

# Heavy Vehicle Charges Model Law

as at 1 July 2024

As approved by the Transport and Infrastructure Council

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Committee

This is a consolidated version of the *Heavy Vehicle Charges Model Law*. This Law is a national model law and is intended to provide the basis for nationally consistent transport laws. This Law does not, by itself, have any legal effect

# Heavy Vehicle Charges Model Law

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# Heavy Vehicle Charges Model Law

## Part 1 Preliminary

### 1 Name

This is the *Heavy Vehicle Charges Model Law*.

### 2 Purpose

The purpose of this Model Law is to set—

- (a) the annual registration charges and permit fees that are to apply to various heavy road transport vehicles from 1 July 2024 to 30 June 2025, and
- (b) the road component of the annual registration charges for the following financial year periods—
  - (i) from 1 July 2024 to 30 June 2025,
  - (ii) from 1 July 2025 to 30 June 2026.

**Note.** It is intended that this Model Law operates from 1 July 2024 instead of previous model provisions.

### 3 Application

This Model Law applies to heavy vehicles that have an MRC (Mass Rating for Charging) of more than 4.5 tonnes.

**Note.** Definitions of terms used in this Model Law such as “MRC” are set out in the Dictionary in Schedule 3.

## Part 2 Charges and fees

### 4 Annual registration charges and road components

- (1) The annual registration charge for a vehicle to which this Model Law applies for the 2024–2025 financial year is the sum of the relevant amounts set out in Tables 1b and 2 for the vehicle.

**Note.** The annual registration charge for a vehicle is made up of 2 separate components: a road component, which is designed to recover expenditure relating to roads that can be attributed to the use of heavy vehicles either generally or particularly; and a regulatory component, which is designed to recover expenditure related to the regulation of heavy vehicles. It is the intention of the Council that the regulatory component will be paid to the National Heavy Vehicle Regulator, subject to offsets where jurisdictions provide regulatory services under service level agreements.

For example, for the financial year period from 1 July 2024 to 30 June 2025, the annual registration charge for a truck (type 1) with 2 axles is \$684, which is the sum of \$485 shown in Table 1b for that type of truck and \$199 shown in Table 2 for that type of truck.

- (2) The road component of the annual registration charges is—
  - (a) for the financial year period from 1 July 2024 to 30 June 2025—the amount set

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out in Table 1b for the vehicle, and

- (b) for the financial year period from 1 July 2025 to 30 June 2026—the amount set out in Table 1c for the vehicle.

Table 1b

## Road component of annual registration charges

1 July 2024 – 30 June 2025

## Division 1—Load carrying vehicles

Vehicle type	2 axles	3 axles	4 axles	5 or more axles
<b>Trucks</b>				
Truck (type 1)	\$485	\$876	\$876	\$876
Truck (type 2)	\$876	\$994	\$994	\$994
Short combination truck	\$876	\$994	\$1,993	\$1,993
Medium combination truck	\$10,839	\$10,839	\$11,707	\$11,707
Long combination truck	\$14,985	\$14,985	\$14,985	\$14,985
<b>Prime movers</b>				
Short combination prime mover	\$847	\$4,831	\$5,193	\$5,193
Multi-combination prime mover	\$12,255	\$12,255	\$13,481	\$13,481

## Division 2—Load carrying trailers

Trailer type	Charge per axle			
	Single axle	Tandem axle group	Tri-axle group	Quad-axle group and above
Pig trailer	\$720	\$720	\$720	\$720
Dog trailer	\$720	\$720	\$720	\$720
Semi trailer	\$720	\$915	\$650	\$488
B-double lead trailer and B-triple lead and middle trailers	\$720	\$915	\$650	\$488
Converter dolly or low loader dolly	\$0	\$0	\$0	\$0

**Note.** All axles on a dog trailer are treated as part of one group for registration charging purposes. For example, a dog trailer with a single axle at the front and a tandem axle at the rear is treated as a tri-axle group for registration charging purposes.

