;
- (c) that the requirements of section fifty-two² of the Traffic Act, 1919-1932, relating to insurance are complied with in relation to such vehicle;

Conditions
of omnibus
licenses.
No. 42 of
1933, s. 25,
renumbered
as s. 26 in
1943 reprint¹;
amended by
No. 83 of
1953, s. 3

¹ See footnote * on p. 1 of this reprint.

² Renumbered as s. 57 in reprint of Traffic Act, 1919-1935, contained in the Sessional Volume of Statutes for the year 1935. The section was repealed by No. 32 of 1943, s. 29 (c).

- (d) that, in relation to such vehicle, the provisions and the requirements of any relevant industrial award or agreement applying to any persons engaged in its operation are complied with; and
- (e) that a direction of the Board regulating the use of places for the picking up and setting down of passengers is complied with.

Power to Board to attach conditions to licenses. No. 42 of 1933, s. 26, renumbered as s. 27 in 1943 reprint¹; amended by No. 59 of 1948, s. 7.

27. (1) The Board may in its discretion attach to any omnibus license all or any of the following conditions, that is to say:—

- (a) a condition that the vehicle shall operate only upon a specified route or in a specified area;
- (b) a condition that not more than a specified number of passengers shall be carried at any one time on such vehicle;
- (c) a condition that specified time tables shall be observed;
- (d) a condition that specified fares shall be charged;
- (e) a condition that prescribed records and statistics shall be kept and supplied to the Board.

Subsec. (2) added by No. 59 of 1948, s. 7.

(2) The Board may add to, vary, or cancel any of the conditions attached, pursuant to the provisions of the last preceding subsection, to any omnibus license.

Power of Board on application of owner to cancel or vary certain conditions attached to licenses. No. 42 of 1933, s. 27, renumbered s. 28 in 1943 reprint.¹

28. [*Repealed by No. 59 of 1948, s. 8.*]

¹ See footnote * on p. 1 of this reprint.

29. (1) A license for an omnibus may be granted for a period of not more than seven years, but the provisions of this section shall not affect the power of the Board to grant a license temporarily for any particular purpose of limited duration.

Power to grant omnibus licenses for period of seven years. S. 29 repealed and new s. substituted by No. 59 of 1948, s. 9.

(2) No transfer of a license for an omnibus shall be granted unless and until the Board is satisfied that no money or other consideration by way of premium or otherwise is to be paid or given for the transfer of the portion of the term of the license remaining unexpired.

30. The Board, or any person authorised in that behalf by the Board in writing (whether generally or in any particular case), may grant to the owner of any omnibus licensed under this Part, a permit authorising such vehicle to operate subject to such conditions as may be imposed by the Board—

Permits. No. 42 of 1933, s. 29, renumbered as s. 30 in 1943 reprint.¹

- (a) on any temporary deviation from the routes specified in the license; or
- (b) temporarily on any route or in any area not specified in the license.

31. A local authority shall, if so required by the Board, appoint within its district such stands for omnibuses as may mutually be agreed upon between the local authority and the Board. In the event of failure to reach an agreement, the matters in dispute shall be referred to arbitration in accordance with the provisions of the Arbitration Act, 1895.

Local authorities to appoint stands for omnibuses. No. 42 of 1933, s. 30, renumbered as s. 31 in 1943 reprint.¹

32. Subject to the provisions of paragraph (a) of section fifteen, a license shall not be granted for any omnibus under this Part unless such vehicle is licensed as an omnibus in accordance with the Traffic Act, 1919-1932.²

Omnibuses to be registered as motor vehicles. No. 42 of 1933, s. 31, renumbered as s. 32 in 1943 reprint.¹

¹ See footnote * on p. 1 of this reprint.

² Now Traffic Act, 1919-1955: See No. 37 of 1955, s. 1 (3).

Division (3)—Commercial Goods Vehicles.

Commercial goods vehicle not to operate unless licensed.

No. 42 of 1933, s. 32, renumbered as s. 33 in 1943 reprint.¹

Application of Part.

No. 42 of 1933, s. 33; amended by No. 47 of 1938, s. 4; renumbered as s. 34 in 1943 reprint;¹ amended by No. 59 of 1948, s. 10.

First Schedule.

Subsec. (2) inserted by No. 47 of 1938, s. 4.

33. Subject to the exceptions stated in the next section a commercial goods vehicle shall not operate on any road unless such vehicle is licensed in accordance with this Part.

34. (1) No license shall be necessary under the preceding section in respect of any commercial goods vehicle or trailer or semi-trailer which—

- (a) operates solely in the area within a radius of twenty miles from the General Post Office in Forrest Place, Perth; or
- (b) operates solely within a radius of twenty miles from the place of business of the owner; or
- (c) is used solely for any of the purposes mentioned in the First Schedule of this Act.

