

NORTHERN TERRITORY OF AUSTRALIA

MOTOR VEHICLES (FEES AND CHARGES) REGULATIONS

Subordinate Legislation No. 26 of 2008

TABLE OF PROVISIONS

1	Citation	2
2	Fees and charges.....	2
3	Fees and charges reduced in certain circumstances.....	2
4	Repeal of regulations.....	3
Schedule 1	Certain fees prescribed for Act	
Schedule 2	Heavy vehicle registration charges	
Schedule 3	Repealed Regulations	



NORTHERN TERRITORY OF AUSTRALIA

Subordinate Legislation No. 26 of 2008*

Motor Vehicles (Fees and Charges) Regulations

I, Thomas Ian Pauling, Administrator of the Northern Territory of Australia, acting with the advice of the Executive Council, make the following regulations under the *Motor Vehicles Act*.

Dated 20 October 2008

T. I. Pauling
Administrator

By His Honour's Command

C. B. Burns
Minister for Justice and Attorney-General
acting for the
Minister for Infrastructure and Transport

* Notified in the *Northern Territory Government Gazette* on 20 October 2008.

1 Citation

These Regulations may be cited as the *Motor Vehicles (Fees and Charges) Regulations*.

2 Fees and charges

- (1) The fees and charges set out in Schedules 1 and 2 are prescribed for the Act.
- (2) Registration charges for heavy vehicles determined in accordance with Schedule 2 apply from the date specified by the Minister by *Gazette* notice.

3 Fees and charges reduced in certain circumstances

- (1) The fee for registration or renewal of registration of a vehicle is one-half of the fee that would, but for this regulation, be applicable under Schedule 1 or 2 if the vehicle is of a type mentioned in subregulation (2) or (3).
- (2) This regulation applies to a vehicle that is:
 - (a) either:
 - (i) a goods vehicle; or
 - (ii) a motor tractor; or
 - (iii) a trailer; and
 - (b) owned by a grazier or farmer; and
 - (c) used solely for the carting of the owner's own produce or the requisites of the owner's occupation; and
 - (d) not let on hire or for any reward.
- (3) This regulation also applies to a vehicle that is:
 - (a) either:
 - (i) a goods vehicle; or
 - (ii) a trailer; and
 - (b) owned by a person engaged personally, and not in association with more than 2 other persons, in mining, or in hunting or trapping buffaloes, crocodiles, kangaroos or dingoes; and
 - (c) used solely for the purposes of the owner's occupation.

4 Repeal of regulations

The Regulations specified in Schedule 3 are repealed.

Schedule 1 Certain fees prescribed for Act

regulation 2

Part 1 Definitions

In this Schedule:

classic motor vehicle means a motor vehicle that is more than 30 years old.

corporate number plate means a number plate displaying a logo, or other letters or figures, identifying the corporation or other organisation to which the plate is to be issued, in colours chosen by the corporation or organisation.

eligible enthusiast vehicle means an enthusiast vehicle that is owned by a person who has agreed to comply, does comply and does not have a history of failing to comply, with conditions imposed by the Registrar on the registration of the vehicle under a scheme that provides for concessional registration of enthusiast vehicles.

enthusiast vehicle means a classic motor vehicle, an individually constructed vehicle or a street rod, that is accepted for registration by the Registrar.

individually constructed vehicle means a motor vehicle that is not a production vehicle.

production vehicle means a motor vehicle manufactured and marketed in volume for normal road use.

Note

Production vehicles manufactured after January 1968 for use in Australia will normally be fitted with a Compliance Plate or Personal Import Plate.

slimline number plate means a number plate that is:

- (a) to be issued in respect of a particular motor vehicle; and
- (b) narrower than the number plates normally issued by the Registrar for motor vehicles of the same class.

street rod means a motor vehicle that has a body and frame that were built before 1949, or a replica of such a vehicle, that has been modified for safe road use.

Part 2 Prescribed fee

Item	Description	Section of the Act	Fee
1	Issue or renewal of driver licence		
	(a) for 12 months	13(1)	\$24.00
	(b) for 2 years	13(1)	\$36.00
	(c) for 3 years	13(1)	\$48.00
	(d) for 4 years	13(1)	\$60.00
	(e) for 5 years	13(1)	\$72.00
	(f) learner licence	9(3)	\$18.00
2	Registration or renewal of registration of motor vehicles or trailers (other than those vehicles for which another fee is prescribed by this Schedule or Schedule 2)		
	(a) motor vehicles (other than motor cycles) with engine capacity	13(1)	
	(i) not greater than 1 L		\$15.00 per 500 ml and any excess
	(ii) greater than 1 L but not greater than 2 L		\$16.00 per 500 ml and any excess
	(iii) greater than 2 L but not greater than 3 L, except engines with more than 4 cylinders and rotary engines		\$70.00
	(iv) greater than 2 L but not greater than 3 L and not included in subparagraph (iii)		\$18.00 per 500 ml and any excess
	(v) greater than 3 L but not greater than 4 L		\$19.00 per 500 ml and any excess
	(vi) greater than 4 L but not greater than 5 L		\$20.00 per 500 ml and any excess