## Division 3—Buses

Bus type	2 axles	3 axles	4 or more axles
Bus (type 1)	\$363		
Bus (type 2)	\$376	\$2,751	\$2,751
Articulated bus		\$376	\$376

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**Division 4—Special purpose vehicles**

**Vehicle type**

Special purpose vehicle (type P)	No charge
Special purpose vehicle (type T)	\$353
Special purpose vehicle (type O)	Calculated using the formula: \$441 + (\$441 x number of axles over 2)

**Table 1c**

**Road component of annual registration charges**

**1 July 2025 – 30 June 2026**

**Division 1—Load carrying vehicles**

<b>Vehicle type</b>	<b>2 axles</b>	<b>3 axles</b>	<b>4 axles</b>	<b>5 or more axles</b>
<b>Trucks</b>				
Truck (type 1)	\$512	\$942	\$942	\$942
Truck (type 2)	\$942	\$1,069	\$1,069	\$1,069
Short combination truck	\$942	\$1,069	\$2,106	\$2,106
Medium combination truck	\$11,652	\$11,652	\$12,585	\$12,585
Long combination truck	\$16,109	\$16,109	\$16,109	\$16,109
<b>Prime movers</b>				
Short combination prime mover	\$895	\$5,105	\$5,488	\$5,488
Multi-combination prime mover	\$12,950	\$12,950	\$14,245	\$14,245

**Division 2—Load carrying trailers**

<b>Trailer type</b>	<b>Charge per axle</b>			
	<b>Single axle</b>	<b>Tandem axle group</b>	<b>Tri-axle group</b>	<b>Quad-axle group and above</b>
Pig trailer	\$761	\$761	\$761	\$761
Dog trailer	\$761	\$761	\$761	\$761
Semi trailer	\$761	\$967	\$687	\$516
B-double lead trailer and B-triple lead and middle trailers	\$761	\$967	\$687	\$516
Converter dolly or low loader dolly	\$0	\$0	\$0	\$0

**Note.** All axles on a dog trailer are treated as part of one group for registration charging purposes. For example, a dog trailer with a single axle at the front and a tandem axle at the rear is treated as a tri-axle group for registration charging purposes.

**Division 3—Buses**

<b>Bus type</b>	<b>2 axles</b>	<b>3 axles</b>	<b>4 or more axles</b>
Bus (type 1)	\$384		
Bus (type 2)	\$404	\$2,957	\$2,957

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Articulated bus	\$404	\$404
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**Division 4—Special purpose vehicles**

**Vehicle type**

Special purpose vehicle (type P)	No charge
Special purpose vehicle (type T)	\$373
Special purpose vehicle (type O)	Calculated using the formula: \$466 + (\$466 x number of axles over 2)

**Table 2**

**Regulatory component of annual registration charges**

**1 July 2024 – 30 June 2025**

**Division 1—Load carrying vehicles**

Vehicle type	2 axles	3 axles	4 axles	5 or more axles
<b>Trucks</b>				
Truck (type 1)	\$199	\$235	\$250	\$250
Truck (type 2)	\$260	\$332	\$353	\$353
Short combination truck	\$291	\$370	\$354	\$354
Medium combination truck	\$663	\$663	\$717	\$717
Long combination truck	\$916	\$916	\$916	\$916
<b>Prime movers</b>				
Short combination prime mover	\$413	\$413	\$413	\$413
Multi-combination prime mover	\$933	\$933	\$1,025	\$1,025

**Division 2—Load carrying trailers**

Trailer type	Charge per axle			
	Single axle	Tandem axle group	Tri-axle group	Quad-axle group and above
Pig trailer	\$55	\$28	\$18	\$14
Dog trailer	\$55	\$28	\$18	\$14
Semi trailer	\$55	\$28	\$18	\$14
B-double lead trailer and B-triple lead and middle trailers	\$55	\$28	\$18	\$14
Converter dolly or low loader dolly	\$55	\$28	\$18	\$14

**Note.** All axles on a dog trailer are treated as part of one group for registration charging purposes. For example, a dog trailer with a single axle at the front and a tandem axle at the rear is treated as a tri-axle group for registration charging purposes.

