

Revocation of Designation of the Auckland Festival Society and Community Arts Council as a Community Arts Council

PURSUANT to section 32 (3) of the Queen Elizabeth the Second Arts Council Act 1974, on the recommendation of the Northern Regional Arts Council and at the request of the Auckland Festival Society Arts Committee, the Queen Elizabeth the Second Arts Council of New Zealand hereby revokes the designation of the Auckland Festival Society and Community Arts Council as a Community Arts Council as notified in the *Gazette* of 23 June 1977, No. 70, page 1779.

Dated at Wellington this 30th day of August 1979.

HAMISH KEITH, Chairman.

D. R. K. GASCOIGNE, Deputy Chairman.

Witness: MICHAEL VOLKERLING, Director.

(I.A. Cul. 10/6/8)

Notice to Make Payment of Land Tax Under the Land Tax Act 1976

PURSUANT to the Land Tax Act 1976, notice is hereby given as follows:

Land tax on land held as at 31 March 1979 shall be due and payable in one sum on 7 October 1979 at any office of the Inland Revenue Department or at any Post Office with savings bank facilities.

Dated at Wellington this 4th day of September 1979.

T. M. HUNT, Commissioner of Inland Revenue.

The Transport (Waybill Exemption) Notice 1979

PURSUANT to section 109A of the Transport Act 1962, the Secretary for Transport hereby gives the following notice:

1. The heavy motor vehicles in the classes described in the First Schedule hereto are hereby exempted from the requirements of section 109A of the Transport Act 1962.
2. Heavy motor vehicles carrying the goods specified in the Second Schedule hereto are hereby exempted from the requirements of section 109A of the Transport Act 1962.
3. The exemption from section 109A of the Transport Act 1962, specified in the Third Schedule hereto, is hereby revoked.

FIRST SCHEDULE

CLASSES OF HEAVY MOTOR VEHICLES

Every heavy motor vehicle which, with its load, does not exceed 3½ tonnes in weight.

Every heavy motor vehicle engaged in carrying on a goods service, exempt under section 113 of the Transport Act 1962 from transport licensing requirements, under Part VII of that Act.

Every heavy motor vehicle being operated by a farmer and carrying goods, owned by him and carried in connection with his business, when the load on the vehicle does not exceed 5 tonnes.

Every heavy motor vehicle being operated by a department of State, or by its contractors, when the contract agreement is carried on a vehicle.

Every heavy motor vehicle being operated by a harbour board.

Every heavy motor vehicle being operated by a local authority, or by its contractor, when the contract agreement is carried on the vehicle.

Every heavy motor vehicle being operated by Air New Zealand Limited.

Every heavy motor vehicle being operated by Safe Air Limited.

Every heavy motor vehicle being operated by a mail contractor.

Every oil or petroleum tanker.

Every septic tank cleaner's vehicle.

Vehicles operated by the Golden Bay Cement Group carrying bulk cement throughout the North Island.

Every heavy motor vehicle engaged in security services.

Every heavy motor vehicle designed and used for the collection and disposal of domestic, industrial, or commercial refuse.

Every heavy motor vehicle engaged in road construction operations.

Every sulphuric acid tanker.

Every liquid petroleum gas tanker.

SECOND SCHEDULE

ICE CREAM.

Cordials and carbonated waters being carried for retail distribution.

Scrap metal in vehicles operated by scrap metal dealers.

Parcels on which freight has been pre-paid and to which are affixed freight-paid tickets.

Passengers personal luggage carried on passenger service vehicles.

Quick-frozen food in consumer-pack sizes being distributed directly to retail stores.

Goods carried by the owner, in his own motor vehicle, that are intended for the use of the owner and not for resale or disposition of any kind to any other person.

Goods carried by the owner, in his own motor vehicle, that are intended for commercial sale from that vehicle, provided the carriage of such goods does not infringe the provisions of sections 108 and 109 of the Transport Act 1962, or the Transport Licensing Regulations 1963.

THIRD SCHEDULE

REVOCATIONS

THE Transport (Waybill Exemption) Notice 1977 given in *Gazette*, No. 63, 2 June 1977, page 1569.

A. J. EDWARDS, Secretary for Transport.

(T.T. 4/3/1/2)

Notice of Approval of Alternative Types of Seatbelts for Certain Motor Vehicles

NOTICE

PURSUANT to regulation 78 (1A) of the Traffic Regulations 1976* (as inserted by regulation 3 (1) of the Traffic Regulations 1976, Amendment No. 2), the Secretary for Transport hereby approves the fitting in the seating positions specified in the Schedule hereto of the alternative types of seat belts specified in the said Schedule to the vehicles specified in the said Schedule.

SCHEDULE

1. In respect of Isuzu TLD23 light commercial vehicles, Mitsubishi Colt 1400 light commercial vehicles, and Datsun Cherry (series BF10) three point-lap and diagonal seat belts, not including dual sensitive emergency locking retractors, of an approved type for the use of the driver and the front seat passenger nearest to the left side of the vehicle (or the right seat of the vehicle in respect of a left-hand drive vehicle).

2. In respect of Mitsubishi Galant Sigma Estate vehicles (with chassis numbers less than GQ 7445, 1753), two-point lap seat belts of an approved type for the use of the rear seat passenger nearest the left side of the vehicle and the rear seat passenger nearest the right side of the vehicle.

Dated at Wellington this 10th day of September 1979.

G. LIVERSAGE, for Secretary for Transport.

*S.R. 1976/227

Amendment No. 1, S.R. 1978/72

Amendment No. 2, S.R. 1978/301

Amendment No. 3, S.R. 1979/128

Industries Development Commission Notice No. 1979/10—Inquiry into the New Zealand Wine Industry

(1) In a letter of 30 August 1979 to the commission, the Minister of Trade and Industry said:

"As you will be aware from the 1979 Budget statement, the Government has decided to refer the wine industry to the Industries Development Commission as part of the industries study programme.

"I have received from the Wine Institute of New Zealand the industry study and development plan it has prepared. I therefore request the Industries Development Commission:

"1. To appraise the study and development plan, including the potential of the industry to contribute to New Zealand's future economic growth and taking into account the interests of the wine producing industry, consumers and the distributive trade.

"2. To recommend any variations to the plan.

"3. To recommend a strategy for future development of the industry and action by the industry itself, other associated sectors and the Government.

"4. To report by 30 June 1980.