	(vii)	greater than 5 L but not greater than 6 L		\$21.00 per 500 ml and any excess
	(viii)	greater than 6 L but not greater than 7 L		\$42.00 per L and any excess
	(ix)	greater than 7 L but not greater than 9 L		\$37.70 per L and any excess
	(x)	greater than 9 L but not greater than 12 L		\$36.60 per L and any excess
	(xi)	greater than 12 L		\$36.10 per L and any excess
	(xii)	maximum charge for any motor tractor or plant		\$110.00
(b)		any vehicle powered solely by electricity (other than a motor cycle)	13(1)	\$30.00
(c)		trailers, and caravans, having a gross vehicle mass not exceeding 4.5 t	13(1)	
	(i)	not greater than 200 kg tare mass		\$4.80
	(ii)	greater than 200 kg tare mass but not greater than 1 t tare mass		\$4.80 per 200 kg tare mass and any excess
	(iii)	greater than 1 t tare mass but not greater than 2 t tare mass		\$6.00 per 200 kg tare mass and any excess
	(iv)	greater than 2 t tare mass		\$28.70 per t tare mass and any excess
(d)		motor cycles with engine capacity	13(1)	
	(i)	not greater than 600 ml		\$10.00
	(ii)	greater than 600 ml		\$15.00

3	Registration or renewal of registration of an eligible enthusiast vehicle		
	(a) being a motor cycle	13(1)	\$10.00
	(b) not being a motor cycle	13(1)	\$35.00
4	Registration or renewal of registration of a powered wheelchair capable of travelling at a speed exceeding 10 km/h	13(1)	\$6.00
5	Inspection by an inspector who is not an employee within the meaning of the <i>Public Sector Employment and Management Act</i>		
	(a) for a motor vehicle not exceeding 4.5 t gross vehicle mass or a trailer not exceeding 4.5 t gross mass	13(2)	\$35.00
	(b) in any other case	13(2)	\$70.00
6	Replacement of damaged or defaced number plates that are not corporate number plates or slimline number plates		
	(a) where replaced by number plates consisting of numerals and letters identical to those on the damaged or defaced number plates	17(2)	\$50.00
	(b) in any other case	17(2)	\$12.00
7	Replacement of damaged or defaced corporate number plates or slimline number plates	17(2)	\$50.00
8	Replacement of number plates declared lost or destroyed that are not corporate number plates or slimline number plates		
	(a) where replaced by number plates containing numerals and letters identical to those on the lost number plates	18(2)	\$50.00
	(b) in any other case	18(2)	\$12.00
9	Replacement of corporate number plates or slimline number plates declared lost or destroyed	18(2)	\$50.00

10	Transfer of registration of a motor vehicle	20(3)	\$14.40
11	Test or examination to determine suitability to be a driving instructor	25E(2)	\$84.00
12	(1) Motor vehicle trader's licence for the use of trader's plates for motor vehicles other than motor cycles		
	(a) single plate	34(3)	\$90.00
	(b) each additional plate	34(3)	\$12.00
	(2) Motor vehicle trader's licence for the use of trader's plates for motor cycles		
	(a) single plate	34(3)	\$24.00
	(b) each additional plate	34(3)	\$12.00
13	Transfer of motor vehicle trader's licence to the person taking over a business	38(2)	\$39.60
14	Exemption of a vehicle from the operation of provisions of Part VA of the Act, the Standards or Schedule 4 to the Act		
	(a) permitting an increase of the mass on the steer axle of a motor vehicle to 6.5 t	59	\$100.00 per annum
	(b) permitting a further increase of the mass on the steer axle of a motor vehicle – for each 100 kg increment above 6.5 t	59	\$100.00 per annum
	(c) an exemption (from axle mass limits) of a heavy vehicle approved for volumetric loading of livestock	59	\$24.00 per annum
	(d) an exemption (from axle mass limits) of a semi-trailer, with an unladen mass of more than 13 t but less than 14 t, that is used to carry livestock	59	\$300.00 per annum

	(e)	an exemption (from axle mass limits) of a semi-trailer, with an unladen mass of 14 t or more but less than 15 t, that is used to carry livestock	59	\$600.00 per annum
	(f)	any other exemption	59	\$18.00
15		Provision of certified copy of		
	(a)	certificate of registration that has been lost or destroyed	96(2)	\$12.00
	(b)	licence that has been lost or destroyed	96(2)	\$18.00
16		Obtaining a new certificate of registration or licence where a certificate or licence has been defaced and is returned to the Registrar		
	(a)	certificate of registration	100(3)	\$12.00
	(b)	licence	100(3)	\$18.00
17		Inspection or examination of a motor vehicle produced in accordance with a direction in a defect notice		
	(a)	for a motor vehicle not exceeding 4.5 t gross vehicle mass or a trailer not exceeding 4.5 t gross mass	128A(16)	\$35.00
	(b)	in any other case	128A(16)	\$70.00
18		Fee to be deducted for the purposes of a refund under section 132(2)(d)	132(2)	\$18.00
19		Issue of a licence permitting the operation on a public street of an unregistered vehicle, or of a registered vehicle for a purpose in relation to which a greater compensation payment is payable than that paid		
	(a)	if the vehicle is to be operated as a heavy vehicle	137	for each week of the permit – 1/52 of the annual registration charge that would be