**Division 3—Buses**

Bus type	2 axles	3 axles	4 or more axles
Bus (type 1)	\$208		

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Bus (type 2)	\$341	\$423	\$423
Articulated bus		\$338	\$338

**Division 4—Special purpose vehicles****Vehicle type**

Special purpose vehicle (type P)	No charge
Special purpose vehicle (type T)	\$206
Special purpose vehicle (type O)	\$206

**5 Annual registration charges: after 30 June 2024**

- (1) The annual registration charges for vehicles to which this Model Law applies for any financial year commencing after 30 June 2024 are to be fixed under this section, except in relation to a financial year for which a determination is published in conformity with section 6.
- (2) The annual registration charge for a vehicle to which this Model Law applies for any financial year after 30 June 2024 (the *relevant financial year*) is to be calculated in accordance with subsections (2A)–(2C).
- (2A) The road component is—
- (a) if an amount is prescribed under section 4(2) for the financial year—the amount for the vehicle for the financial year period in the relevant financial year, or
  - (b) otherwise—
    - (i) the road component of the annual registration charge that was payable for the vehicle for the financial year immediately preceding the relevant financial year (the *road component of the previous annual registration charge*) is to be multiplied by the annual adjustment factor percentage determined under Schedule 1 for the relevant financial year, and
    - (ii) the result is to be added to, or subtracted from (if the percentage is negative), the road component of the previous annual registration charge, and
    - (iii) the result is to be rounded up or down to the nearest whole dollar amount (rounding an amount of 50 cents upwards), and
    - (iv) the result is the road component of the annual registration charge for the vehicle for the relevant financial year.
- (2B) The regulatory component of the annual registration charge for the vehicle is—
- (a) if an amount is set out in Table 2 in section 4 for the financial year—the amount for the vehicle for the financial year period in the relevant financial year, or
  - (b) otherwise—an amount to be determined by reference to the most recent table

published by the National Transport Commission.

- (2C) The amount determined under subsection (2A) as the road component is to be added to the regulatory component determined under subsection (2B) and the result is the annual registration charge for the vehicle for the relevant financial year.

- (3) In this section—

**most recent table** means the table published for the purpose of determining the regulatory component (whether published for the relevant financial year or for any other financial year) in the last annual report of the National Transport Commission that was tabled in each House of the Parliament of the Commonwealth before the start of the relevant financial year.

## **6 Determination of annual registration charges: after 30 June 2026**

- (1) For a financial year commencing after 30 June 2026, the annual registration charges fixed under this section for vehicles to which this Model Law applies for a financial year apply instead of the charges fixed under section 5.

**Note.** If any registration charges are fixed under this section for a financial year, they replace all registration charges that would otherwise be applicable under section 5 for that year.

- (2) The annual registration charges for vehicles for the financial year are fixed under this section by a determination made by the Council on or before 28 February immediately before that financial year, but only if the National Transport Commission has published the determination in the Commonwealth Government Gazette on or before that date.
- (3) A determination may apply for one financial year or for two or more consecutive financial years, but nothing in this subsection prevents more than one determination being made so long as they are made for consecutive financial years.
- (4) Subsections (1)–(3) expire if:
- (a) a determination has not been published for the 2024–2025 financial year on or before the preceding 28 February (in which case the expiry takes effect on the day after that date), or
  - (b) a determination has been published for a financial year and a further determination has not been published for the next financial year on or before 28 February immediately before that next financial year (in which case the expiry takes effect on the day after that date).

## **7 Meaning of previous annual registration charge**

- (1) A reference to the **previous annual registration charge** for a vehicle in section 5 is a reference to the charge that was payable for the vehicle under this Model Law had the vehicle been registered for the entire relevant financial year, and regardless of whether the amount of the charge was paid or not.

