the following territories, that is to say, Northern Ireland, the Isle of Man, the Island of Jersey or the Island of Guernsey as well as in Great Britain, Forms A, B, C and D may be modified by the addition thereto where necessary of the titles of such Statutes or Laws of Northern Ireland, the Isle of Man, the Island of Jersey or the Island of Guernsey as may be relevant ".

2. The Interpretation Act, 1889(**a**), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

3. These Regulations shall come into operation on the 1st day of March, 1949, and may be cited as " The Motor Vehicles (Third Party Risks) (Amendment) Regulations, 1949 ".

Given under the Official Seal of the Minister of Transport this seventeenth day of February, 1949.

(L.S.) *Alfred Barnes,*
The Minister of Transport.

EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

Paragraph (3) of Regulation 5 of the Motor Vehicles (Third Party Risks) Regulations, 1941, provides for the modification of the prescribed forms in cases where certificates of insurance, certificates of security or covering notes issued under the Road Traffic Act, 1930, are intended to be effective in Northern Ireland or the Isle of Man as well as in Great Britain. These Regulations extend this provision to cases where these documents are intended to be effective in Jersey or Guernsey.

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3. ROAD VEHICLES LIGHTING

The Road Vehicles Lighting (Special Exemption) Regulations, 1949

1949 No. 1646

Made - - - -	31*st August,* 1949
Laid before Parliament	3*rd September,* 1949
Coming into Operation	1*st October,* 1949

The Minister of Transport (hereinafter referred to as " the Minister ") in exercise of the powers conferred upon him by subsection (3) of section 1 of the Road Transport Lighting Act, 1927(**b**), (hereinafter referred to as " the Act ") and of all other powers him enabling hereby makes the following Regulations :—

1. These Regulations shall come into operation on the first day of October, 1949, and may be cited as " The Road Vehicles Lighting (Special Exemption) Regulations, 1949 ".

(**a**) 52 & 53 Vict. c. 63. (**b**) 17 & 18 Geo. 5. c. 37.

2.—(1) In the case of vehicles used for naval, military or air force purposes the following exemptions from and variations of the requirements of the Act shall apply :—

(*a*) Every such vehicle shall be exempted from all the requirements of the Act whilst being used in connection with training which is certified in writing for the purposes of this Regulation by the appropriate authority to be training on a special occasion provided that not less than 48 hours notice of such training is given by that authority to the Chief Officer of Police of every district in which the area selected for the purposes of the training is wholly or partly situate.

In this sub-paragraph the expression " appropriate authority " means one of His Majesty's Principal Secretaries of State, or an officer of the home forces being

(i) in the case of vehicles used for naval purposes a Naval Commander-in-Chief or a Flag Officer in Command, or

(ii) in the case of vehicles used for military purposes a General Officer Commanding in Chief, the General Officer Commanding London District, or, where no larger body than one unit as defined in the King's Regulations for the Army for the time being in force is involved, the Divisional or District Commander of the area selected for the purposes of the training, or

(iii) in the case of vehicles used for air force purposes an Air Officer Commanding or the Group Captain Commanding the School of Technical Training (Mechanical Transport);

(*b*) Every such vehicle shall be exempted from all the requirements of the Act whilst being used on manoeuvres within such limits and during such period as may from time to time be specified by Order in Council under the Military Manoeuvres Acts, 1897 and 1911(**a**);

(*c*) Where not less than six nor more than twelve such vehicles are proceeding together in convoy on tactical or driving exercises and the interval between any two vehicles in such convoy does not exceed twenty yards

(i) paragraph (*a*) of subsection (1) of section 1 of the Act shall have effect in relation to every vehicle in the convoy other than the leading vehicle as though the words " visible from a reasonable distance " were omitted therefrom ; and

(ii) except in the case of the rearmost vehicle every vehicle in the convoy shall be exempted from the requirements of paragraph (*b*) of the said subsection (1) provided that the vehicle carries a white light under the vehicle illuminating either a part of the vehicle or anything attached to the vehicle or the road surface beneath the vehicle, in such manner that the presence of the vehicle can be detected from the rear.

In this sub-paragraph the expression " tactical or driving exercises " means tactical or driving exercises which are authorised in writing by an officer of the home forces of a rank not lower than that of Captain Royal Navy, Brigadier or Group Captain and of which not less than 48 hours previous notice in writing has been given to the Chief Officer of Police of every district through which it is intended that the convoy shall pass ;

(a) 60 & 61 Vict. c. 43 ; and 1 & 2 Geo. 5. c. 44.