			payable in accordance with Schedule 2 for registration as a heavy vehicle in the configuration in which the vehicle is to be operated
	(b) in any other case	137	\$12.00
20	Pastoral vehicle permit		
	(a) grant	137B(1)	\$18.00
	(b) renewal	137B(1)	\$12.00
	(c) transfer	137B(3)	\$12.00
21	Replacement of registration label	138	\$8.40
22	Replacement of identification plate for pastoral vehicle	138	\$12.00
23	Searching and supplying information in respect of records of registrations and licences		
	(a) per search of the records of a vehicle	138(1)(y)	\$12.00
	(b) per list of records of vehicles	138(1)(y)	\$102.00
24	Provision of extract of a record certified by the Registrar for the purposes of section 118(2)	138(1)(y)	\$12.00
25	Transfer of number plates	138(1)(af)	\$18.00
26	Issue of particular number, personalised or special number plates other than corporate number plates	138(1)(af)	\$140.00 per set
27	Issue of corporate number plates		
	(a) for first pair of corporate number plates	138(1)(af)	\$360.00 plus cost of plate design and set up
	(b) for each subsequent pair of corporate number plates	138(1)(af)	\$180.00

28	Add new or additional classifications to licence		\$6.00
29	Endorsement to any licence classification	138(1)(af)	\$6.00
30	Administration fee for each transaction for registration or renewal of registration of motor vehicles	138(1)(af)	\$8.40
31	Driving test conducted for licence applications	13(1B)	\$24.00 per test
32	Inspection or examination of a motor vehicle other than under item 5 or 17		
	(a) for a motor vehicle not exceeding 4.5 t gross vehicle mass or a trailer not exceeding 4.5 t gross mass	138(1)(af)	\$35.00
	(b) in any other case	138(1)(af)	\$70.00
33	Change to the registered configuration of a heavy vehicle	107A	\$18.00
34	Issue of temporary permit for heavy vehicle	107B	\$18.00

Schedule 2 Heavy vehicle registration charges

regulation 2

Part 1 Interpretation

1 Definitions

In this Schedule:

articulated bus means a bus consisting of more than 1 rigid section with passenger access between the sections and the sections connected so as to allow rotary movement between the sections.

axle means 1 or more shafts positioned in a line across a vehicle, on which 1 or more wheels intended to support the vehicle turn.

axle group means a single axle group, tandem axle group, twinsteer axle group, tri-axle group or quad-axle group.

B-double combination means a combination consisting of a prime mover towing 2 semi-trailers.

B-double lead trailer means a semi-trailer that is nominated for use as the lead trailer in a B-double combination.

B-triple combination means a combination consisting of a prime mover towing 3 semi-trailers.

B-triple lead trailer means a semi-trailer that is nominated for use as the lead trailer in a B-triple combination.

B-triple middle trailer means a semi-trailer that is nominated for use as the second trailer in a B-triple combination.

bus means a motor vehicle, built mainly to carry people, that seats more than 9 adults (including the driver).

bus (type 1) means a rigid bus that has 2 axles and an MRC not exceeding 12 t.

bus (type 2) means:

- (a) a rigid bus that has 2 axles and an MRC exceeding 12 t; or
- (b) a rigid bus that has 3 or 4 axles.

compliance plate means a plate authorised to be placed on a vehicle, or taken to have been placed on a vehicle, under the *Motor Vehicle Standards Act 1989* (Cth).

converter dolly means a trailer with a fifth wheel coupling designed to support a semi-trailer for hauling purposes.

dog trailer means a trailer with:

- (a) a single axle group or single axle at the front that is steered by connection to the towing vehicle by a drawbar; and
- (b) a single axle group or single axle at the rear.

drawbar means a part of a trailer (other than a semi-trailer) that connects the trailer body to a coupling for towing purposes.

driver means the person driving or in control of a motor vehicle.

fifth wheel coupling means a device, other than the upper rotating element and the kingpin (which are parts of a semi-trailer), used with a prime mover, semi-trailer or a converter dolly to permit quick coupling and uncoupling and to provide for articulation.

lead trailer, in a combination, means the trailer that is, or that is to be, attached to the prime mover.

load carrying vehicle means a vehicle designed and constructed to haul or carry goods and wares in addition to any fuel, water, lubricants, tools and any other equipment or accessories necessary for normal operation of the vehicle.

loaded mass, in relation to a vehicle, means the sum of the mass of the vehicle and the mass of the load on the vehicle that is imposed on the surface on which the vehicle is standing or running.

long combination truck means a truck nominated to haul 2 or more trailers.

low loader means a gooseneck semi-trailer with a loading deck no more than 1 m above the ground.

low loader dolly means a mass-distributing device that:

- (a) is usually coupled between a prime mover and low loader; and
- (b) consists of a gooseneck rigid frame; and
- (c) does not directly carry any load on itself; and

- (d) is equipped with 1 or more axles, a kingpin and a fifth wheel coupling.

medium combination truck means a truck, other than a short combination truck, nominated to haul a single trailer.

