

L.N. 162 of 1961

ROAD TRAFFIC ORDINANCE (CAP. 184)

Road Traffic (Amendment) Regulations, 1961

Commencement : 1st January, 1962

In exercise of the powers conferred by section 34 of the Road Traffic Ordinance, the Governor-General, acting in accordance with the advice of the Council of Ministers, has made the following regulations—

1.—(1) These regulations may be cited as the Road Traffic (Amendment) Regulations, 1961, and shall come into operation on the 1st January, 1962.

Citation,
commence-
ment and
application.

(2) These regulations shall apply to and in respect of the Federal Territory of Lagos.

2. The Road Traffic Regulations are amended by the deletion in the portions thereof specified in the first column of the First Schedule hereto of the fee specified in the third column and the substitution therefor of the fee specified in the fourth column.

Increase of
certain fees
in regulations
(Vol. X
p. 2156).

3. The Road Traffic Regulations are amended by the revocation of the Second Schedule (as substituted by the Road Traffic (Licence Fees) (Lagos) (Amendment) Regulations, 1957) and the substitution therefor of the particulars contained in the Second Schedule hereto.

Substitution
of New
Second
Schedule.
L.N. 180 of
1957.

FIRST SCHEDULE

(Reg. 2)

VARIOUS NEW FEES

Reg.	Nature of Fee			Present Fee		New Fee	
				s	d	s	d
6 (2)	Ascertainment of weight..	..	..	5	0	20	0
20 (8) (ii)	Driving Licence ..	..	..	10	0	20	0
22 (1) (e)	Replacement of licence ..	..	..	10	0	20	0
53 (1)	Conductor's badge ..	..	..	5	0	10	0