(2) Notwithstanding anything to the contrary contained elsewhere in this section, a license shall be necessary under this Act in respect of a vehicle mentioned in this section not operating in the manner specified in paragraphs (a) or (b) of subsection (1) of this section to which but for this subsection the provisions of this section as to exemption would apply, if in relation to such vehicle the following circumstances exist, that is to say:—

- (a) there are more persons than three holding separate share interests in the vehicle; and
- (b) such share interest is not held as a partner in a partnership, or is held as a partner in a limited partnership within the meaning of the Limited Partnership Act, 1909; and
- (c) any one of the persons holding a share interest in the vehicle is not himself the owner of any business in or for which such vehicle operates, or is not a partner or is only a limited partner in any firm which is the owner of any business in or for which such vehicle operates; or

¹ See footnote * on page 1 of this reprint.

- (d) the vehicle is operated or intended to be operated or available for operation by or for any one of such persons having a share interest therein as aforesaid, for the direct benefit of such one person as an individual, when being so operated, and not for the direct benefit of all the other persons holding share interests in such vehicle.

(3) The burden of proving that in respect of any vehicle mentioned in this section, subsection (2) of this section does not apply, and that a license in respect of such vehicle is not necessary shall lie upon the person claiming the exemption under this section.

Inserted by
No. 47 of 1938,
s. 4.

(4) For the purpose of paragraphs (a) and (b) of subsection one of this section, where goods are transhipped from one vehicle to another or are carried by a vehicle to a receiving depot and are carried from the place of transshipment or from that depot by another vehicle, the whole journey shall be regarded as one journey and each vehicle taking part in it shall be regarded as having undertaken the whole journey.

Staging
prohibited.
Subsec. (4)
added by
No. 59 of
1948, s. 10.
N.S.W. Geo.
V. No. 32 of
1931.
Section 18
(8).

35. Subject to this Part the Board may, on the application of the owner, grant a license in respect of a commercial goods vehicle.

License for
commercial
goods
vehicles.
No. 42 of
1933, s. 34,
renumbered
as s. 35 in
1943 reprint.¹

35A. (1) Where an application is made for a license to operate a commercial goods vehicle wholly within thirty-five miles of the General Post Office in Forrest Place, Perth, the Board shall, notwithstanding the discretion exercisable by the Board under section thirty-five in respect of applications made otherwise than under this section, grant the license.

Licenses to
operate
commercial
goods
vehicles
within 35
miles of the
General Post
Office, Perth.
S. 35A
added by
No. 83 of
1953, s. 4.

(2) The provisions of this Part with the exception of those mentioned in subsection (3) of this section apply in respect of licenses granted by the Board under this section and in respect of applications for those licenses.

¹ See footnote * on p. 1 of this reprint.

(3) The provisions of sections thirty-seven, thirty-eight and forty of this Act do not apply in respect of licenses granted by the Board under this section.

Application for license. No. 42 of 1933, s. 35, renumbered as s. 36 in 1943 reprint.¹

36. Every application for a commercial goods vehicle license shall be in writing, and shall contain the following particulars—

- (a) the route or area upon or in which it is intended that the commercial goods vehicle is to operate;
- (b) a description of the vehicle in respect of which the application is made;
- (c) the classes of goods proposed to be carried; and
- (d) such other particulars as are prescribed.

Matters to be taken into consideration by the Board before grant or refusal of license. No. 42 of 1933, s. 36, renumbered as s. 37 in 1943 reprint.¹

37. Before granting or refusing to grant any such license the Board shall take into consideration—

- (a) the necessity for the service proposed to be provided and the convenience which would be afforded to the public by the provision of such service;
- (b) the existing transportation service for the carriage of goods upon the routes or within the area proposed to be served in relation to—
 - (i) its present adequacy and possibilities for improvement to meet all reasonable public demands;
 - (ii) the effect upon such existing service of the service proposed to be provided;
- (c) the condition of the roads to be included in any proposed route or area; and
- (d) the character, qualifications, and financial stability of the applicant.

¹ See footnote * on p. 1 of this reprint.

38. Subject to the provisions of this Part the Board may grant the application (with or without variation), or may refuse to grant the application.

Power of Board to grant or refuse application for license.

There shall be an appeal to a stipendiary magistrate against the decision of the Board in refusing to grant the application.

No. 42 of 1933, s. 37, renumbered as s. 38 in 1943 reprint.¹

In relation to any such appeal the provisions of subsection (2) of section twenty-five shall apply with the necessary modifications.

39. It shall be a condition of every license for a commercial goods vehicle granted by the Board—

Conditions of commercial goods vehicle license.

- (a) that the vehicle is maintained in a fit and serviceable condition;
- (b) that the provisions of any Act or regulation which are applicable to the vehicle and its operation are complied with;
- (c) that in relation to such vehicle the provisions of this Part relating to the limitation of hours of driving are observed, and that the provisions and the requirements of any relevant industrial award or agreement applying to any persons engaged in its operation are complied with.

No. 42 of 1933, s. 38, renumbered as s. 39 in 1943 reprint.¹

40. (1) The Board may in its discretion attach to any commercial goods vehicle license all or any of the following conditions, that is to say:—

Power of Board to attach conditions to license.

- (a) a condition that the vehicle shall operate only upon specified routes or in a specified area;
- (b) a condition that prescribed records shall be kept; and
- (c) such other conditions as the Board thinks proper to impose in the public interest.

No. 42 of 1933, s. 39, renumbered as s. 40 in 1943 reprint¹; amended by No. 59 of 1948, s. 11.