MRC (Mass Rating for Charging), in relation to a vehicle, means:

- (a) the maximum mass of the vehicle, including any load, as recorded on the compliance plate as the GVM, GTMR or ATM of the vehicle; or
- (b) in relation to a vehicle for which there is no compliance plate – its operating mass.

multi-combination prime mover means a prime mover nominated to haul 2 or more trailers.

nominated means nominated by the person applying for registration.

operating mass, in relation to a vehicle, means the maximum mass of the vehicle, including any load, as determined by the Registrar having regard to the design and construction of the vehicle or of any of its components.

pig trailer means a trailer with a single axle group or single axle near the middle of its load-carrying surface, and connected to the towing vehicle by a drawbar.

pole type trailer means a trailer that:

- (a) is attached to a towing vehicle by means of a pole or an attachment fitted to a pole; and
- (b) is ordinarily used for transporting loads, such as logs, pipes, structural members or other long objects, that are generally capable of supporting themselves like beams between supports.

prime mover means a motor vehicle designed to haul a semi-trailer.

quad-axle group means a group of 4 axles, in which the horizontal distance between the centre-lines of the outermost axles is more than 3.2 metres but not more than 4.9 metres.

road means an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles.

road related area means:

- (a) an area that divides a road; or
- (b) a footpath or nature strip adjacent to a road; or
- (c) an area that is open to the public and is designated for use by cyclists or animals; or
- (d) an area that is not a road and that is open to or used by the public for driving, riding or parking motor vehicles; or
- (e) any shoulder of a road; or
- (f) an area that is a road related area for the purposes of the *Australian Road Rules*.

semi-trailer means a trailer (including a pole type trailer) that has:

- (a) a single axle group or single axle towards the rear; and
- (b) a means of attachment to a prime mover or a converter dolly that results in some of the load being imposed on the prime mover, or the converter dolly, as the case may be.

short combination prime mover means a prime mover nominated to haul a single semi-trailer.

short combination truck means a truck nominated to haul a single trailer where, according to the nomination:

- (a) the combination has 6 axles or fewer; and
- (b) the maximum total mass that is legally allowable for the combination is 42.5 t or less.

single axle means an axle not forming part of an axle group.

single axle group means a group of 2 or more axles, in which the horizontal distance between the centre-lines of the outermost axles is less than 1 m.

special purpose vehicle, see clause 2.

special purpose vehicle (type O) means a special purpose vehicle (other than a special purpose vehicle (type P)):

- (a) built, or permanently modified, primarily for use on roads; and

- (b) that has at least 1 axle or axle group loaded in excess of the axle load limits specified in Table 1.

Example

Examples of this kind of vehicle are mobile cranes, fire engines, truck-mounted concrete pumps and boring plants. These kinds of vehicle may also fall within the definition of special purpose vehicle (type T) if they have no axle or axle group loaded in excess of the axle load limits specified in Table 1.

Table 1
Axle load limits

Item No	Type of axle or axle group	Axle load limit (t)
1	Single axles	
	(a) 2 tyres	6.0
	(b) 2 wide profile tyres	
	(i) 375 mm to 450 mm	6.7
	(ii) over 450 mm	7.0
	(c) 4 or more tyres	
	(i) on pig trailers	8.5
	(ii) on other vehicles	9.0
2	Twinsteer axle groups	
	(a) non-load sharing suspensions	10.0
	(b) load sharing suspensions	11.0
3	Tandem axle groups	
	(a) 4 tyres	11.0
	(b) 4 wide profile tyres	
	(i) 375 mm to 450 mm	13.3
	(ii) over 450 mm	14.0
	(c) 6 tyres	13.0
	(d) 8 or more tyres	
	(i) on pig trailers	15.0
	(ii) on other vehicles	16.5
4	Tri-axle groups	
	(a) 6, 8 or 10 tyres	15.0

Item No	Type of axle or axle group	Axle load limit (t)
	(b) 6 wide profile tyres (375mm or over)	
	(i) on pig trailers	18.0
	(ii) on other vehicles	20.0
	(c) 12 or more tyres	
	(i) on pig trailers	18.0
	(ii) on other vehicles	20.0

special purpose vehicle (type P) means a special purpose vehicle built, or permanently modified, primarily for:

- (a) off-road use; or
- (b) use on a road related area; or
- (c) use on an area of road that is under construction or repair.

Example

Examples of this kind of vehicle are agricultural tractors, self-propelled agricultural harvesters, bulldozers, backhoes, graders and front-end loaders.

special purpose vehicle (type T) means a special purpose vehicle (other than a special purpose vehicle (type P)):

- (a) built, or permanently modified, primarily for use on roads; and
- (b) that has no axle or axle group loaded in excess of the axle load limits specified in Table 1.