**Note.** Accordingly, if the annual registration charge for a year (**year 1**) was fixed under section 6 but not for the following year (**year 2**), the charge for year 2 would



be fixed under section 5 based on the charge for year 1 (ie as fixed under section 6).

- (2) Subsection (1) applies to a vehicle even if the charge was not payable in respect of the relevant financial year referred to in that subsection.

**Note.** For example, the charge may not have been payable for the previous financial year because the vehicle did not then exist.

## 8 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 tonnes 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 3;

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

**Table 3**

### Equivalent standard axles for rows of tyres across trailers

<b>Part A Trailers with rows of 8 tyres</b>	
<b>Column 1</b>	<b>Column 2</b>
<b>Average load per row (tonnes)</b>	<b>Equivalent standard axles per row</b>
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**

<b>Column 1</b>	<b>Column 2</b>
<b>Average load per row (tonnes)</b>	<b>Equivalent standard axles per row</b>
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	3.4
12 or more	4.6

- (2) For the purposes of Table 3, 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 section, *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.

## **9 Vehicles in 2 or more categories**

If a vehicle falls within 2 or more categories of vehicle that are relevant to this Model Law, the charge for the vehicle is the higher or highest of the charges that could apply to the vehicle.

## **10 Regulations**

[Usual provision to be inserted by the jurisdictions.]

## Schedule 1 Annual adjustment factor

### 1 Annual adjustment factor

- (1) The annual adjustment factor for a financial year (the *relevant year*) is to be calculated in accordance with this clause.
- (2) First, the Revised Adjusted Base Cost (*RABC*) is to be calculated in accordance with Schedule 2.
- (3) Next, the following formula is to be applied:

$$\left( \frac{(RABC - FR - RR)}{(FR + RR)} \right) \times 100$$

where:

*FR* is the estimated total amount of the road user charge as calculated in accordance with clause 2.

*RR* is the estimated revenue raised in relation to heavy vehicles by the road component of registration charges in Australia as calculated in accordance with clause 3.

- (4) Finally, the amount determined under subclause (3) is to be rounded up or down to one decimal place (rounding an amount of 0.05 upwards).
- (5) The result is the annual adjustment factor expressed as a percentage.

### 2 Calculation of the estimated total amount of the road user charge

- (1) The estimated total amount of the road user charge (*FR*) is to be calculated in accordance with this clause.
- (2) First, the following formula is to be applied:

$$TFU \times RUC$$

where:

*TFU* is the total fuel use by heavy vehicles in litres determined by adding together the estimated annual fuel use shown in the most recent annual report of the National Transport Commission for each category of heavy vehicle.

*RUC* is the road user charge rate (expressed in dollars) for the previous year that applied under section 43-10 of the *Fuel Tax Act 2006* of the Commonwealth, or if more than one rate applied in that year, the last rate that applied in that year.

- (3) Second, the amount determined under subclause (2) is to be divided by 1,000, 000.
- (4) Third, the amount determined under subclause (3) is to be rounded up or down to 2 decimal places (rounding an amount of 0.005 upwards).
- (5) The result is the estimated total amount of the road user charge.

- (6) In this clause:

*most recent annual report* of the National Transport Commission means the last annual report of the Commission that was tabled in each House of the Parliament of the Commonwealth before the start of the relevant year.

*previous year* means the financial year that immediately preceded the relevant year.

*relevant year* means the financial year for which the annual adjustment factor is being calculated.

### **3 Calculation of estimated revenue raised from the road component of registration charges**

- (1) The estimated revenue raised in relation to heavy vehicles by the road component of registration charges in Australia (*RR*) is to be calculated in accordance with this clause.
- (2) First, the following formula is to be applied:

$HV + TRR$

where:

*HV* is the sum of the amounts shown in the most recent annual report of the National Transport Commission as the estimated revenue from the road component of registration charges for vehicles excluding trailers for each category of heavy vehicle.

