

N. Z. TRAILER MANUFACTURERS' FEDERATION

Minutes of Meeting of representatives of the manufacturers of trailers in New Zealand, held in the office of McMahon Motor Supplies Ltd., 29 Harris Street, Wellington, on Thursday, 14th February, 1957 at 10-15 a.m.

PRESENT: Representatives of the following:

<u>Name of Manufacturer</u>	<u>Represented By</u>
Abingdons Ltd.	F.W.J. May
H. Denton & Co. Ltd.	Edwin T. Tidd
Freighter Trailers Ltd.	(L.A. Ross (J.V. Stevens
Highway Transport Engineering Ltd.	D. P. Domett
Steel Bros. (Addington) Ltd.	R. D. H. Steel
Steel Tanks & Structures Ltd.	S. G. Horner
Tapper Transport Engineering Ltd.	F. P. Tapper
Trailer Manufacturing Co. Ltd.	G. J. Busfield
W. P. Walker Ltd.	W. P. Walker
Jack Tidd & Co. Ltd.	Edwin T. Tidd

By invitation Mr. D. M. Wilson

ELECTION OF CHAIRMAN: Mr. F.W.J. May was elected Chairman of the meeting.

INTRODUCTORY REMARKS: The Chairman explained that steps had been taken as a matter of urgency to prepare submissions to the Board of Trade in reply to some that had been entered by the Society of Motor Manufacturers' & Trailers Ltd., United Kingdom. This action had led to discussions on the advantage of having a form of permanent organisation which could act in the joint interests of the manufacturers in New Zealand, and the present meeting had been convened with that in mind.

Mr. Wilson dealt in more detail with the representations made to the Board of Trade. He said that a formal hearing was unlikely and that the decision would be announced with the publication of the new Tariff. In reply to Mr. Domett, he said that if further submissions were to be made they should be lodged as soon as possible, and that there was unlikely to be any appeal in the ordinary course against the decision when announced.

FORMATION OF ORGANISATION: There was a full discussion of the scope of activities of an organisation, and mention that it could discuss such matters as the standardisation of components, inter-changeability of fittings and group purchasing. The value of representations to various authorities would be greater if through an association which could also assist its members with information on trade matters.

IT WAS RESOLVED (Mr. Busfield/Mr. Domett) that an organisation be formed.

FORM OF ORGANISATION: Following discussion of the various alternatives, IT WAS RESOLVED to constitute the organisation as a separate entity under the name "N.Z. Trailer Manufacturers' Federation". It was left to the Secretary to submit for consideration a draft constitution with management in the hands of a council of six, including President, Vice President and Immediate Past President, all of whom to be elected annually with prior written nomination. It was visualised that the council would meet in the first instance approximately every three months with two full meetings of members each year.

ELECTION OF OFFICERS: Officers of the new organisation were elected as follows:

<u>President</u>	Mr. F.W.J. May
<u>Vice President</u>	Mr. F. P. Tapper
<u>Council:</u>	Mr. G. J. Busfield
	Mr. D. P. Domett
	Mr. E. T. Tidd
<u>Secretary</u>	Mr. D. M. Wilson

FINANCES: IT WAS RESOLVED that remuneration be paid to the Secretary on the basis of accounts as submitted, taking into account the time spent on Federation business. IT WAS FURTHER RESOLVED that each member of the Federation make an initial contribution of £25 towards the cost of the Federation.

AFFILIATION WITH N.Z. MANUFACTURERS' FEDERATION: In discussing the form of organisation, several members had stressed the desirability of keeping in close touch with the N.Z. Manufacturers' Federation, and Mr. A. R. Dellow, the General Secretary, attended by invitation at 11-45 a.m. Mr. Dellow explained the organisation of individual members through local associations, and trade groups within the Federation. There were also outside organisations affiliated to the Manufacturers' Federation who paid a nominal affiliation fee of £5. 5. 0 to £10. 10. 0 and were entitled to receive regular circulars and to be represented at the Annual Conference. Extra services could be given as appropriate and for a special fee based on time engaged. Mr. Dellow said he would be pleased to give any help possible to the new organisation of Trailer Manufacturers and would be happy to place the matter of affiliation before his council if application were made. He was thanked for his opinions and helpfulness.

After Mr. Dellow had left the meeting, IT WAS RESOLVED (Mr. Stevens/Mr. Tapper) that application be made to the N.Z. Manufacturers' Federation for affiliation on the basis outlined by Mr. Dellow.

TYRES: IT WAS RESOLVED (Mr. Domett/Mr. Busfield) to approach the N.Z. Rubber Manufacturers seeking terms for the purchase of tyres similar to those enjoyed by the manufacturers and assemblers of motor vehicles.