Example

Examples of this kind of vehicle are mobile cranes, fire engines, truck-mounted concrete pumps and boring plants. These kinds of vehicle may also fall within the definition of special purpose vehicle (type O) if they have at least 1 axle or axle group loaded in excess of the axle load limits specified in Table 1.

tandem axle group means a group of at least 2 axles, in which the horizontal distance between the centre-lines of the outermost axles is at least 1 m but not more than 2 m.

trailer means a vehicle that is built to be towed, or is towed, by a motor vehicle, but does not include a motor vehicle that is being towed.

tri-axle group means a group of at least 3 axles, in which the horizontal distance between the centre-lines of the outermost axles is more than 2 m, but not more than 3.2 m.

truck means a rigid motor vehicle that is principally constructed as a load carrying vehicle.

truck (type 1) means a truck that has:

- (a) 2 axles and an MRC not exceeding 12 t; or
- (b) 3 axles and an MRC not exceeding 16.5 t; or
- (c) 4 or more axles and an MRC not exceeding 20 t.

truck (type 2) means a truck that has:

- (a) 2 axles and an MRC exceeding 12 t; or
- (b) 3 axles and an MRC exceeding 16.5 t; or
- (c) 4 or more axles and an MRC exceeding 20 t.

twinsteer axle group means a group of 2 axles:

- (a) with single tyres; and
- (b) fitted to a motor vehicle; and
- (c) connected to the same steering mechanism; and
- (d) the horizontal distance between the centre-lines of which is at least 1 m, but not more than 2 m.

2 Special purpose vehicles

- (1) In this Schedule:

special purpose vehicle means:

- (a) a vehicle (other than a caravan, a mobile home, a mobile library, a mobile workshop, a mobile laboratory, a mobile billboard or a vehicle that the regulations declare not to be a special purpose vehicle for the purposes of this definition) where the primary purpose for which it was built, or permanently modified, was not the carriage of goods or passengers; or
- (b) any of the following vehicles:
 - (i) a forklift;
 - (ii) a straddle carrier;
 - (iii) a mobile cherry picker;

(iv) a mobile crane; or

(c) a vehicle, or a vehicle of a type, declared by the Registrar to be a special purpose vehicle.

(2) In subclause (1)(a):

goods does not include fuel, water, lubricants, tools and any other equipment or accessories necessary for the normal operation of the vehicle.

Example

In the case of a crane, goods would not include any chains on the crane necessary to operate the crane.

passengers does not include the driver, a trainee driver or any person necessary for the normal operation of the vehicle.

3 Close-spaced axles

(1) For this schedule (other than the definitions of **single axle group**, **tandem axle group**, **twinsteer axle group**, **tri-axle group** and **quad-axle group**):

(a) 2 axles less than 1 m apart are to be regarded as a single axle; and

(b) 3 axles not more than 2 m apart are to be regarded as 2 axles; and

(c) 4 axles not more than 3.2 m apart are to be regarded as 3 axles.

(2) A reference to a distance in subclause (1) is a reference to the horizontal distance between the centre-lines of:

(a) in subclause (1)(a) – the 2 axles; and

(b) in any other case, the outermost axles.

4 Determination of number of trailers

For determining the number of trailers that a prime mover or truck is nominated to haul:

(a) a converter dolly and a semi-trailer when used together are to be regarded as a single trailer; and

- (b) a low loader dolly and a low loader when used together are to be regarded as a single trailer.

Note

Nothing in this clause affects the requirement under Parts 2 and 3 that a separate annual registration fee be paid for each converter dolly or low loader dolly and for each semi-trailer.

Part 2 Annual registration charges to 30 June 2011

5 Annual registration charges for financial year ending 30 June 2009

The annual registration charge for a heavy vehicle for the financial year ending 30 June 2009 is the amount set out in Table 2 for the vehicle.

Table 2

Annual Registration Charges: Financial year ending 30 June 2009

Division 1 – Load carrying vehicles (\$)				
Vehicle Type	2 axles	3 axles	4 axles	5 or more axles
Trucks				
Truck (type 1)	380	652	652	652
Truck (type 2)	652	859	859	859
Short combination truck	652	859	1593	1593
Medium combination truck	5161	5161	5574	5574
Long combination truck	7120	7120	7120	7120
Prime Movers				
Short combination prime mover	1000	3930	4322	4322
Multi-combination prime mover	7050	7050	7755	7755
Division 2 – Trailers				
Charge (\$) per axle				
	Single axle	Tandem axle group	Tri-axle group	Quad-axle group and above
Trailer type				
Pig Trailer	380	380	380	380
Dog Trailer	380	380	380	380

Semi-trailer	380	380	380	380
B-Double lead trailer and B-triple lead and middle trailers	380	380	380	380
Converter dolly or low loader dolly	380	380	380	380
Division 3 – Buses (\$)				
Bus Type	2 axles	3 axles	4 or more axles	
Bus (type 1)	380			
Bus (type 2)	380	2087	2087	
Articulated bus		380	380	
Division 4 – Special purpose vehicles				
Special purpose vehicle (type P)	No charge			
Special purpose vehicle (type T)	248			
Special purpose vehicle (type O)	Calculated using the formula:			
		310 + (310 x Number axles over 2)		

6 Annual registration charges for financial year ending 30 June 2010

The annual registration charge for a heavy vehicle for the financial year ending 30 June 2010 is to be calculated as follows:

- (a) the base charge is to be multiplied by the annual adjustment factor for that year, where:
 - (i) the **base charge** is the amount set out in Table 3 for the vehicle; and
 - (ii) the **annual adjustment factor** is the figure (expressed as a percentage) determined under Part 4 for that year;
- (b) the result is to be added to, or subtracted from (if the percentage was negative), the base charge;
- (c) the result is to be rounded up or down to the nearest whole dollar amount (rounding an amount of 50 cents upwards).