¹ See footnote * on p. 1 of this reprint.

Subsec. (2)
added by
No. 59 of
1948, s. 11.

(2) The Board may add to, vary, or cancel any of the conditions attached, pursuant to the provisions of the last preceding subsection, to any commercial goods vehicle license.

Power of
Board on
application
of owner to
cancel or
vary certain
conditions
attached
to license.
No. 42 of
1933, s. 40
renumbered
s. 41 in
1943 reprint.¹

41. [*Repealed by No. 59 of 1948, s. 12.*]

Period of
license.
S. 42
repealed and
re-enacted
by No. 83 of
1953, s. 5.

42. The Board may grant a license for a commercial goods vehicle

- (a) for a period of one year; or
- (b) temporarily for a particular purpose of limited duration.

Permits.
No. 42 of
1933, s. 42
renumbered
as s. 43 in
1943 reprint.¹

43. The Board, or any person authorised in that behalf by the Board, in writing (whether generally or in any particular case) may grant to the owner of any commercial goods vehicle licensed under this Part, a permit authorising such vehicle to operate subject to such conditions as may be imposed by the Board—

- (a) on any temporary deviation from the routes specified in the license; or
- (b) temporarily on any route or in any area not specified in the license.

Commercial
goods
vehicles to
be registered
as motor
vehicles.
No. 42 of
1933, s. 43
renumbered
as s. 44 in
1943 reprint.¹

44. A license shall not be granted for any commercial goods vehicle under this Part unless such vehicle is properly licensed under the Traffic Act, 1919-1932.²

¹ See footnote * on p. 1 of this reprint.

² Now Traffic Act, 1919-1955: See No. 37 of 1955, s. 1 (3).

Division (4)—Aircraft.

45. No aircraft shall operate intra State unless such aircraft is licensed in accordance with this Part.

Aircraft not to operate unless licensed.
New s. 45 inserted by No. 4 of 1946, s. 6.
Exemption of aircraft used for medical service transport.

(2) The provisions of this section shall not apply to an aircraft used for the purpose only of transporting:—

- (a) a medical practitioner registered under the Medical Act, 1894-1945,¹ in the course of his professional duties; or
- (b) a sick or injured person to or from medical aid, in case of emergency.

46. Subject to this Part the Board may, on the application of the owner of an aircraft, and provided that all laws or regulations of the Commonwealth relating to the aircraft and its operation have been and are at all time complied with, grant a license in respect of the aircraft, or may refuse to grant the same. The decision of the Board shall be final and without appeal.

Licenses for aircraft.
No. 42 of 1933, s. 45 renumbered as s. 46 in 1943 reprint.²

Every license granted shall, subject to the conditions of the license, authorise the operation of the aircraft between any points which are otherwise prohibited under the preceding section.

47. Subject to the necessary modifications, the provisions of sections twenty-two, twenty-three, twenty-five, twenty-six, twenty-seven, twenty-eight, and twenty-nine of this Act relating to motor omnibuses shall apply to aircraft.

Generally.
No. 42 of 1933, s. 46 renumbered as s. 47 in 1943 reprint.²

PART IIIA³.—OPERATION OF VEHICLES IN THE COURSE OF INTERSTATE TRADE, INTERCOURSE AND COMMERCE.

Pt. IIIA³ added by No. 68 of 1954, s. 5.

47A. The provisions of this Part apply in respect of interstate vehicles.

Application of this Part.
S. 47A added by No. 68 of 1954, s. 5.

¹ Now Medical Act, 1894-1955: See No. 18 of 1955, s. 1 (3).

² See footnote * on p. 1 of this reprint.

³ The provisions of this Part expired on 31/10/55: See s. 47 I. post.

Interstate vehicles required to be licensed.

S. 47B added by No. 68 of 1954, s. 5.

Applications for licenses.

S. 47C added by No. 68 of 1954, s. 5.

Board may establish depots to receive applications for licenses.

S. 47D added by No. 68 of 1954, s. 5.

Board may delegate its powers.

S. 47E added by No. 68 of 1954, s. 5.

47B. A license is required for an interstate vehicle operating on a road in the State.

47C. Applications for licenses for interstate vehicles may be made in manner prescribed.

47D. The Board may establish depots, whether in the State or elsewhere, for the purposes of this Part in order that applications may be made at depots so established for licenses for interstate vehicles.

47E. (1) For the purposes of this Part, the Board may, in relation to a matter or class of matter, delegate, to a member of the Western Australian Police Force where one is conveniently available in accordance with the regulations, all or any of their powers and functions under this Act, except this power of delegation, so that the powers and functions delegated may be exercised by the delegate, whether in the whole or a part of the State or elsewhere in accordance with the delegation.

(2) A delegation under this section is revocable at the will of the Board and does not prevent the exercise by the Board of their powers and functions under this Act.

(3) Where, by the provisions of this Act, the exercise of a power, or the discharge of a function by the Board; or the effective operation of a provision of this Act,

is dependent

upon the Board being of a certain state of mind, whether it be that they think certain matters fit, or are of a certain opinion, or are satisfied as to certain matters, or otherwise

and the Board has, under this section, delegated the exercise of the power or the discharge of the function to a delegate, the delegate, if he is of that state

of mind, may exercise the power or discharge the function, and the provision of the Act becomes effectively operative, as if his state of mind were that of the Board.

