



THE ACCIDENT COMPENSATION MOTOR VEHICLE
LEVIES ORDER 1974

DENIS BLUNDELL, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington this 13th day of May 1974

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Accident Compensation Act 1972, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following order.

ORDER

1. Title and commencement—(1) This order may be cited as the Accident Compensation Motor Vehicle Levies Order 1974.

(2) This order shall come into force on the 1st day of July 1974.

2. Interpretation—In this order, unless the context otherwise requires,—

“The Act” means the Accident Compensation Act 1972:

“Continuous goods-service licence” means a continuous goods-service licence granted under Part VII of the Transport Act 1962:

“Continuous passenger-service licence” means a continuous passenger-service licence granted under Part VII of the Transport Act 1962:

“Contract motor vehicle” means any motor vehicle used for the carriage of passengers under the terms of a continuous passenger-service licence, or a continuous goods-service licence authorising the carriage of passengers; and includes a motor vehicle not designed principally for the carriage of persons but used for the carriage of workmen under the circumstances set out in section 113 (1) (c) of the Transport Act 1962, but does not include—

(a) An omnibus or a service coach used wholly or partly in terms of a licence for a passenger service to be carried on over a defined route; or

(b) A motor vehicle used for the carriage for hire solely of persons in the service of the owner of the vehicle being carried in that vehicle in the course of their employment:

“Goods service vehicle” has the same meaning as in section 2 of the Transport Act 1962:

“Licensing year” has the same meaning as in section 6 of the Transport Act 1962:

- “Mobile crane” means a motor vehicle designed or permanently adapted for use principally as a mobile crane:
- “Motorcar”, “motor cycle”, and “motor vehicle” have the same meanings as in section 2 of the Transport Act 1962:
- “Omnibus” has the same meaning as in the Passenger Service Vehicle Construction Regulations 1954:
- “Owner”, “passenger service”, and “passenger service vehicle” have the same meanings as in section 2 of the Transport Act 1962:
- “Passenger truck” has the same meaning as in the Passenger Service Vehicle Construction Regulations 1954:
- “Power cycle” has the same meaning as in section 2 of the Transport Act 1962:
- “Private taxicab” means a taxicab other than a public taxicab:
- “Public motor vehicle” means a motor vehicle plying for hire for the carriage of persons or used in the course of the business of carrying passengers for hire; but does not include a motor cycle, or a contract motor vehicle, or a motor vehicle used for the carriage for hire solely of persons in the service of the owner of the vehicle being conveyed in that vehicle in the course of their employment:
- “Public taxicab” means a taxicab which is let on hire from a public place such as a road, street, or wharf, or from any stand thereon:
- “Rental car” means a motorcar let on hire (otherwise than under a hire purchase agreement or under a bailment that is for a period exceeding 6 months) to any person who himself drives the motorcar or provides a driver therefor:
- “Service coach” has the same meaning as in the Passenger Service Vehicle Construction Regulations 1954:
- “Taxicab”, “traction engine”, “tractor”, and “trailer” have the same meanings as in section 2 of the Transport Act 1962.

3. Levies—The annual levies payable under Part IV of the Act shall, for the licensing year commencing on the 1st day of July 1974 and any subsequent licensing year, be as set out in column 3 of the Schedule hereto, and the classes of motor vehicles for the purpose of levies shall be those set out and described in columns 1 and 2 of the said Schedule.

4. Vehicles in more than one class—If any motor vehicle (other than a motor cycle or a motor vehicle used exclusively as an ambulance) belongs to more than one of the classes specified in the Schedule hereto, the vehicle shall be classified as belonging to that class of the several classes to which it belongs for which the highest levy is prescribed under this order.

5. Seating measurement—Where the levy payable in respect of any motor vehicle is fixed by reference to its seating accommodation, the following rules shall apply:

- (a) If the vehicle has been licensed as a passenger-service vehicle, its seating accommodation shall be deemed to be the seating capacity of the vehicle, inclusive of the driver’s seat, determined in accordance with the Passenger Service Vehicle Construction Regulations 1954:

- (b) If the vehicle has not been licensed as a passenger-service vehicle, its seating accommodation shall be determined by including as a separate seat—
- (i) Every clearly defined seat the vehicle is designed or equipped to carry;
 - (ii) Every complete 41 cm length of an undivided seat.

SCHEDULE

SCALE OF ANNUAL LEVIES PAYABLE UNDER PART IV OF THE ACCIDENT COMPENSATION ACT 1972

Column 1 No. of Class	Column 2 Description of Motor Vehicle	Column 3 Levy
1	(a) Motor cycles	\$
	(b) Motorcars manufactured before 1 January 1919	9.90
2	Power cycles	1.35
3	Tractors, traction engines, and any of the motor vehicles (other than mobile cranes, trailers, and power cycles) classified in Class A or Class B or Class C for the purposes of section 188 of the Transport Act 1962	2.00
4	(a) Motorcars (other than motorcars manufactured before 1 January 1919) including motorcars used either— (i) For reward in the carriage to or from work of employees all working for the same employer and driven by the employer or one of those employees; or (ii) For reward in the carriage of school children to or from school by the owner of the motor vehicle	14.20
	(b) Manufacturers' and dealers' motor vehicles (other than motor cycles or power cycles, or trailers used by manufacturers of and dealers in trailers) used under the authority of section 22 of the Transport Act 1962, per set of registration plates	
	(c) Private taxicabs	
	(d) Public motor vehicles, being motorcars and which do not fall within classes 6, 7, 8, or 9	

SCHEDULE—*continued*SCALE OF ANNUAL LEVIES PAYABLE UNDER PART IV OF
THE ACCIDENT COMPENSATION ACT 1972—*continued*

Column 1 No. of Class	Column 2 Description of Motor Vehicle	Column 3 Levy
5	(a) Goods-service vehicles	\$ 14.45
	(b) Motor vehicles designed solely or principally for the carriage of persons exceeding 9 in number (not being public motor vehicles or contract motor vehicles) ..	
	(c) Mobile cranes	
	(d) Self-propelled caravans	
	(e) Fork-lift motor vehicles which do not fall within class 3	
	(f) Public motor vehicles (including passenger trucks) which do not fall within classes 4, 6, 7, 8, or 9 ..	
6	Public taxicabs	57 50
7	Omnibuses, being public motor vehicles—	
	Up to 29 passenger seats	82.50
	Over 29 passenger seats	86.25
8	Service coaches being public motor vehicles—	
	Up to 9 passenger seats	32.30
	10 to 19 passenger seats	57.50
	Over 19 passenger seats	77.25
9	Contract motor vehicles; including such vehicles used for pleasure, private, or domestic purposes or the carriage of goods—	
	Up to 9 passenger seats	10.75
	Over 9 passenger seats	14.40
10	Trailers70
11	Rental cars	62.85
12	(a) Ambulances for the carriage of sick or injured persons	\$ 21.50
	(b) Hearses	
	(c) Motor vehicles of any class (other than trailers, motor cycles, and power cycles) used by fire brigades	

P. G. MILLEN,
Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the order, but is intended to indicate its general effect.

This order prescribes a new scale of annual levies payable under Part IV of the Accident Compensation Act 1972.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 16 May 1974.

This order is administered in the Department of Labour.