*TRR* is the sum of the amounts shown in the most recent annual report of the National Transport Commission as the estimated registration charges for trailers for each category of heavy vehicle.

- (3) Second, the amount determined under subclause (2) is to be divided by 1,000,000.
- (4) Third, the amount determined under subclause (3) is to be rounded up or down to 2 decimal places (rounding an amount of 0.005 upwards).
- (5) The result is the estimated revenue raised from the road component of registration charges for heavy vehicles in Australia.
- (6) In this clause:

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

## Schedule 2 Calculation of RABC (Revised Adjusted Base Cost)

### 1 Revised Adjusted Base Cost

The Revised Adjusted Base Cost (*RABC*) for a financial year (the *relevant year*) needed to enable the calculation of the annual adjustment factor for that year is to be calculated in accordance with this Schedule (see clause 1 (2) of Schedule 1).

### 2 Definitions

In this Schedule:

*AGM-km* (Average Gross Mass-km), in respect of a group of vehicles, is an average derived from estimated aggregates of the total mass of each vehicle in the group and its load multiplied by the estimated total distance travelled by the vehicle in the relevant period.

*Allocable Road Expenditure Table* means the Table headed “Allocable Road Expenditure” published in the most recent annual report of the National Transport Commission.

*Cost Allocation Rules Table* means the Table headed “Cost Allocation Rules” published in the most recent annual report of the National Transport Commission.

*ESA-km* (Equivalent Standard Axle-km), in respect of a group of vehicles, is an average derived from estimated aggregates of the relative pavement wear associated with different loads, axle groups and tyre configurations and is calculated for each vehicle in the group by multiplying the sum of the equivalent standard axles for each of the rows of tyres of the vehicle by the estimated total distance travelled by the vehicle in the relevant period.

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

*PCU-km* (Passenger Car Unit-km), in respect of a group of vehicles, is an average derived from estimated aggregates of the passenger car equivalent units of each of the vehicles in the group (which is a measure of occupied road space) multiplied by the total distance travelled by the vehicle in the relevant period.

*Road Usage Parameters Table* means the Table headed “Road Usage Parameters” published in the most recent annual report of the National Transport Commission.

*VKT* (Vehicle Kilometres Travelled), in respect of a group of vehicles, is an average derived from the estimated aggregate kilometres travelled by the vehicles in the relevant period.

### 3 Rounding

The result of a final calculation made for the purpose of this Schedule in accordance with clause 7 is to be rounded up or down to one decimal place (rounding an amount of 0.05 upwards).

### 4 Interim calculations

The following steps need to be taken in turn for each category of expenditure

shown in the Allocable Road Expenditure Table:

*1. Determine the amount attributable to arterial roads*

Take the amount shown as the Arterial Roads Total for that category (**ART**). This amount needs to be adjusted to take account of the most appropriate weighting of methods of measuring road use and to isolate the heavy vehicle component of the road use. This is achieved by taking the following 5 substeps:

***Substep 1 – take account of the vehicle kilometres travelled parameter and the heavy vehicle component***

- (a) Multiply ART by the percentage shown in the Cost Allocation Rules Table for the category with respect to VKT. If no percentage is shown, the result is zero.
- (b) If the result is zero, go to (d) below.
- (c) If the result is not zero, multiply the result by the HV% shown in the Road Usage Parameters Table for Arterial for VKT.
- (d) The result is Arterial Interim Amount 1 (***AIA(1)***).

***Substep 2 – take account of the passenger car unit-km parameter and the heavy vehicle component***

- (a) Multiply ART by the percentage shown in the Cost Allocation Rules Table for the category with respect to PCU-km. If no percentage is shown, the result is zero.
- (b) If the result is zero, go to (d) below.
- (c) If the result is not zero, multiply the result by the HV% shown in the Road Usage Parameters Table for Arterial for PCU-km.
- (d) The result is Arterial Interim Amount 2 (***AIA(2)***).