47F. (1) The Board, where the application is made to the Board, or its delegate, where the application is made to its delegate, shall consider the application and have regard to—

Consideration of applications for licenses.
S. 47F added by No. 68 of 1954, s. 5.

- (a) the character, fitness, and experience, of the applicant;
- (b) the suitability of the interstate vehicle for the purpose for which it is proposed to be so operated;
- (c) the condition and suitability of the road or roads on which it is proposed to operate the interstate vehicle; and
- (d) the number and types of other vehicles using the roads on which it is proposed to operate the interstate vehicle.

(2) The Board or the delegate, as the case may be, shall refuse an application in any case where satisfied that—

- (a) the applicant is not of good character, or has not the necessary fitness or experience; or
- (b) the interstate vehicle is not suitable or fit for the purpose for which it is proposed to be used.

(3) The Board or the delegate, as the case may be, may refuse the application where satisfied that to grant the license authorising the operation of the interstate vehicle on any road in the State on which it is proposed to operate such vehicle would endanger public safety.

(4) Subject to subsections (1), (2) and (3) of this section the Board or the delegate, as the case may be, shall grant the application but may—

- (a) impose conditions reasonably necessary for the preservation of public safety, the regulation of traffic, and the preservation and maintenance, and use and enjoyment by the public, of the roads; and
- (b) require payment of a reasonable charge (at a rate not exceeding similar charges for intrastate vehicles) for operating the interstate vehicle on the roads over which it travels in the State and the cost of administration.

(5) The amounts collected as charges required under subsection (4) of this section shall be paid into a separate account in the Fund mentioned in section sixty of this Act and applied towards the maintenance and improvement of the roads on which the interstate vehicles operate and shall be divided equitably among the various statutory authorities concerned in the maintenance and improvement of those roads.

(6) There shall be an appeal to a Stipendiary Magistrate against the decision of the Board or its delegate in refusing to grant the application or against any condition imposed or payment required. In relation to any such appeal the provisions of subsection (2) of section twenty-five shall apply with the necessary modifications.

Indemnification.
S. 47G
added by
No. 68 of
1954, s. 5.

47G. Fees paid under and in accordance with the provisions of this Act prior to the coming into operation of the State Transport Co-ordination Act Amendment Act, 1954, are irrecoverable.

Application
of s. 52.
S. 47H
added by
No. 68 of
1954, s. 5.

47H. For the purposes of this Part section fifty-two of this Act applies to an interstate vehicle except while operating on any part of a road in the State between the point of entry of the vehicle into the State and the depot established under this Part in the State nearest that point of entry.

47I. The provisions of this Part shall continue in operation until the thirty-first day of October one thousand nine hundred and fifty-five and no longer.

S. 47I added by No. 68 of 1954, s. 5.

PART IV.—MISCELLANEOUS.

48. (1) No person shall drive, or cause or permit any person employed by or under any contractual engagement with him, or subject to his orders, to drive any commercial goods vehicle which is required to be licensed pursuant to this Act—

Limitation of time for which drivers of certain motor vehicles may remain continuously on duty.

- (a) for any continuous period of more than five and one-half hours; or
- (b) for continuous periods amounting in the aggregate to more than eleven hours in respect of any period of twenty-four hours, commencing at midnight; or
- (c) so that the driver has not at least ten consecutive hours for rest in any period of twenty-four hours calculated from the commencement of any period of driving:

No. 42 of 1933, s. 47 amended by No. 47 of 1938, s. 5 renumbered s. 48 in 1943 reprint¹ amended by No. 4 of 1946, s. 7. cf. Imp. 20 and 21, Geo. V., No. 43, s. 19.

Provided that it shall be a sufficient compliance with the provisions of paragraph (c) of this subsection if the driver has at least nine consecutive hours for rest in any such period of twenty-four hours, if he has an interval of at least twelve consecutive hours for rest in the next following period of twenty-four hours.

(2) For the purposes of this section—

- (a) any two or more periods of time shall be deemed to be a continuous period, unless separated by an interval of not less than half an hour in which the driver is able to obtain rest and refreshment;
- (b) any time spent by the driver on other work in connection with a commercial goods vehicle or the load carried thereby while on a journey in any other capacity than as a passenger, shall be reckoned as time spent in driving.

¹ See footnote * on page 1 of this reprint.

(3) Any person who contravenes any of the provisions of this section shall be guilty of an offence against this Act.

Provided that such person shall not be liable to conviction under this section, if he prove to the court that the contravention was due to unavoidable delay in the completion of any journey arising out of circumstances which he could not reasonably have foreseen.

Exemption north of twenty-sixth parallel of south latitude. Subsec. (4) added by No. 4 of 1946, s. 7.

(4) The provisions of this section shall not apply to any vehicle operating in that part of the State situated north of the twenty-sixth parallel of south latitude.

