

B. REGULATIONS.

Various regulations or amendments to existing regulations were gazetted during the year ended 31st March, 1935. The number of these is an indication of the necessity for frequent amendment of the laws relating to motor-vehicle control, and the difficulty of meeting the constant changes in condition of the motor industry. When the licensing system for motor transport has been stabilized it is intended that a consolidation of the regulations will be arranged.

15. TRANSPORT LEGISLATION IN OTHER COUNTRIES.

Transport legislation in other countries is full of interest, mainly as offering information upon the results of their experience in transport control and their steps to perfect their systems and secure the main objective of co-ordination of road, rail, and other forms of transport.

Of recent legislation the most interesting, in so far as the Dominion is concerned, is that of Northern Ireland. In Northern Ireland a most exhaustive examination and inquiry was made by leading transport authorities, and their recommendations have been largely adopted by the Northern Ireland Government. The following are the main points of the new policy :—

- (a) The formation of a Road Board to acquire any road motor services and operate them as a co-ordinated whole.
- (b) The Board will be self-supporting, and a distinct commercial enterprise.
- (c) The whole of the road services acquired will be carried out under conditions of large-scale operation and centralized control.
- (d) After actual operating-expenses (excluding overhead) have been paid the net revenue of both road and rail will be paid into a common fund and distributed on the basis of the mean railway net revenue for the years 1924–32 and the road net revenue for 1932.
- (e) A committee formed of representatives of the Road Board and railway companies will regulate the pooling of receipts and the effective co-ordination and division of activities.
- (f) Any interested body has the right of appeal to an independent tribunal against any action by the Board or railway companies.
- (g) The important principle is laid down that both road and rail will be under separate management and control, neither being subservient to the other. Finances and management are entirely separate, although every provision is made for permanent co-ordination and co-operation between the two bodies.
- (h) Provision is made for exemption of certain services—*e.g.*, local carriers in Belfast and Londonderry, goods carried by a farmer for his neighbours—but save in those cases no person will be permitted to operate a road motor service for hire save with the consent of the Board.
- (i) An appeal tribunal is to be set up with wide powers for safeguarding the interests of the public, particularly in respect of withdrawal of public services or the needs for new or improved services.

The scheme was the culmination of experience gained in other countries and from previous Acts. The basis now appears to be laid for practical and successful measures towards the solution of the road-rail problem.