***Substep 3 – take account of the equivalent standard axle-km parameter and the heavy vehicle component***

- (a) Multiply ART by the percentage shown in the Cost Allocation Rules Table for the category with respect to ESA-km. If no percentage is shown, the result is zero.
- (b) If the result is zero, go to (d) below.
- (c) If the result is not zero, multiply the result by the HV% shown in the Road Usage Parameters Table for Arterial for ESA-km.
- (d) The result is Arterial Interim Amount 3 (***AIA(3)***).

***Substep 4 – take account of the average gross mass-km parameter and the heavy vehicle component***

- (a) Multiply ART by the percentage shown in the Cost Allocation Rules Table for the category with respect to AGM-km. If no percentage is shown, the result is zero.
- (b) If the result is zero, go to (d) below.
- (c) If the result is not zero, multiply the result by the HV% shown in the Road Usage Parameters Table for Arterial for AGM-km.
- (d) The result is Arterial Interim Amount 4 (***AIA(4)***).

***Substep 5 – add up the interim amounts***

Add together AIA(1), AIA(2), AIA(3) and AIA(4). The result is the Total Arterial Amount.

***2. Determine the amount attributable to local roads***

Take the amount shown as the Local Roads Total for that category (***LRT***). This amount needs to be adjusted to take account of the most appropriate weighting of methods of measuring road use and to isolate the heavy vehicle component of the road use. This is achieved by taking the following 5 substeps:

***Substep 1 – take account of the vehicle kilometres travelled parameter and the heavy vehicle component***

- (a) Multiply LRT by the percentage shown in the Cost Allocation Rules Table for the category with respect to VKT. If no percentage is shown, the result is zero.
- (b) If the result is zero, go to (d) below.
- (c) If the result is not zero, multiply the result by the HV% shown in the Road Usage Parameters Table for Local for VKT.
- (d) The result is Local Roads Interim Amount 1 (***LRIA(1)***).

***Substep 2 – take account of the passenger car unit-km parameter and the heavy vehicle component***

- (a) Multiply LRT by the percentage shown in the Cost Allocation Rules Table for the category with respect to PCU-km. If no percentage is shown, the result is zero.
- (b) If the result is zero, go to (d) below.
- (c) If the result is not zero, multiply the result by the HV% shown in the Road Usage Parameters Table for Local for PCU-km.

- (d) The result is Local Roads Interim Amount 2 (*LRIA(2)*).

*Substep 3 – take account of the equivalent standard axle-km parameter and the heavy vehicle component*

- (a) Multiply LRT by the percentage shown in the Cost Allocation Rules Table for the category with respect to ESA-km. If no percentage is shown, the result is zero.
- (b) If the result is zero, go to (d) below.
- (c) If the result is not zero, multiply the result by the HV% shown in the Road Usage Parameters Table for Local for ESA-km.
- (d) The result is Local Roads Interim Amount 3 (*LRIA(3)*).

*Substep 4 – take account of the average gross mass-km parameter and the heavy vehicle component*

- (a) Multiply LRT by the percentage shown in the Cost Allocation Rules Table for the category with respect to AGM-km. If no percentage is shown, the result is zero.
- (b) If the result is zero, go to (d) below.
- (c) If the result is not zero, multiply the result by the HV% shown in the Road Usage Parameters Table for Local for AGM-km.
- (d) The result is Local Roads Interim Amount 4 (*LRIA(4)*).

*Substep 5 – add up the interim amounts*

Add together LRIA(1), LRIA(2), LRIA(3) and LRIA(4). The result is the Total Local Roads Amount.

*3. Add up the arterial and local roads results*

Add the Total Arterial Amount from substep 5 of step 1 and the Total Local Roads Amount from substep 5 of step 2 together. The result is the Total Relevant Amount for that category.

## **5 Initial Base Cost**

Then the Total Relevant Amounts for each of the 10 categories should be added together. The result is the Initial Base Cost (*IBC*) for the relevant year.