Powers of members of police force and persons authorised by Board for purpose of ascertaining whether provisions of Act or regulations are being contravened. No. 42 of 1933, s. 48 renumbered as s. 49 in 1943 reprint.¹

49. (1) For the purpose of ascertaining whether the provisions of this Act or any regulation are being contravened, any member of the Police Force, or any person authorised in that behalf by the Board, in writing (whether generally or in any particular case), may request the driver of any public vehicle—

- (a) to produce for inspection any license, permit, or other document which by this Act or the regulations is required to be obtained in respect of the vehicle, or to be carried on, or by the driver of, the public vehicle;
- (b) to state his name and address; and
- (c) to permit an inspection to be made of the public vehicle and of the load carried thereon;
- (d) to give information in respect to the load.

(2) If such person fails to produce any such document within twenty-four hours, or refuses to state his name and address, or states a false name or address, or refuses to permit an inspection to be made of the public vehicle, or of the load carried thereon, or refuses to give information in respect to the load carried, or gives false information, he shall be guilty of an offence against this Act.

¹ See footnote * on p. 1 of this reprint.

50. In any prosecution under this Act an averment in the complaint that any person is or was the owner of a public vehicle, or is or was unlicensed, or that any person is or was not the holder of any particular license in respect of any public vehicle shall be deemed to be proved in the absence of proof to the contrary.

Proof of person being unlicensed.
Cf. W.A. Traffic Act, 1919-1932, s. 61.
No. 42 of 1933, s. 49, renumbered as s. 50 in 1943 reprint.¹

51. (1) Every license or permit granted under this Act shall be carried in the public vehicle in respect of which it is granted.

Licenses or permits to be carried in vehicles in respect of which they are granted.
No. 42 of 1933, s. 50, renumbered as s. 51 in 1943 reprint.¹

(2) If such license or permit is not carried in such vehicle as aforesaid, the owner of the vehicle shall be guilty of an offence against this Act, unless he proves that he took all reasonable steps to insure that such license or permit was so carried.

52. The driver and the owner of any public vehicle which—

- (a) operates on any road; and
- (b) is not licensed as such under this Act—

Penalties for operating unlicensed public vehicles.
No. 42 of 1933, s. 51, renumbered as s. 52 in 1943 reprint.¹

shall be severally guilty of an offence against this Act, and shall be liable for a first offence to a penalty of not more than twenty pounds, and for a second offence, to a penalty of not more than fifty pounds, and for any subsequent offence, to a penalty of not more than one hundred pounds.

Provided that, in any prosecution against the driver under this section, it shall be a good defence if the driver satisfies the court that he believed on reasonable grounds that such public vehicle was licensed under this Act.

53. Where in any prosecution under this Act against the owner or driver of any vehicle alleged to have operated as an omnibus, the prosecution shall prove that any passengers were carried upon such vehicle; proof of such fact shall be *prima facie* evidence that the passengers were carried at separate fares.

Proof that passengers carried at separate fares.
No. 42 of 1933, s. 52, renumbered s. 53 in 1943 reprint.¹

¹ See footnote * on p. 1 of this reprint.

Provisions for offences for which no penalty expressly provided. No. 42 of 1933, s. 53, renumbered s. 54 in 1943 reprint.¹

54. Every person guilty of an offence against this Act or any regulation shall for every such offence (for which a penalty is not expressly provided by this Act) be liable to a penalty of not more than twenty pounds, and, in the case of a continuing offence, to a further penalty of not more than five pounds for each day on which such offence is continued after a conviction or order by any court.

Power to revoke or suspend license or permit. No. 42 of 1933, s. 54, renumbered s. 55 in 1943 reprint.¹ Traffic Act, 1919-1932, s. 14.

55. A license or permit may be revoked or suspended by the Board on the ground that any of the conditions of or relating to the license or permit have not been complied with:

Provided that the Board shall not revoke or suspend a license unless, owing to the frequency of the breach of the conditions of or attached to the license, or to the breach having been committed wilfully, or to the danger to the public involved in the breach, the Board is satisfied that the license should be revoked or suspended:

Provided further, that there shall be an appeal to a stipendiary magistrate against the decision of the Board in revoking or suspending a license, and in relation to any such appeal the provisions of section twenty-five shall apply with the necessary modifications.

Recovery of penalties. No. 42 of 1933, s. 55, renumbered s. 56 in 1943 reprint.¹

56. (1) The Board may direct, either generally or in any particular case, proceedings to be taken for the recovery of penalties in respect of offences committed against the provisions of this Act or of any regulation.

Proof of authority to prosecute.

(2) In any such proceedings no proof shall, until evidence is given to the contrary, be required—

- (a) of the persons constituting the Board;
- (b) of any direction to take the proceedings;
- (c) of any authority of any officer of the Board, or of any other person to take the proceedings; or
- (d) of the presence of a quorum of the Board at the giving of any such direction or authority, or the doing of any act.

¹ See footnote * on p. 1 of this reprint.

(3) The provisions of this section shall not affect any power of any member of the Police Force to take proceedings for the recovery of any such penalties.

57. Save as otherwise expressly provided, nothing in this Act shall be deemed to limit or affect the operation of the Traffic Act, 1919-1932,² but that Act shall be construed subject to the express provisions of this Act.

