

APPENDIX 1

3. PETROLEUM AND PETROLEUM PRODUCTS

i) Motor Spirit, refined, other than aviation spirit including spirit obtained from natural gas	\$ 1.30	per gallon.
ii) Aviation spirit	\$ 1.30	" "
iii) Other petroleum spirit having a flashpoint below 73° F	1.30	" "
iv) Kerosene	0.05	" "
v) Vaporising oil	0.05	" "
vi) Aviation turbine fuel of a flashpoint of 73° F or more	0.05	" "
vii) Highspeed diesel fuel and other diesel fuel	0.08	" "
viii) Fuel oils not elsewhere specified are included ...	15.00	per ton
ix) Lubricating oil (at least 70% petroleum products).	1.00	per gallon
x) Lubricating grease (at least 70% petroleum product)	10.00	per cwt.
xi) Lubricating Oil containing less than 70% petroleum products	1.00	per gallon
xii) Lubricating grease (Less than 70% petroleum products)	10.00	per cwt.
xiii) Waxes - whether or not coloured	0.03	per lb.
xiv) Other petroleum spirit (73° of above flashpoint) including white spirit.	0.03	per gallon

APPENDIX II

For a Motor Vehicle Licence:

	Per Year	Per $\frac{1}{4}$ year	Per month
1 (a) In respect of motor cycles	\$ 40	\$ 22	\$ 5
(b) In respect of private passenger motor vehicles,			
(i) if fitted with engines solely to use a fuel which is subject to duty under Code 332101 of the Customs Duty Order 1961,			
- not exceeding 7 seats ...	10¢ p.c.c. (sub. to a max \$40)	5¢ p.c.c. (Max \$22)	1¢ p.c.c. (Max. \$5)
- exceeding 7 seats but not exceeding 15 seats -			above rates + 25%
- " 15 " " " " " 20 seats -			" " " " " " + 50%
- " 20 " " " " " 30 " - " "			" " " " " " + 75%
- " 30 " " " " " " " - " "			" " " " " " +100%

(The driver is included in the seating capacity)

(ii) if not so fitted, 4 times the rate as applicable to the one above.

Before the Supply Bill (1966) such licence fees were based on horsepower but henceforth they were levied on cylinder capacity. We also note that the structure of licence fees is progressive in that the owners in more luxurious cars with very large engine capacities, will be required to pay very much more in future.

(c) in respect of private trailers drawn by private passenger vehicles and not used in connection with trade, the licence was \$2 per month.

2. In respect of hired cars, taxi cabs and hire-and-drive vehicles

(i) if fitted with engines fitted solely to use a fuel which is subjected to duty under Code 332101, rates are those applicable to a vehicle of equivalent cylinder capacity under 1 (b) (i) above \$5 for each month.

(ii) if not so fitted, then twice the rates applicable to a vehicle of equivalent cylinder capacity under 1 (b) (i) above plus \$5 for each month.

3. In respect of public service vehicles,

(i) if fitted with engines designed solely to use a fuel which is subject to duty under Code 332101.

- (a) not exceeding 200 c.c. \$ 10
- (b) exceeding 200 c.c. \$ 15
- (ii) if not so fitted

- (a) not exceeding 1500 c.c. \$110
- (b) exceeding 1500 c.c. but not exceeding 2000 c.c. \$165
- (c) exceeding 2000 c.c. \$280

In addition for public service vehicles, \$10 in respect of each passenger authorised to be carried in the vehicles. One fails to understand why classification in 3 (ii) is not according to classification in 3 (i) as is the case with 2(ii) and 2(i).

Lastly in respect of a motor trade licence

	Per Annum	Per 1/2 year	Per month
(a) for use on all vehicles	\$480	\$250	\$45
(b) for use only on invalid carriages, motor tricycles and pedestrian controlled vehicles	\$240	\$125	\$22

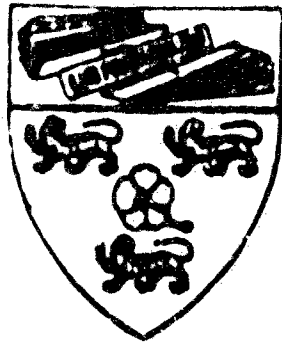
Plus returnable fee of \$50 in respect of each pair of trade plates issued with the licence.

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