(*d*) In relation to every such vehicle section 4 of the Act shall have effect as though the words " or a searchlight " were inserted immediately after the words " a dipping headlight " ;

(*e*) The provisions of paragraph (*b*) of subsection (1) of section 1, of subsection (2) of section 7 and of section 9 of the Act shall not apply in relation to any such vehicle if it is constructed or adapted for actual combative purposes and its construction or nature is such as to render impracticable compliance with those provisions, provided that a lamp showing to the rear a red light is carried on the vehicle in such a position that no part of the vehicle projects at any time to the rear more than six feet measured horizontally beyond such lamp, and that if such lamp is carried at a height of more than five feet from the ground there are also carried on the vehicle

(i) a red reflector which complies with the conditions specified in Regulation 15 of the Road Vehicles Lighting Regulations, 1936(**a**), other than sub-paragraph (iii) of paragraph (*c*) of that Regulation ; and

(ii) a white surface complying with the requirements of Regulation 16 of the said Regulations other than sub-paragraph (*a*) of paragraph (1) of that Regulation.

(2) In this Regulation the expression " home forces " means the naval, military and air forces of His Majesty raised in the United Kingdom.

3. The requirements of subsection (2) of section 7 of the Act shall not apply to any vehicle when actually in use for the conveyance of a fire escape, provided that when the fire escape is in its normal position on the vehicle for the purposes of conveyance no lamp carried by such vehicle and showing a red light to the rear in accordance with the provisions of the Act is obscured by any part of the fire escape or by anything attached to the fire escape, and the said section 7 of the Act shall have effect accordingly.

4. The Regulations specified in the Schedule to these Regulations are hereby revoked.

5.—(1) Any reference in these Regulations to any provision of the Act shall be construed as a reference to that provision as amended extended or applied by or under any other enactment.

(2) The Interpretation Act, 1889(**b**), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

Given under the Official Seal of the Minister of Transport this thirty-first day of August, 1949.

(L.S.) *Alfred Barnes,*
The Minister of Transport.

SCHEDULE

The Road Vehicles Lighting (Special Exemption) Regulations, 1930.

The Road Vehicles Lighting (Special Exemption) Provisional Regulations, 1940.

The Road Vehicles Lighting (Special Exemption) Provisional Regulations, 1941.

(**a**) S.R. & O. 1936 (No. 392) II, p. 2196. (**b**) 52 & 53 Vict. c. 63.

EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

These Regulations, which supersede the Regulations specified in the Schedule,

(*a*) exempt service vehicles from all the requirements of the Road Transport Lighting Act, 1927, whilst being used in connection with training on special occasions, or on military manoeuvres held under the Military Manoeuvres Acts, 1897 and 1911 ; and

(*b*) vary the requirements of the Act of 1927 as follows:—

(i) in the case of service vehicles travelling together in convoy in specified circumstances the requirements as to the front lights of all but the leading vehicle and the rear lights of all but the rearmost vehicle in the convoy are modified ;

(ii) the restriction on the movement of lights (other than dipping head lights) on vehicles when in motion is modified to permit the use of searchlights on service vehicles ;

(iii) the requirements as to rear lights (including the rear lights to be shown by vehicles carrying overhanging loads) and as to reflectors are modified in the case of service vehicles constructed or adapted for actual combative purposes if the construction of such vehicles is such as to render impracticable compliance with those requirements ; and

(iv) the requirements as to rear lights to be shown by vehicles carrying overhanging loads are modified in the case of vehicles used for the conveyance of fire escapes.

The principal differences between the present Regulations and those superseded are that the variations referred to at (*b*) (i) and (*b*) (ii) above are new and the following exemptions have been discontinued:—

1. The exemption of service vehicles from the requirements of the Act as to the lights to be shown where one vehicle is towing another and the distance between the vehicles exceeds five feet ;

2. the exemption of service vehicles not running upon wheels and of trailers drawn by service vehicles from the requirements of the Act as to rear lights provided a red reflector is carried ;

3. the exemption of service vehicles used for the purpose of meeting invasion or anticipated invasion from all the requirements of the Act ; and

4. the exemption of pedal cycles used by military personnel on security patrol from the requirement to carry front lamps.