

1993

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA  
HOUSE OF REPRESENTATIVES

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Presented and read a first time, 5 May 1993

*(Minister for Communications)*

## A BILL

FOR

### **An Act relating to road transport charges**

The Parliament of Australia enacts:

#### **Short title**

1. This Act may be cited as the *Road Transport Charges (Australian Capital Territory) Act 1993*.

#### 5 **Obligations of the Government of the Australian Capital Territory**

2. The Government of the Australian Capital Territory must, in relation to the year commencing on 1 July 1995 and subsequent years:

- 10 (a) determine annual registration charges for a vehicle of a kind referred to in Part 2 of the Schedule in accordance with the charges that, from time to time, are applicable to vehicles of that kind under the Schedule; and

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- (b) determine charges for the grant of a permit to operate a vehicle, or a combination of vehicles:
- (i) with a loaded mass exceeding 125 tonnes; and
  - (ii) that is carrying a load that cannot, without disproportionate effort, expense or risk of damage, be divided into 2 or more smaller loads for the purpose of transport on public roads;
- in accordance with Part 3 of the Schedule. 5

**Section 2 is not to affect powers of ACT Government to do certain things**

3. Nothing in section 2 affects the power of the Government of the Australian Capital Territory to:

- (a) charge fees in respect of the registration of vehicles or the inspection of vehicles for the purpose of registration; or 10
- (b) make rebates of registration charges for particular classes of vehicles or road users; or
- (c) charge pro rata amounts for registrations that are for less than a whole year; or 15
- (d) make refunds in respect of the surrender of the registration of a vehicle; or
- (e) charge other administrative fees in respect of matters relating to vehicles.

**Alteration of amounts specified in the Schedule** 20

4. The regulations may alter the amounts specified in the Schedule in relation to a year, but any alteration in relation to a year must not increase or decrease the amounts applicable to the previous year by more than 5%.

**Regulations**

5. The Governor-General may make regulations prescribing matters: 25
- (a) required or permitted to be prescribed by this Act; or
  - (b) necessary or convenient to be prescribed for carrying out or giving effect to this Act.
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SCHEDULE

Sections 2 and 4

PART 1—INTERPRETATION

In this Schedule:

“**articulated bus**” means a bus consisting of more than one rigid section with passenger access between the sections and the sections connected to one another so as to allow rotary movement between the sections;

“**axle**” means the axis of rotation of a row of tyres across a vehicle;

“**axle group**” means one axle or consecutive axles connected by a load sharing suspension system or steering mechanism;

“**bus**” means a motor vehicle principally constructed to carry more than 12 seated adult persons;

“**bus (type 1)**” means a rigid bus that has 2 axles and an MRC not exceeding 12 tonnes;

“**bus (type 2)**” means:

(a) a rigid bus that has 2 axles and an MRC exceeding 12 tonnes; or

(b) a rigid bus that has 3 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*;

“**dog trailer**” means a trailer that has 2 axle groups of which the front axle group is steered by connection to the hauling vehicle;

“**dolly**” means a specially designed pig trailer used to convert a semi trailer into a dog trailer;

“**indivisible load**” means a load comprising one 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;

“**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 prime mover (type 1)**” means a prime mover nominated to haul 2 trailers, but does not include a medium combination prime mover;

“**long combination prime mover (type 2)**” means a prime mover nominated to haul more than 2 trailers;

**SCHEDULE—continued**

**“long combination truck”** means a truck nominated to haul 2 or more trailers;

**“medium combination prime mover”** means a prime mover nominated to haul 2 semi trailers where the second semi trailer is mounted on the rear of the semi trailer being hauled by the prime mover (a B-double);

**“medium combination truck”** means a truck nominated to haul one trailer where the combination has more than 6 axles;

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

- (a) the maximum mass of the vehicle, including any load, 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;

**“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 Registration Authority having regard to the design and construction of the vehicle or of any of its components;

**“pig trailer”** means a trailer with one axle group near the middle of its load carrying surface and connected to the towing vehicle by a drawbar;

**“pole type trailer”** means a trailer that is attached to a towing vehicle by a pole or an attachment fitted to a pole and that is used for transporting loads such as logs, pipes, structural members or other things that are capable of supporting themselves as beams between supporting connections;