IMPORTED TRAILERS: There was concern expressed that while the New Zealand manufacturers had to comply with requirements of the Transport Department, trailers had been imported that did not conform in terms of length, width or braking efficiency. It was agreed to take this matter up with the Transport Department, although recent experience had shown an increasing realisation by purchasers that the New Zealand made trailer was best suited for local conditions and there was a less demand for imported trailers. In fact some of the fabrication methods developed in New Zealand were now being adopted overseas.

TRANSPORT REGULATIONS: It appeared that the interpretation of Transport Regulations varied as between localities, a particular example of which was a ruling given in Hamilton relating to articulated vehicles which was not known in other districts. Standardisation of Transport Regulations throughout New Zealand was seen as highly desirable, although there was the danger that they could become inflexible.

IT WAS RESOLVED (Mr. Donett/Mr. Ross):

1. That the Transport Department be advised of the formation of the Federation, and be supplied with a list of members.
2. That the Federation offer its co-operation in the formulation of standards governing the design of trailers and parts for trailers, and ask the Transport Department the matters on which it would like further information.
3. That the Transport Department be advised the experience of members that instructions were interpreted differently by the various local officers, and request that as rulings are given they be forwarded to the Federation for information of members, and circularised to the district officers of the Transport Department so that administration would be on the same basis throughout New Zealand.
4. That the Federation offer to discuss these matters with officers of the Transport Department, and arrange a time to meet them.

(The meeting adjourned at 1 p.m. and resumed at 2.15 p.m. Messrs. Stevens, Tidd and Horner apologised for being unable to return in the afternoon).

SALES TAX:

There was difficulty in knowing which items were subject to sales tax and the interpretation of sales tax rulings and regulations. Several members had letters giving rulings that were not known to other manufacturers. Among the points raised and discussed where difficulties had arisen were the fitting of an articulated trailer to second hand chassis, disparities in the tax payable where equipment was fitted by a trailer manufacturer as against that where equipment was bought separately, exemptions from tax of certain farming and roadmaking equipment apparently not applicable to similar types of vehicles used for other purposes, the difficulty of policing "back yard" manufacturers, and the tendency if prices became too high because of sales tax that customers would make trailers for their own use.

Mr. Tapper explained that similar discussions had been held by the N.Z. Motor Body Builders' Association which was suggesting that as in some overseas countries a percentage be charged on the sale value of all chassis, instead of taxing the equipment later built on to the vehicles. The Customs Department had first regarded this as impracticable but surveys had shown that under the present system there were many vehicles on which no tax was collected, and the matter was now being reviewed.

After a full discussion, IT WAS RESOLVED:

1. That members of the Federation be asked to notify rulings on sales tax given to them by the Customs Department so that these could be studied and compared.
2. That particular points needing clarification be taken up with the Head Office of the Customs Department and request made that future rulings be notified to the Federation, and to the Collectors of Customs throughout New Zealand so that there is consistency in administration.
3. That as soon as possible the Federation circularise members as to the interpretations given, and arrange to receive copies of future rulings so as to keep members informed.

(4)

4. That the Secretary confer with the Secretary of the Motor Body Builders' Association and obtain details of the submissions in regard to the taxing of chassis instead of completed vehicles with a view to the Federation supporting these representations and preparing a case on similar lines.

PUBLICITY: Because of interest to the public and to allied trades of the formation of the Federation, IT WAS RESOLVED that information be supplied to various trade magazines and to the press.

LENGTH OF ARTICULATED VEHICLES: Mr. Domett referred to a recent suggestion that the permitted overall length of articulated vehicles be increased from 36 ft. to 40 ft. There was a full discussion of the circumstances in which a longer vehicle would be suitable, and its limitations and dangers if used except under ideal conditions.

IT WAS RESOLVED (Mr. Tapper/Mr. Domett) that the Federation forward to the Commissioner of Transport the recommendations: (a) that the use of articulated vehicles up to 40 ft. in overall length be permitted in certain areas, and that a system be introduced of grading and gazetting roads on which the use of these vehicles be prohibited. (b) That the building of articulated vehicles exceeding the overall length of 36 ft. at present permitted be subject to a special permit issued in relation to a specified use or area.

CLOSING REMARKS: The Chairman thanked members for attending the meeting and said he was confident that the formation of the Federation was a forward move that would be of benefit to the industry and contribute to road safety and efficiency in transport. Thanks were also expressed to the Secretary for the interest taken in matters discussed. Others present joined in the confidence expressed by the Chairman in the future of the Federation and a vote of thanks was passed to him for the way in which the meeting had been handled and the preliminary work put into the organisation.

READ, APPROVED AS A CORRECT RECORD AND SIGNED THIS 16th DAY OF
April, 1957.

Y. W. J. Wray
CHAIRMAN.