Table 3**Base Charges: Financial year ending 30 June 2010**

Division 1 – Load carrying vehicles (\$)				
Vehicle Type	2 axles	3 axles	4 axles	5 or more axles
Trucks				
Truck (type 1)	380	652	652	652
Truck (type 2)	652	859	859	859
Short combination truck	652	859	1593	1593
Medium combination truck	5828	5828	6295	6295
Long combination truck	8036	8036	8036	8036
Prime Movers				
Short combination prime mover	1000	3930	4322	4322
Multi-combination prime mover	7050	7050	7755	7755
Division 2 – Trailers				
Charge (\$) per axle				
	Single axle	Tandem axle group	Tri-axle group	Quad-axle group and above
Trailer type				
Pig Trailer	380	380	380	380
Dog Trailer	380	380	380	380
Semi-trailer	380	380	405	405
B-Double lead trailer and B-triple lead and middle trailers	380	1140	1190	1190
Converter dolly or low loader dolly	380	380	380	380
Division 3 – Buses (\$)				
Bus Type	2 axles	3 axles	4 or more axles	
Bus (type 1)	380			
Bus (type 2)	380	2087	2087	
Articulated bus		380	380	

Division 4 – Special purpose vehicles	
Special purpose vehicle (type P)	No charge
Special purpose vehicle (type T)	248
Special purpose vehicle (type O)	Calculated using the formula: $310 + (310 \times \text{Number axles over } 2)$

7 Annual registration charges for financial year ending 30 June 2011

- (1) The annual registration charge for a heavy vehicle, other than semi-trailers, B-double lead trailers and B-triple lead and middle trailers, for the financial year ending 30 June 2011 is to be calculated as follows:
 - (a) the annual registration charge that was payable for the vehicle for the financial year ending 30 June 2010 (the **previous annual registration charge**) is to be multiplied by the annual adjustment factor (expressed as a percentage) determined under Part 4 for the financial year ending 30 June 2011;
 - (b) the result is to be added to, or subtracted from (if the percentage was negative), the previous annual registration charge;
 - (c) the result is to be rounded up or down to the nearest whole dollar amount (rounding an amount of 50 cents upwards).
- (2) The annual registration charge for semi-trailers, B-double lead trailers and B-triple lead and middle trailers for the financial year ending 30 June 2011 is to be calculated as follows:
 - (a) the amount set out in Table 4 for the vehicle is to be added to the annual registration charge that was payable for the vehicle for the financial year ending 30 June 2010;
 - (b) the result is to be multiplied by the annual adjustment factor (expressed as a percentage) determined under Part 4 for that period;
 - (c) the result is to be added to, or subtracted from (if the percentage was negative), the amount determined under step 1;
 - (d) the result is to be rounded up or down to the nearest whole dollar amount (rounding an amount of 50 cents upwards).

Table 4
Registration Charge Increments to Apply on 1 July 2010

	Charge (\$) per axle			
	Single axle or single axle group	Tandem axle group	Tri-axle group	Quad-axle group and above
Trailer type				
Semi-trailer			25	25
B-Double lead trailer and B-triple lead and middle trailers		760	810	810

Part 3 Annual registration charges after 30 June 2011

8 Calculation of charge

The annual registration charge for a heavy vehicle for any financial year after 30 June 2011 (the relevant financial year) is to be calculated as follows:

- (a) the annual registration charge that was payable for the vehicle for the financial year immediately preceding the relevant financial year (the **previous annual registration charge**) is to be multiplied by the annual adjustment factor (expressed as a percentage) determined under Part 4 for the relevant financial year;
- (b) the result is to be added to, or subtracted from (if the percentage was negative), the previous annual registration charge;
- (c) the result is to be rounded up or down to the nearest whole dollar amount (rounding an amount of 50 cents upwards).

9 Clarification of meaning of previous annual registration charge

A reference to the previous annual registration charge for a vehicle in clauses 7 and 8 is a reference to the charge that would have been payable for the vehicle under this Schedule if the vehicle was registered for the entire relevant financial year, and regardless of whether the amount of the charge was paid or not.

10 Permit fees

- (1) The charge for the grant of a permit to operate a vehicle, or a combination of vehicles, with a loaded mass of more than 125 t where the load being carried is an indivisible load is:

$$4 \text{ cents} \times \text{ESA} \times K$$

where:

ESA is the sum of the equivalent standard axles for each of the rows of tyres across the trailer or trailers to be hauled under the permit by the vehicle, as determined by reference to the relevant part or parts of Table 5;

K is a reasonable estimate of the number of kilometres the vehicle will travel under the permit.