Saving of operation of Traffic Act, 1919. No. 42 of 1933, s. 56, renumbered as s. 57 in 1943 reprint.¹

58. (1) The Board, with the approval of the Governor may make regulations with respect to—

Regulations. No. 42 of 1933, s. 57, renumbered s. 58 in 1943 reprint.¹

- (a) the conduct of meetings of the Board;
- (b) the custody and method of affixing its common seal;
- (c) the form of the common seal;
- (d) the design and construction of omnibuses, so as to secure the safety, comfort, and convenience of passengers and the public;
- (e) the maximum fares to be paid by passengers on omnibuses;
- (f) the returns of earnings of omnibuses for the purpose of assessing license fees, such information to be treated as confidential; the method of assessment; the time and manner of payment; and providing for refund of excess payments of fees or recovery of fees short paid;
- (g) the fixing of the power load weight of a commercial goods vehicle required to be licensed under this Act, where the method is not expressly prescribed by this Act;
- (h) the maintenance and repair of public vehicles;
- (i) the publication of time tables, fares, and rates, whether by exhibition in or on public vehicles, or otherwise;
- (j) applications for licenses or permits under this Act and the revocation, suspension, or transfer of such licenses or permits;

¹ See footnote * on p. 1 of this reprint.

² Now Traffic Act, 1919-1955: See No. 37 of 1955, s. 1 (3).

State Transport Co-ordination.

- (k) the form and conditions of and any particulars to be set out in licenses or permits under this Act;
 - (l) records to be kept in relation to public vehicles;
 - (m) the furnishing by owners of public vehicles of statistical and other information;
 - (n) the fees payable in respect of applications under this Act;
 - (o) the fee payable for any special permit under this Act;
 - (p) providing for distinguishing words, letters, numbers, colours, or marks being or not being placed on public vehicles;
 - (q) generally, all such matters and things as are authorised or permitted to be prescribed, or are necessary or expedient to be prescribed for carrying this Act into effect.
- (2) Any regulations made under this section—
- (a) may be of general or specially limited application, according to time, place, or circumstances;
 - (b) may prescribe penalties of not more than twenty pounds for any breach thereof.

Protection of Minister, local authorities, and officers. No. 42 of 1933, s. 58, as amended by s. 33 of No. 22 of 1926; renumbered as s. 59 in 1943 reprint.¹ Traffic Act, 1919-1932, s. 64.

59. No matter or thing done by the Minister, or by the Board, or by any person acting with the authority of the Minister, or by any member of the Police Force, in good faith for the purpose of carrying out this Act, shall subject the Crown or the Minister, or the Board, or any person acting with the authority of the Minister or the Board, or member of the Police Force, to any liability in respect thereof.

¹ See footnote * on page 1 of this reprint.

60. (1) There shall be kept in the Treasury a fund, to be called the "Transport Co-ordination Fund." There shall be placed to the credit of the said Fund—

Financial provision. No. 42 of 1933, s. 59; amended by No. 47 of 1938, s. 6; No. 9 of 1940, s. 2; renumbered as s. 60 in 1943 reprint; and further amended by No. 4 of 1946, s. 8; No. 59 of 1948, s. 13.

- (a) subject to the express provisions of subsection (5) of section eleven, all moneys received, otherwise than from the Crown, by the Board in respect of premiums and/or licenses granted under this Act and for fees payable under this Act;
- (b) any moneys appropriated by Parliament for the purpose of the administration of this Act;
- (c) any moneys recovered by the Board by the enforcement of bonds, other than those executed by or on behalf of the Crown, as provided for in section twelve of this Act.

Inserted by No. 47 of 1938, s. 6.

(2) Out of the said fund there shall be paid subject to the provisions of subsections (4) and (5) of this section—

Subsec. (2) repealed and new subsec. inserted by No. 4 of 1946, s. 8; amended by No. 59 of 1948, s. 13.

- (a) the cost of administration of this Act;
- (b) contributions to the Superannuation Fund payable by the Board under any agreement made between the Board and the Treasurer under the provisions of section six of the Superannuation and Family Benefits Act, 1938-1945;² and
- (c) such sums as in the opinion of the Board are necessary or expedient in the interests of public transport to be granted in aid of any transport carried on by the holder of a license for any public vehicle.

(3) At the end of the financial year any balance remaining in the Fund shall be divided into three portions in the same proportion as the license fees

Apportioning of Fund. Subsec. (3) added by No. 4 of 1946, s. 8 (2).

¹ See footnote * on p. 1 of this reprint.

² Now Superannuation and Family Benefits Act, 1938-1955: See No. 36 of 1955, s. 1 (3).

derived respectively from licenses issued for omnibuses, commercial goods vehicles, and aircraft bear to the total of all such license fees, and such portions shall be applied as follows:—

Authority to subsidise roads, landing grounds and facilities. Cf. 12 of 1937.