**6 Base Cost Adjustment Factor**

Calculate the Base Cost Adjustment Factor (*BCAF*) using the following formula:

$$BCAF = \frac{IBC_{current\ year} - IBC_{previous\ year}}{IBC_{previous\ year}}$$

where:

*IBC* is the Initial Base Cost calculated in accordance with clause 5.

**Note.** See the annual report of the Commission for the previous year for figures for the formula in this clause in relation to the IBC for the previous year.

**7 Final calculation**

Calculate the RABC using the following formula:

$$RABC = PRABC \times (1 + BCAF)$$

where:

*PRABC* is the Revised Adjusted Base Cost derived in calculating the annual adjustment factor in the previous financial year.

*RABC* is the Revised Adjusted Base Cost.

*BCAF* is the Base Cost Adjustment Factor calculated in accordance with clause 6.

The result is the RABC for the relevant year.

**8 Transitional provision in relation to the calculation of the annual adjustment factor for 2026–2027**

Despite anything to the contrary in this Schedule, for the purpose of calculating the RABC for the 2026–2027 financial year, the PRABC in clause 7 is \$5,193.374713.

## Schedule 3 Dictionary

### 1 Definitions

In this Model Law:

**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 one or more shafts positioned in a line across a vehicle, on which one 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 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 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* of the Commonwealth.

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

**Note.** This definition differs from that found in other legislation dealing with heavy vehicles.

**Council** means the Transport and Infrastructure Council (which consists of Ministers) or any successor body.

**dog trailer** means a trailer with:

- (a) one axle group or single axle at the front that is steered by connection to the towing vehicle by a drawbar, and

- (b) one 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.

**financial year** means a period starting immediately after midnight on 30 June and ending at midnight on the next 30 June.

**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 metre 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 one 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 one trailer.

**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.

**Note.** **GVM** means Gross Vehicle Mass, **GTMR** means Gross Trailer Mass Rating, and **ATM** means Aggregate Trailer Mass.

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

**National Heavy Vehicle Regulator** means the National Heavy Vehicle Regulator referred to in section 656 of Schedule 1 to the *Heavy Vehicle National Law Act 2012* of Queensland.

**National Transport Commission** means the National Transport Commission established by the *National Transport Commission Act 2003* of the Commonwealth.

**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 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.

**Registration Authority** means the authority that is responsible for registering vehicles.

**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 a law of a State or Territory of the Commonwealth.

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

- (a) one 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 one semi trailer.

**short combination truck** means a truck nominated to haul one 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 tonnes 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 metre.

**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 declared by the regulations to be a special purpose vehicle for the purposes of this definition.

**Note.** Clause 4 contains an interpretation provision affecting this definition.

**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 one axle or axle group loaded in excess of the axle load limits specified in Table 4.

**Note.** 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 4.

Table 4

## Axle load limits

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

**Note.** 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 4 under the definition of **special purpose vehicle (type O)**.

**Note.** 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 one axle or axle group loaded in excess of the axle load limits specified in Table 4 under that definition.

**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 metre but not more than 2 metres.

**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 metres, but not more than 3.2 metres.

**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 tonnes, or
- (b) 3 axles and an MRC not exceeding 16.5 tonnes, or
- (c) 4 or more axles and an MRC not exceeding 20 tonnes.

**truck (type 2)** means a truck that has:

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

**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 metre, but not more than 2 metres.

**vehicle** includes a trailer.

**2 Close-spaced axles**

- (1) For the purposes of this Model Law (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 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.
- (2) A reference to a distance in subclause (1) is a reference to the horizontal distance between the centre-lines of:
- (a) in the case of subclause (1) (a), the 2 axles, and
  - (b) in any other case, the outermost axles.

**3 Determination of number of trailers**

For the purposes of 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 one trailer, and
- (b) a low loader dolly and a low loader when used together are to be regarded as one trailer.

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

**4 Special purpose vehicles**

In paragraph (a) of the definition of *special purpose vehicle* in clause 1:

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

**Note.** 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.