Table 5

Equivalent standard axles for rows of tyres across trailers

Part A – Trailers with rows of 8 tyres

Average load per row (tonnes)	Equivalent standard axles per row
10 or more but less than 11	0.4
11 or more but less than 12	0.6
12 or more but less than 13	0.9
13 or more but less than 14	1.2
14 or more but less than 15	1.7
15 or more but less than 16	2.2
16 or more but less than 17	2.8
17 or more but less than 18	3.6
18 or more but less than 19	4.6
19 or more but less than 20	5.7
20 or more but less than 21	6.9
21 or more but less than 22	8.4
22 or more but less than 23	10.2
23 or more but less than 24	12.1
24 or more	14.4

Part B – Trailers with rows of 4 tyres

Average load per row (tonnes)	Equivalent standard axles per row
5 or more but less than 6	0.1
6 or more but less than 7	0.3
7 or more but less than 8	0.5
8 or more but less than 9	0.9
9 or more but less than 10	1.5
10 or more but less than 11	2.2
11 or more but less than 12	3.2
12 or more	4.6

(2) For Table 5, the **average load per row** is the loaded mass (in tonnes) of the trailer divided by the number of rows of tyres that the trailer has.

(3) In this clause:

indivisible load means a load comprising a single item or a number of similar items that cannot, without disproportionate effort, expense or risk of damage, be divided into 2 or more smaller loads for the purpose of transport.

11 Vehicles in 2 or more categories

If a vehicle falls within 2 or more categories of heavy vehicle, the charge for the vehicle is the higher or highest of the charges that could apply to the vehicle.

Part 4 Determining annual adjustment factor

12 Annual adjustment factor

(1) The annual adjustment factor for a financial year is to be calculated in accordance with this clause.

(2) First, the following formula is to be applied:

$$[(0.454 \times RA) + (0.362 \times UA) + (0.119 \times RL) + (0.064 \times UL)] - 1.0$$

where:

RA means the Rural Arterial Road Expenditure adjustment factor that applies for that year (see clause 13);

RL means the Rural Local Road Expenditure adjustment factor that applies for that year (see clause 13);

UA means the Urban Arterial Road Expenditure adjustment factor that applies for that year (see clause 13);

UL means the Urban Local Road Expenditure adjustment factor that applies for that year (see clause 13).

- (3) Second, the amount determined under subclause (2) is to be rounded up or down to 1 decimal place (rounding an amount of 0.05 upwards).

Example

An amount of 3.55 would be rounded up to 3.6.

- (4) The result is the annual adjustment factor expressed as a percentage.

13 Expenditure adjustment factors

- (1) The 4 adjustment factors, relating to expenditure, mentioned in clause 12 (RA, RL, UA, UL) for a particular financial year are to be calculated in accordance with this clause.
- (2) First, the expenditure for each adjustment factor for the Years 1 – 6 is to be multiplied by the following fraction to derive an amount of adjusted expenditure for each of those years for each of those factors:

$$\frac{\text{Index number for Year 7}}{\text{Index for relevant Year of expenditure}}$$

where:

expenditure, for a financial year, means the amount specified in the most recent annual report of the NTC as being:

- (a) in the case of **RA** – the estimated amount of expenditure on rural arterial roads for that year; and
- (b) in the case of **UA** – the estimated amount of expenditure on urban arterial roads for that year; and
- (c) in the case of **RL** – the estimated amount of expenditure on rural local roads for that year; and
- (d) in the case of **UL** – the estimated amount of expenditure on urban local roads for that year;

index number, for a particular financial year, means the road construction and maintenance price index number for 30 June of that year published by the Bureau of Transport and Regional Economics;

Example

In August 2007 the BTRE published its index figure. As at 30 June 2007 the index number was 150.5. Thus the index number for the financial year ending 30 June 2007 is 150.5.

most recent annual report of the NTC means the last annual report of the National Transport Commission that was tabled in each House of the Commonwealth Parliament before the start of the financial year for which the annual adjustment factor is being determined;

Year 1 means the financial year immediately before Year 2;

Year 2 means the financial year immediately before Year 3;

Year 3 means the financial year immediately before Year 4;

Year 4 means the financial year immediately before Year 5;

Year 5 means the financial year immediately before Year 6;

Year 6 means the financial year immediately before Year 7;

Year 7 means the financial year immediately before Year 8;

Year 8 means the latest financial year for which the amount of estimated expenditure on the relevant type of road mentioned in the definition of **expenditure** is specified in the most recent annual report of the NTC;

Examples of the determination of Year 8

Suppose that, on 1 March 2010, the most recent annual report of the NTC to have been tabled is the annual report for the financial year ending 30 June 2009, and that that report contains estimated expenditure figures for arterial roads up to and including the financial year ending 30 June 2009 and estimated expenditure figures for local roads up to and including the financial year ending 30 June 2007. For the purpose of calculating RA and UA for the financial year ending 30 June 2011, Year 8 is the financial year ending 30 June 2009. For the purpose of calculating RL and UL for the 2010 – 2011 financial year ending 30 June 2011, Year 8 is the financial year ending 30 June 2007.