SECOND SCHEDULE

PART I

Description of Vehicles	Weight			Licence expiring at the end of Quarter. Amount payable if taken out on or after									Licence expiring 31st December. Amount payable if taken out on or after																								
	Exceeding	Not exceeding	Annual Rate	1st Jan. 1st July 1st Oct.			1st Feb. 1st May 1st Nov.			1st March 1st June 1st Sept. 1st Dec.			1st Feb.			1st March			1st Apr.			1st May			1st June			1st July			1st Aug.			1st Sept.			
				£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d				
Motor cycle (with or without sidecar)	—	—	3 0 0	0 18 0	0 12 0	0 6 0	2 15 0	2 10 0	2 5 0	2 0 0	1 15 0	1 10 0	1 5 0	1 0 0																							
Net Weight																																					
Motor Vehicles other than Commercial Vehicles, etc.	—	12	6 17 6	2 2 0	1 8 0	0 14 0	6 7 0	5 15 0	5 4 0	4 12 0	4 1 0	3 9 0	2 18 0	2 6 0																							
	12	17	12 7 0	3 15 0	2 10 0	1 5 0	11 7 0	10 15 0	9 6 0	8 5 0	7 5 0	6 4 0	5 3 0	4 3 0																							
	17	22	18 18 0	5 14 0	3 16 0	1 18 0	17 7 0	15 15 0	14 4 0	12 12 0	11 1 0	9 9 0	7 18 0	6 6 0																							
	22	27	26 5 0	7 18 0	5 6 0	2 13 0	24 2 0	21 18 0	19 14 0	17 10 0	15 7 0	13 3 0	10 19 0	8 15 0																							
	27	32	34 8 0	10 7 0	6 18 0	3 9 0	31 11 0	28 14 0	25 16 0	22 19 0	20 2 0	17 4 0	14 7 0	11 10 0																							
	32 & over	44	4 0 0	13 6 0	8 17 0	4 9 0	40 11 0	36 17 0	33 3 0	29 10 0	25 16 0	22 2 0	18 9 0	14 15 0																							
Gross Weight																																					
Commercial Vehicles other than Hackney carriages	—	30	25 0 0	7 10 0	5 0 0	2 10 0	22 19 0	20 17 0	18 15 0	16 14 0	14 12 0	12 10 0	10 9 0	8 7 0																							
	30	40	31 5 0	9 8 0	6 5 0	3 3 0	28 13 0	26 1 0	23 9 0	20 17 0	18 5 0	15 13 0	13 1 0	10 9 0																							
	40	50	37 10 0	11 5 0	7 10 0	3 15 0	34 8 0	31 5 0	28 3 0	25 0 0	21 18 0	18 15 0	15 13 0	12 10 0																							
	50	60	45 10 0	13 13 0	9 2 0	4 11 0	41 15 0	37 19 0	34 3 0	30 7 0	26 11 0	22 15 0	19 0 0	15 4 0																							
	60	70	52 0 0	15 12 0	10 8 0	5 4 0	47 14 0	43 7 0	39 0 0	34 14 0	30 7 0	26 0 0	21 14 0	17 7 0																							
	70	80	58 10 0	17 11 0	11 14 0	5 17 0	53 13 0	48 15 0	43 18 0	39 0 0	34 3 0	29 5 0	24 8 0	19 10 0																							
	80	90	70 0 0	21 0 0	14 0 0	7 0 0	64 4 0	58 7 0	52 10 0	46 14 0	40 17 0	35 0 0	29 4 0	23 7 0																							
	90	100	77 0 0	23 2 0	15 8 0	7 14 0	70 12 0	64 4 0	57 15 0	51 7 0	44 19 0	38 10 0	32 2 0	25 14 0																							
	100	120	84 0 0	25 4 0	16 16 0	8 8 0	77 0 0	70 0 0	63 0 0	56 0 0	49 0 0	42 0 0	35 0 0	28 0 0																							
	120	140	90 0 0	27 0 0	18 0 0	9 0 0	82 10 0	75 0 0	67 10 0	60 0 0	52 10 0	45 0 0	37 10 0	30 0 0																							
	140	160	96 0 0	28 16 0	19 4 0	9 12 0	88 0 0	80 0 0	72 0 0	64 0 0	56 0 0	48 0 0	40 0 0	32 0 0																							
	160	180	104 0 0	31 4 0	20 16 0	10 8 0	95 7 0	86 14 0	78 0 0	69 7 0	60 14 0	52 0 0	43 7 0	34 14 0																							
	180	200	110 10 0	33 3 0	22 2 0	11 1 0	101 6 0	92 2 0	82 18 0	73 14 0	64 10 0	55 5 0	46 1 0	36 17 0																							
	200 & over	117	0 0 0	35 2 0	23 8 0	11 14 0	107 5 0	97 10 0	87 15 0	78 0 0	68 5 0	58 10 0	48 15 0	39 0 0																							
Net Weight																																					
Trailers	—	10	2 10 0	0 15 0	0 10 0	0 5 0	2 6 0	2 2 0	1 18 0	1 14 0	1 10 0	1 5 0	1 1 0	0 17 0																							
	10	20	4 7 6	1 7 0	0 18 0	0 9 0	4 1 0	3 13 0	3 6 0	2 19 0	2 12 0	2 4 0	1 17 0	0 17 0																							
	20	30	6 5 0	1 18 0	1 6 0	0 13 0	5 15 0	5 5 0	4 14 0	4 4 0	3 13 0	3 3 0	2 12 0	2 1 0																							
	30	40	9 7 6	2 17 0	1 18 0	0 19 0	8 12 0	7 17 0	7 1 0	6 5 0	5 10 0	4 14 0	3 19 0	3 3 0																							
	40	50	12 10 0	3 15 0	2 10 0	1 5 0	11 10 0	10 9 0	9 8 0	8 7 0	7 6 0	6 5 0	5 5 0	4 4 0																							
	50	60	16 15 0	4 18 0	3 6 0	1 13 6	14 18 0	13 11 0	12 4 0	10 17 0	9 10 0	8 3 0	6 16 0	5 9 0																							
	60	70	19 10 0	5 17 0	3 18 0	1 19 0	17 18 0	16 5 0	14 13 0	13 0 0	11 8 0	9 15 0	8 3 0	6 10 0																							
	70	80	22 15 0	6 17 0	4 12 0	2 6 0	20 18 0	19 0 0	17 2 0	15 4 0	13 6 0	11 8 0	9 10 0	7 12 0																							
	80	90	28 0 0	8 8 0	5 12 0	2 16 0	25 14 0	23 7 0	21 0 0	18 14 0	16 7 0	14 0 0	11 14 0	9 7 0																							
	90	100	35 0 0	10 10 0	7 0 0	3 10 0	32 2 0	29 4 0	26 5 0	23 7 0	20 9 0	17 10 0	14 12 0	11 14 0																							
	100	120	42 0 0	12 12 0	8 8 0	4 4 0	38 10 0	35 0 0	31 10 0	28 0 0	24 10 0	21 0 0	17 10 0	14 0 0																							
	120	140	45 0 0	13 10 0	9 0 0	4 10 0	41 5 0	37 10 0	33 15 0	30 0 0	26 5 0	22 10 0	18 15 0	15 0 0																							

