

- (c) The kiwifruit must be of good quality and have characteristics typical of the variety, and be free of defects which may:
- (i) Impair the general appearance and keeping quality of the fruit; or
 - (ii) Which are likely to make the fruit unattractive to the purchaser.
- (d) The flesh must be sound, but skin defects which are not liable to impair the general appearance and keeping qualities are permitted on each fruit within the limits specified in the Second Schedule to this notice.
- (e) The kiwifruit are to be free from pests, diseases, and contamination with toxic materials.

7. Sizing—

- (a) The minimum fruit weight for export shall be 70 grams.
- (b) Fruits in a package, other than a bulk container, shall be evenly sized and of reasonably uniform shape.

8. Packaging and presentation—

- (a) The contents of each package must be uniform and contain only kiwifruit:
 - (i) Grown in the same region
 - (ii) Of similar quality
 - (iii) Of one variety true to name; and
 - (iv) Of a similar degree of maturity
- (b) The kiwifruit shall not be deceptively packed or stacked, and must be packed in clean new packages suitable for transport and handling so that they will not be damaged in transit. Any paper or other material used inside the package must be new and harmless to human food. When printed material is used the printing must be on the outside only so as not to come into contact with the fruit. The fruit must be free of foreign bodies such as leaves and twigs.

9. Marking—Each package must bear the following particulars legibly and indelibly on the outside:

- (a) Identification—growers or packhouse registered mark and exporters identification.
- (b) Nature of produce—kind and variety.
- (c) Origin—New Zealand.
- (d) Commercial specification—grade, count, or size if packed, or size for loose-filled packs of 15 kg net weight or less.
- (e) Official control mark—inspection stamp or similar identification if applicable.
- (f) Labels—if used, must be of not less than 40 square centimetres.

FIRST SCHEDULE

DEFINITION OF TERMS

- “Clean” means free from dirt, dust, insect stains, or other foreign substance or material;
- “Count” means the number of fruit contained in any package;
- “Inspector” means an Inspector appointed under the Plants Act 1970;
- “Mature” in relation to fruit, means that in the opinion of an inspector the fruit will properly complete the ripening process and is suitable for export;
- “To pack” means to arrange fruit regularly and compactly in a package so that they are not loose or compressed to an extent likely to cause damage to the fruit during handling or transport;
- “Sound” means free from decay, rots, overmaturity, breakdown, freezing injury, damage, and similar defects which may cause rapid loss of condition or rapid decay;
- “Storage defects” means decay, storage scald, fungal rots, wilt, or other injury to fruit as a result of storage.

SECOND SCHEDULE

1. Allowance for skin defects:

Each kiwifruit is permitted skin defects within the following limits, provided that the aggregate area of all defects shall not exceed 1 square centimetre.

- (a) Defects of a superficial nature, except those caused by pests or diseases, provided that the total area affected does not exceed 1 square centimetre.
- (b) “Proximity marks” such as those caused by strong winds late in the growing season. Provided not black centred or depressed, not more than two marks per fruit and the total area does not exceed 1 square centimetre.

2. “Hayward mark” is characteristic of the variety and is permitted provided fruit shape is not distorted, it does not unduly detract from the general appearance of the fruit and the commonly associated protruberance is not liable to damage during handling and packing.

GENERAL INFORMATION

The following explanatory note does not form part of this standard grade but is presented for the information of growers/exporters.

Notwithstanding compliance with this standard grade with in the opinion of the New Zealand Ministry of Agriculture and Fisheries will not prevent entry to all countries to which kiwifruit is likely to be exported, it is the responsibility of the exporter to ensure that produce meets the requirements of the importer.

Dated at Wellington this 1st day of April 1984.

M. L. CAMERON,
Director-General of Agriculture and Fisheries.

*S.R. 1975/57

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Notice of Approval of Alternative Type Seatbelts in Terms of the Traffic Regulations 1976

NOTICE

PURSUANT to regulation 78 (1A) of the Traffic Regulations 1976*, and pursuant to the powers delegated to me by the Secretary for Transport, I, Glen Liversage, Assistant Chief Automotive Engineer, hereby approve the fitting of alternative types of seatbelts in the seating positions specified to the vehicle specified in the Schedule hereto.

SCHEDULE

IN respect of any Toyota Lite Ace model YM 20 RV-MR: two point lap seatbelts of an approved type for the use of the rear compartment seated passengers nearest the left side of the vehicle and the rear compartment seated passengers nearest the right side of the vehicle.

Dated at Wellington this 2nd day of April 1984.

G. LIVERSAGE,
Assistant Chief Automotive Engineer.

*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
- Amendment No. 4: S.R. 1980/31
- Amendment No. 5: S.R. 1980/115
- Amendment No. 6: S.R. 1981/158
- Amendment No. 7: S.R. 1981/311
- Amendment No. 8: S.R. 1982/93
- Amendment No. 9: S.R. 1983/282

(M.O.T. 14/1/9/2)

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The Traffic (Cambridge Borough) Notice No. 1, 1984

PURSUANT to the Transport Act 1962, and pursuant to a delegation from the Minister of Transport, and pursuant to a subdelegation from the Secretary for Transport, I, Carne Maurice Clissold, Chief Traffic Engineer, hereby give the following notice:

NOTICE

THIS notice may be cited as the Traffic (Cambridge Borough) Notice No. 1, 1984.

The roads specified in the First Schedule hereto are hereby excluded from the limitation as to speed imposed by section 52 of the Transport Act 1962.

The road specified in the Second Schedule hereto is hereby declared to be a 70 kilometres an hour speed limit area pursuant to regulation 21 (2) of the Traffic Regulations 1976*.