- (a) The portion which is derived from the fees for the issue of omnibus licenses shall be applied towards the maintenance and improvement of the roads (including the erection of shelter sheds or other amenities along such route) on which the omnibuses operate, and shall be divided equitably amongst the various statutory authorities concerned in the maintenance and improvement of those roads.
- (b) The portion which is derived from the fees for the issue of licenses for commercial goods vehicles shall be applied in like manner towards the maintenance and improvement of the roads on which the commercial goods vehicles operate, and shall be divided equitably amongst the various statutory authorities concerned in the maintenance and improvement of those roads.
- (c) The portion which is derived from the fees for the issue of licenses for aircraft shall be held in trust by the Board and shall be applied, as and when the Board shall deem fit, towards the provision, maintenance or improvement of any aircraft landing ground or of any facilities deemed necessary for the safe operation of any aircraft using or about to use any aircraft landing ground.

Subsec. (4) added by No. 59 of 1948, s. 13.

(4) There shall be placed to the credit of a separate account in the Fund—

- (a) subject to the express provisions of subsection (5) of section eleven of this Act, all moneys received by the Board from the Crown in respect of premiums or licenses granted pursuant to the provisions of this Act or both and for fees payable under those provisions;

(b) any moneys recovered by the Board from the enforcement of bonds executed for or on behalf of the Crown as provided for in section twelve of this Act.

(5) (a) For the purposes of this subsection—

Subsec. (5)
added by
No. 59 of
1948, s. 13.

“administration” means the amount of cost of administration of this Act;

“per centage” means an amount equal to ten per centum of the moneys placed to the credit of the separate account in the Transport Co-ordination Fund;

“superannuation” means the amount of the contributions to the Superannuation Fund referred to in subsection (2) of this section;

“total” means the total amount of administration plus superannuation.

(b) The per centage shall be apportioned into two parts—

one of which shall bear the same ratio to the percentage as the administration bears to the total, and shall be applied on account of the administration; and—

the other of which shall bear the same ratio to the percentage as the superannuation bears to the total, and shall be applied on account of the superannuation.

(6) (a) For the purposes of this subsection—

Subsec. (6)
added by
No. 59 of
1948, s. 13.

“balance” means the amount of the balance, remaining at the end of any financial year, of the moneys placed to the credit of the separate account in the Transport Co-ordination Fund;

“commercial fees” means the amount of the license fees, derived from licenses issued to or on behalf of the Crown in respect of commercial goods vehicles;

“omnibus fees” means the amount of the license fees, derived from licenses issued to or on behalf of the Crown in respect of omnibuses;

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“total” means the total of commercial fees and omnibus fees.

(b) At the end of the financial year the balance shall be apportioned into two parts—

one of which, shall bear the same ratio to the balance, as the omnibus fees bear to the total, and shall be applied in the same manner, as that provided for the application of the portion referred to in paragraph (a) of subsection (3) of this section; and

the other of which, shall bear the same ratio to the balance, as the commercial fees bear to the total, and shall be applied in the same manner, as that provided for the application of the portion referred to in paragraph (b) of subsection (3) of this subsection.

Exercise of powers after passing and before coming into operation of Act.
No. 42 of 1933, s. 60, renumbered as s. 81 in 1943 reprint.¹

61. Notwithstanding the provisions of the Interpretation Act, 1918,² after the passing of this Act, and before the coming into operation thereof, the Board as constituted under Part II may be appointed, and applications for licenses under Part III may validly be made, and the power of the Board to consider such applications and to grant or to refuse to grant such licenses, may be validly exercised by the Board, but no license so granted shall come into operation until this Act comes into operation.

Government Departments. Minister and Board to confer and co-operate with other departments.
S. 62 added by No. 59 of 1943, s. 14.
[52 of 1945, s. 2; 60 of 1945, s. 59.]

62. (1) For the purposes of this section, “Government Department” includes a Minister of the Crown acting in his official capacity, any State Government Department, State trading concern, State instrumentality, State public utility and any other person or body, whether corporate or non-corporate, who or which, under the authority of an Act of Parliament administers or carries on for the benefit of the State any public social service or public utility.

¹ See footnote * on page 1 of this reprint.

² Now Interpretation Act, 1918-1954: See No. 35 of 1935 as amended by No. 73 of 1954, ss. 5 and 8.

(2) Where the exercise of any rights, powers or authorities, or the discharge of any duties by the Minister or the Board may affect the exercise of any rights, powers or authorities, or the discharge of any duties by any other Government department, the Minister and the Board shall, so far as practicable, confer and co-operate with such department.

(3) Any question, difference or dispute arising, or about to arise, between the Minister or the Board and any other Government department with respect to the exercise of any rights, powers or authorities, or the discharge of any duties by any or all of them may be finally and conclusively determined by the Governor.

FIRST SCHEDULE.

1. The carriage of produce of farms or forests or farming requisites or requisites for the production of timber between any farm or forest and the railway station or town nearest to such farm or forest.

No. 42 of 1933.
First Schedule repealed and new First Schedule substituted by No. 47 of 1938, amended by No. 59 of 1948, s. 15.

For the purpose of this item the term "farm" shall include a sheep station or a cattle station.

2. The carriage of produce and goods between the station property of any person engaged in the pastoral industry between such property and the railway station or town nearest to such property.