Example of the calculation of the amount of adjusted expenditure for a year

Suppose that the Estimated Urban Arterial Road Expenditure for Year 4 is \$2 010 000 000; that the index number for Year 4 is 129.7; and that the index number for Year 7 is 154.26. The adjusted expenditure for UA for Year 4 is \$2 390 613 720 (that is $(154.26/129.7) \times \$2\,010\,000\,000$).

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- (3) Second, for each adjustment factor, the amount of adjusted expenditure for each of Years 1 – 6 is to be added together, and the expenditure for Year 7 is to be added to the total to derive the Combined Adjusted Expenditure for Years 1 – 7.
- (4) Third, the expenditure for each adjustment factor for the Years 2 – 7 is to be multiplied by the following fraction to derive an amount of adjusted expenditure for each of those years for each of those factors:

$$\frac{\text{Index number for Year 8}}{\text{Index for relevant Year of expenditure}}$$

- (5) Fourth, for each adjustment factor, the amount of adjusted expenditure for each of Years 2 – 7 is to be added together, and the expenditure for Year 8 is to be added to the total to derive the Combined Adjusted Expenditure for Years 2 – 8.
- (6) Fifth, for each adjustment factor, the following formula is to be applied:

$$\left[\left(\frac{\text{Combined Adjusted Expenditure for Years 2 – 8}}{\text{Combined Adjusted Expenditure for Years 1 – 7}} \right) - 1 \right] \times 100$$

where:

Combined Adjusted Expenditure for Years 2 – 8, see subclause (5);

Combined Adjusted Expenditure for Years 1 – 7, see subclause (3).

Note

Clause 14 varies the operation of this clause with respect to the calculation of RA and UA for the purposes of calculating the annual adjustment factor for the financial year ending 30 June 2010.

- (7) Lastly, the amount determined under subclause (6) is to be rounded up or down to 4 decimal places (rounding an amount of 0.00005 upwards).

Example

An amount of 2.35065 would be rounded up to 2.3507.

- (8) The result is the amount that is to be used for that adjustment factor in the formula in clause 12(2).

14 Transitional provision in relation to the calculation of the annual adjustment factor for financial year ending 30/6/10

- (1) Despite anything to the contrary in clause 13, for the purposes of calculating the annual adjustment factor for the financial year ending 30 June 2010, RA and UA are to be calculated by applying the following formula:

$$\left[\left(\frac{\text{Combined Expenditure}}{\text{Base Combined expenditure}} \right) - 1 \right] \times 100$$

where:

amount of adjusted expenditure is the amount derived using the method set out in clause 13(2);

Combined Expenditure is the sum of the amounts of adjusted expenditure for the financial years ending 30 June 2002 (Year 1), 30 June 2003 (Year 2), 30 June 2004 (Year 3), 30 June 2005 (Year 4), 30 June 2006 (Year 5) and 30 June 2007 (Year 6) financial years, and the amount of expenditure for the financial year ending 30 June 2008 (Year 7), based on the expenditure amounts set out in the annual report of the NTC for the financial year ending 30 June 2008, adjusted in the case of Years 1 – 6 using the index number for the financial year ending 30 June 2008 as the numerator in the adjustment fraction;

Base Combined Expenditure is:

- (a) in the case of RA – \$22 877 279 156;
 - (b) in the case of UA – \$22 628 161 494.
- (2) All terms defined in clause 13 that are used in this clause have the same meaning as they have in clause 13.

Schedule 3 Repealed Regulations

regulation 4

<i>Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 13 of 1978
<i>Amendment of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 27 of 1980
<i>Amendment of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 24 of 1981
<i>Amendment of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 80 of 1982
<i>Amendments of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 48 of 1984
<i>Amendment of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 9 of 1986
<i>Amendments of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 32 of 1986
<i>Amendment of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 2 of 1987
<i>Amendments of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 54 of 1987
<i>Amendments of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 53 of 1988
<i>Amendment of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 26 of 1989
<i>Amendment of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 28 of 1990
<i>Amendment of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 39 of 1990
<i>Amendments of the Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 41 of 1991
<i>Amendments of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 34 of 1994

<i>Amendment of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 49 of 1994
<i>Amendment of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 18 of 1995
<i>Amendment of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 23 of 1995
<i>Amendments of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 30 of 1996
<i>Amendments of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 23 of 1999
<i>Amendment of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 59 of 2000
<i>Amendment of Motor Vehicles (Fees and Charges) Regulations</i>	Subordinate Legislation No. 48 of 2001
<i>Motor Vehicles (Fees and Charges) Amendment (Heavy Vehicles) Regulations 2005</i>	Subordinate Legislation No. 5 of 2005
<i>Motor Vehicles (Fees and Charges) Amendment Regulations 2006</i>	Subordinate Legislation No. 39 of 2006