**“prime mover”** means a motor vehicle designed to haul a semi trailer;

**“Registration Authority”** means the authority that is responsible for registering vehicles;

**“semi trailer”** means a trailer that has:

- (a) one axle group towards the rear; and
- (b) a means of attachment to a prime mover that results in some of the load being imposed on the prime mover;

and includes a pole type trailer;

**“short combination prime mover”** means a prime mover nominated to haul one semi trailer;

**“short combination truck”** means a truck nominated to haul one trailer;

**“special purpose vehicle”** means a vehicle:

- (a) that does not carry passengers or goods; or
- (b) whose primary purpose is not the carriage of passengers or goods;

**SCHEDULE—continued**

**“special purpose vehicle (type 1)”** means a special purpose vehicle that has no axle or axle group loaded in excess of the limits specified in the regulations for the purposes of this definition;

**“special purpose vehicle (type 2)”** means a special purpose vehicle that has at least one axle or axle group that is loaded in excess of the limits specified in the regulations for the purposes of this definition;

**“trailer”** means a load carrying vehicle without motive power designed to be hauled by another vehicle;

**“truck”** means a rigid motor vehicle that is principally constructed as a load carrying vehicle;

**“truck (type 1)”** means a truck that:

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

**“truck (type 2)”** means:

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

For the purposes of this Schedule:

- (a) 2 axles not more than one metre apart are to be regarded as one axle;  
and
- (b) 3 axles not more than 2 metres apart are to be regarded as 2 axles;  
and
- (c) 4 axles not more than 3.2 metres apart are to be regarded as 3 axles.

For the purposes of determining the number of trailers that a prime mover or truck may tow, a dolly and a semi trailer when used together are to be regarded as one trailer.

Nothing in this Schedule applies to a vehicle with an MRC less than or equal to 4.5 tonnes.

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**SCHEDULE—continued**

**PART 2—REGISTRATION CHARGES**

<b>DIVISION 1—LOAD CARRYING VEHICLES</b>				
Vehicle Type	2-axle	3-axle	4-axle	5-axle
<b>Trucks</b>				
– Truck (type 1)	\$300	\$600	\$900	\$900
– Truck (type 2)	\$500	\$800	\$2,000	\$2,000
– Short combination truck	\$600	\$2,100	\$2,100	\$2,100
– Medium combination truck	\$4,000	\$4,000	\$4,250	\$4,250
– Long combination truck	\$5,250	\$5,250	\$5,250	\$5,250
<b>Prime Movers</b>				
– Short combination prime mover	\$800	\$3,250	\$4,250	\$4,250
– Medium combination prime mover (B-Double)	\$3,250	\$4,250	\$4,500	\$4,500
– Long combination prime mover (type 1)	\$4,750	\$4,750	\$4,750	\$4,750
– Long combination prime mover (type 2)	\$5,250	\$5,250	\$5,500	\$5,500
<b>DIVISION 2—LOAD CARRYING TRAILERS</b>				
The amount calculated using the formula: $\$250 \times \text{Number of axles}$				
<b>DIVISION 3—BUSES</b>				
Bus Type	2-axle	3-axle		
– Bus (type 1)	\$300	—		
– Bus (type 2)	\$500	\$1,250		
– Articulated bus	—	\$500		
<b>DIVISION 4—SPECIAL PURPOSE VEHICLES</b>				
– Special purpose vehicle (type 1)	No charge			
– Special purpose vehicle (type 2)	The amount calculated using the formula: $\$250 + \$250 \times \text{Number of axles in excess of 2}$			

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

**SCHEDULE—continued**

**PART 3—CHARGES FOR THE GRANT OF A PERMIT TO  
CARRY AN INDIVISIBLE LOAD ON A VEHICLE WITH A  
LOADED MASS EXCEEDING 125 TONNES**

The charge for the grant of a permit to operate a vehicle, or a combination of vehicles with a loaded mass exceeding 125 tonnes and that is carrying an indivisible load is to be worked out using the formula:

$$\mathbf{K \times 4 \text{ cents} \times N}$$

where:

**K** is the number of kilometres involved in the journey; and

**N** is a number ascertained in accordance with the regulations.



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