3. The carriage of livestock, poultry, fruit, vegetables, dairy produce or other perishable commodities or wheat or oats from the place where they are produced to any other place in a vehicle owned by the producer thereof and on the return journey the carriage of requisites for the domestic use of such producer or for use by him in the production of the commodities herein named.

3A. The carriage of bees, bee hives, honey, bees wax and beekeepers' requisites and appliances in the course of the production of honey in a vehicle owned by the producer thereof.

Para. 3A added by No. 59 of 1948, s. 15 (b).

4. The carriage of grain in a vehicle owned by the producer of such grain to a flour mill for the purpose of being gristed, milled, or treated, and the carriage from such

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mill of flour, meal, bran, pollard, or offal received in exchange for such grain for use on the farm where the grain was produced.

5. The carriage of ore from mines and mining requisites within any one prescribed mining district.

6. By the Crown or any local authority for its own purposes other than the carriage of goods for hire or reward.

6A. The carriage of household furniture or personal effects of a householder or a member of his family when the furniture or effects are being moved—

- (a) from residence to residence;
- (b) from storage to residence;
- (c) from residence to storage or sale;
- (d) from a vendor to the residence of the purchaser.

7. The carriage of samples of goods for exhibition to prospective purchasers and not for sale.

8. The carriage of livestock to or from agricultural shows or exhibitions.

9. The carriage of milk or cream to the nearest factory.

10. The carriage of shearing employees and their luggage to any place or places where they are to carry out any shearing contract and the return by the same vehicle of such employees to their places of residence on completion of the contract.

11. The carriage of goods off any route or outside any area in respect of which the Board has granted a license pursuant to its acceptance of a tender called for by it under the provisions of the Act and within a radius of thirty-five miles from any one country railway station or railway siding: Provided always, that such goods have been or are to be transported by railway for a distance of not less than twelve miles to or from such railway station or siding as the case may be.

12. Any special purpose for which, in the opinion of the Board, it is necessary, either generally or subject to conditions, to grant an exemption from the provisions of section thirty-three of this Act.

For the purposes of this Schedule the term "the railway station or town nearest to such property" shall mean that station or town most accessible to the property or farm, as the case may be, and the term "railway station" shall, notwithstanding the definition of "railway" in this Act, include any railway station whatsoever.

Para. 6
amended by
No. 59 of
1948, s. 15.

Para. 6A
added by
No. 59 of
1948, s. 15.

13. The carriage of any such goods as may, from time to time, be prescribed by regulation, if the goods are of the same or a similar kind as or to those mentioned in the preceding paragraphs of this Schedule.

Para. 13
added by
No. 59 of
1948, s. 15.

SECOND SCHEDULE.

Part I.

Rules for ascertaining power load weight of commercial goods vehicles (not including trailers or semi-trailers) for the purposes of this Schedule.

No. 42 of 1933,
Second
Schedule.

1. The power weight (P.W.) of a commercial goods vehicle, which is a motor vehicle, is ascertained by adding the weight thereof expressed in hundredweights (cwt.) (complete and ready for use, including the tools, oil, spare parts, tyres, and other accessories usually carried) to the horsepower calculated on the Dendy Marshall formula.

2. The power load weight of a commercial goods vehicle, which is a motor vehicle, is ascertained by adding to the power weight of the vehicle the carrying capacity (expressed in hundredweights) as verified by statutory declaration when application is made for a license.

3. The horse-power (H.P.) of a commercial goods vehicle, which is a motor vehicle, is ascertained according to the Dendy Marshall formula by multiplying the square of the diameter of the cylinders (expressed in inches) by the number of cylinders and the length of stroke (expressed in inches) and dividing the result by 12.

4. The power load weight of any other commercial goods vehicle which moves under its own power shall be ascertained in the prescribed manner.

Provisions relating to increased fee where commercial goods vehicle fitted with other than pneumatic tyres.

Provided that all commercial goods vehicles—

- (a) fitted with solid rubber tyres may be charged an additional 40 per cent. on the fee so assessed;
- (b) fitted with cushion tyres, neither solid nor pneumatic, may be charged an additional 10 per cent. of the fee so assessed;
- (c) fitted with metal tyres, shall be charged an additional 80 per cent. of the fee so assessed.

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Part II.

Trailers and Semi-trailers.

		£	s.	d.
Up to 1 ton 5 cwts. including the weight of the trailer or semi-trailer plus declared maximum load	12	0	0
Exceeding 1 ton 5 cwts. but not exceeding 2 tons	....	18	0	0
Exceeding 2 tons but not exceeding 3 tons	....	28	10	0
Exceeding 3 tons but not exceeding 4 tons	....	40	10	0
Exceeding 4 tons but not exceeding 5 tons	....	54	0	0
Exceeding 5 tons but not exceeding 6 tons	....	69	0	0
Exceeding 6 tons but not exceeding 7 tons	....	75	10	0
Exceeding 7 tons but not exceeding 8 tons	....	103	10	0
Exceeding 8 tons but not exceeding 9 tons	....	123	0	0
Exceeding 9 tons but not exceeding 10 tons	....	144	0	0
For every additional ton	....	12	0	0

The provisos to Part I. of the Schedule shall also apply to this part.