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**Motor Traffic (Amendment) Ordinance  
(No. 6) 1981**

**No. 40 of 1981**

I, THE GOVERNOR-GENERAL of the Commonwealth of Australia, acting with the advice of the Federal Executive Council, hereby make the following Ordinance under the *Seat of Government (Administration) Act 1910*.

Dated 29 October 1981.

ZELMAN COWEN  
Governor-General

By His Excellency's Command,

MICHAEL HODGMAN  
Minister of State for the Capital Territory

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An Ordinance to amend the *Motor Traffic Ordinance 1936*

**Short title**

1. This Ordinance may be cited as the *Motor Traffic (Amendment) Ordinance (No. 6) 1981*.<sup>1</sup>

**Commencement**

2. This Ordinance shall come into operation on a date to be fixed by the Minister of State for the Capital Territory by notice published in the *Gazette*.

**Principal Ordinance**

3. In this Ordinance, "Principal Ordinance" means the *Motor Traffic Ordinance 1936*.<sup>2</sup>

**Interpretation**

4. Section 4 of the Principal Ordinance is amended—

(a) by inserting after the definition of "drug" in sub-section (1) the following definition:

"'equipment motor lorry' means a motor vehicle constructed to be used principally for the purpose of conveying machinery that is permanently affixed to the motor vehicle to a working site and, while at the working site, of providing a platform and power supply for the operation of the machinery;"

- (b) by inserting after the definition of “motor cycle” in sub-section (1) the following definition:
- “ ‘motor implement’ means a motor vehicle constructed to be used principally to execute agricultural, road construction, grass cutting or other work by means of machinery or fittings that form an integral part of the vehicle, but does not include a motor tractor or an equipment motor lorry;”;
- (c) by omitting the definition of “motor lorry” from sub-section (1) and substituting the following definition:
- “ ‘motor lorry’ means a motor vehicle constructed to be used principally for the carriage on public streets of goods, wares or merchandise or for the conveyance of any kind of materials or equipment used in any trade, business or industry, or use in any work whatsoever, but does not include an equipment motor lorry, a motor implement, a motor tractor or a passenger car derivative;”;
- (d) by inserting after the definition of “park” in sub-section (1) the following definition:
- “ ‘passenger car derivative’ means a motor vehicle, other than a motor car, of which the front part of the body and the greater part of the mechanical equipment are the same as those of a factory produced motor car of the same make as the motor vehicle, and includes motor vehicles of a kind known as a panel van or coupé utility;”.

### **Design rules**

5. Section 7A of the Principal Ordinance is amended—

- (a) by omitting the definition of “multi-purpose passenger car” in sub-section (1) and substituting the following definition:
- “ ‘multi-purpose passenger car’ means a motor car designed so as to seat not more than 8 adult persons and constructed on a chassis of a kind usually used in the construction of a truck or with special features designed to enable the vehicle to be used other than on a public street;”;
- (b) by omitting the definition of “passenger car derivative” from sub-section (1).

### **Provisions for persons learning to drive**

6. Section 9 of the Principal Ordinance is amended by omitting from sub-section (2) “Two dollars fifty cents” and substituting “\$4”.

### **Granting of licences to drive**

7. Section 10 of the Principal Ordinance is amended—

- (a) by omitting from paragraph (6A) (a) “\$5” and substituting “\$7.50”;  
and
- (b) by omitting from paragraph (6A) (b) “\$2” and substituting “\$5”.

**First Schedule**

8. The First Schedule to the Principal Ordinance is amended by omitting paragraph (1) of item 1 and substituting the following paragraph:

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"(1) Registration or renewal of registration of a motor vehicle, being a motor car, public motor vehicle, motor lorry, passenger car derivative, motor tractor, motor implement or equipment motor lorry—	
(a) motor car, public motor vehicle—	
(i) where the tare does not exceed 2 tonnes . . . . .	60
(ii) where the tare exceeds 2 tonnes but does not exceed 4 tonnes—\$60 plus \$18 for each 250 kilograms or part of 250 kilograms by which the tare exceeds 2 tonnes;	
(iii) where the tare exceeds 4 tonnes—\$204 plus \$25 for each 250 kilograms or part of 250 kilograms by which the tare exceeds 4 tonnes;	
(b) motor lorry, passenger car derivative—	
(i) where the tare does not exceed 1 tonne . . . . .	60
(ii) where the tare exceeds 1 tonne but does not exceed 3 tonnes—\$50 plus \$20 for each 250 kilograms or part of 250 kilograms by which the tare exceeds 1 tonne;	
(iii) where the tare exceeds 3 tonnes—\$220 plus \$25 for each 250 kilograms or part of 250 kilograms by which the tare exceeds 3 tonnes;	
(c) motor tractor, motor implement, equipment motor lorry—	
(i) where the tare does not exceed 2 tonnes . . . . .	25
(ii) where the tare exceeds 2 tonnes but does not exceed 4 tonnes . . . . .	50
(iii) where the tare exceeds 4 tonnes . . . . .	100"

**NOTES**

1. Notified in the *Commonwealth of Australia Gazette* on 2 November 1981.
2. For references to the *Motor Traffic Ordinance* 1936 and amendments made before 1981 see Note 2 to Ordinance No. 3, 1981. For amendments made during 1981 see Nos. 3, 8, 30, 31 and 33, 1981.