SECOND SCHEDULE—continued

PART I—continued

Description of Vehicles	Weight			Licence expiring at the end of Quarter. Amount payable if taken out on or after												Licence expiring 31st December. Amount payable if taken out on or after																																							
	Exceeding	Not exceeding	Annual Rate	1st Jan.			1st Feb.			1st March			1st Feb.			1st March			1st April			1st May			1st June			1st July			1st Aug.			1st Sept.																					
				1st Apr.	1st May	1st June	1st Aug.	1st Sept.	1st Oct.	1st Nov.	1st Dec.																																												
				£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d																			
Net Weight																																																							
Trailers—continued	140	160	48 0 0	14 8 0	9 12 0	4 16 0	44 0 0	40 0 0	36 0 0	32 0 0	28 0 0	24 0 0	20 0 0	16 0 0	160	180	67 10 0	20 5 0	13 10 0	6 15 0	61 18 0	56 5 0	50 13 0	45 0 0	39 8 0	33 15 0	28 3 0	22 10 0	180	200	72 0 0	21 12 0	14 8 0	7 4 0	66 0 0	60 0 0	54 0 0	48 0 0	42 0 0	36 0 0	30 0 0	24 0 0	200 & over	76 10 0	22 19 0	15 6 0	7 13 0	70 3 0	63 15 0	57 8 0	51 0 0	44 13 0	38 5 0	31 18 0	25 10 0

SECOND SCHEDULE

PART II

Special Trade Licence	17	10	0	5	5	0	3	10	0	1	15	0	16	1	0	14	12	0	13	3	0	11	14	0	10	5	0	8	15	0	7	6	0	5	17	0
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SECOND SCHEDULE

PART III

Hackney Carriages and Stage Coaches licensed to carry not more than 5 persons (including the driver)	10	0	0	3	0	0	2	0	0	1	0	0	9	4	0	8	7	0	7	10	0	6	14	0	5	17	0	5	0	0	4	4	0	3	7	0
more than 5 persons and up to 15 (including driver and conductor)	20	0	0	6	0	0	4	0	0	2	0	0	18	7	0	16	14	0	15	0	0	13	7	0	11	14	0	10	0	0	8	7	0	6	14	0
more than 15 persons (including driver and conductor)	40	0	0	12	0	0	8	0	0	4	0	0	36	14	0	33	7	0	30	0	0	26	14	0	23	7	0	20	0	0	16	14	0	13	7	0
Omnibuses	20	0	0	6	0	0	4	0	0	2	0	0	18	7	0	16	14	0	15	0	0	13	7	0	11	14	0	10	0	0	8	7	0	6	14	0

SECOND SCHEDULE

PART IV

A refund of licence fee on a Motor Vehicle, Special Trade or Hackney or Stage Carriage licence shall be calculated as follows :—

One twelfth of the annual licence fee payable multiplied by the remaining number of complete months for which the licence is current less 10 per cent of the sum thus ascertained.

MADE at Lagos, this 18th day of December, 1961.

ISA KOTO,
*Acting Deputy Secretary
to the Council of Ministers*

EXPLANATORY NOTE

The amendments come into force on 1st January, 1962 and raise licensing fees in respect of all classes of motor vehicles, the ascertainment of the weight of new vehicles, driving licences and conductors' badges.

F11101/S. 1