The Australian Transport Council (now known as the Standing Committee on Transport and Infrastructure) agreed in February 2008 that heavy vehicle charges (including the registration and fuel-based charges) should be adjusted annually to maintain recovery of road costs. The National Transport Commission (NTC) is responsible for reviewing national heavy vehicle charges and calculating the annual adjustment. The revenue recovered through heavy vehicle charges contributes to building better and safer roads and maintaining the current network.

Heavy vehicle registration charges are automatically adjusted each year by the annual adjustment factor under relevant regulations and laws in each state and territory. The NTC uses an economic formula (the annual adjustment formula) as documented in the Model Heavy Vehicle Charges Act to determine the annual adjustment factor. This formula takes into account changes in road expenditure and changes in heavy vehicle road use.

Based on the application of this formula, the NTC has calculated that the annual adjustment to be implemented from 1 July 2013 is 2.5%. The methodology used to calculate the annual adjustment factor is documented in the NTC heavy vehicle road user charge annual adjustment consultation report, published February 2013.

Table 1 shows the heavy vehicle registration schedule to apply from 1 July 2013 for all vehicle types.

Table 2 shows the charges for a selection of heavy vehicle types.
Table 1 2013 Registration Charges for Heavy Vehicles

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>2 axle</th>
<th>3 axle</th>
<th>4 axle</th>
<th>5 axle</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIVISION 1 - LOAD CARRYING VEHICLES ($)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trucks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck (type 1)</td>
<td>556</td>
<td>880</td>
<td>778</td>
<td>778</td>
</tr>
<tr>
<td>Truck (type 2)</td>
<td>880</td>
<td>1,047</td>
<td>1,047</td>
<td>1,047</td>
</tr>
<tr>
<td>Short combination truck</td>
<td>880</td>
<td>1,047</td>
<td>1,900</td>
<td>1,900</td>
</tr>
<tr>
<td>Medium combination truck</td>
<td>6,953</td>
<td>6,953</td>
<td>7,509</td>
<td>7,509</td>
</tr>
<tr>
<td>Long combination truck</td>
<td>9,595</td>
<td>9,595</td>
<td>9,595</td>
<td>9,595</td>
</tr>
<tr>
<td>Prime Movers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Short combination prime mover</td>
<td>1,193</td>
<td>4,863</td>
<td>5,156</td>
<td>5,156</td>
</tr>
<tr>
<td>Multi-combination prime mover</td>
<td>9,693</td>
<td>9,693</td>
<td>10,662</td>
<td>10,662</td>
</tr>
<tr>
<td>DIVISION 2 - LOAD CARRYING TRAILERS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Axle group type (per axle charge ($))</td>
<td>Single</td>
<td>Tandem</td>
<td>Tri-axle</td>
<td>Quad-axle</td>
</tr>
<tr>
<td>Trailer Type</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pig Trailer</td>
<td>564</td>
<td>564</td>
<td>564</td>
<td>564</td>
</tr>
<tr>
<td>Dog Trailer</td>
<td>564</td>
<td>564</td>
<td>564</td>
<td>564</td>
</tr>
<tr>
<td>Semi Trailer</td>
<td>564</td>
<td>564</td>
<td>564</td>
<td>564</td>
</tr>
<tr>
<td>B-double lead trailer and B-triple lead and middle trailers</td>
<td>564</td>
<td>1,076</td>
<td>1,128</td>
<td>1,128</td>
</tr>
<tr>
<td>Converter dolly or low loader dolly</td>
<td>564</td>
<td>564</td>
<td>564</td>
<td>564</td>
</tr>
<tr>
<td>DIVISION 3 – BUSES ($)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Type</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus (type 1)</td>
<td>500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus (type 2)</td>
<td>500</td>
<td>2,490</td>
<td>2,490</td>
<td></td>
</tr>
<tr>
<td>Articulated bus</td>
<td>500</td>
<td></td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>DIVISION 4 - SPECIAL PURPOSE VEHICLES</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special purpose vehicle (type P)</td>
<td>No charge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special purpose vehicle (type T)</td>
<td>299</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special purpose vehicle (type O)</td>
<td>374</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calculated using the formula:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>374 + (374 x number of axles over 2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

See the Model Heavy Vehicle Charges Act for complete definitions of vehicle types. This includes:
Truck (type 1) means a rigid truck under 12.0t (2 axles), 16.5t (3 axles) or 20t (4 or more axles)
Truck (type 2) means a rigid truck over 12.0t (2 axles), 16.5t (3 axles) or 20t (4 or more axles)
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.
### Table 2: Current and July 2013 Heavy Vehicle Registration Charges (Selected Vehicles)

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Mass</th>
<th>July 2012 charge</th>
<th>July 2013 charge</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Up to 12.0t</td>
<td>$542</td>
<td>$556</td>
</tr>
<tr>
<td></td>
<td>Over 12.0t</td>
<td>$859</td>
<td>$880</td>
</tr>
<tr>
<td></td>
<td>Under 42.5t</td>
<td>$859 + $1,100 = $1,959</td>
<td>$880 + $1,128 = $2,008</td>
</tr>
<tr>
<td></td>
<td>Up to 16.5t</td>
<td>$859</td>
<td>$880</td>
</tr>
<tr>
<td></td>
<td>Over 16.5t</td>
<td>$1,021</td>
<td>$1,047</td>
</tr>
<tr>
<td></td>
<td>Under 42.5t</td>
<td>$1,021 + $1,650 = $2,671</td>
<td>$1,047 + $1,692 = $2,739</td>
</tr>
<tr>
<td></td>
<td>Over 42.5t</td>
<td>$6,783 + $1,650 = $8,433</td>
<td>$6,953 + $1,692 = $8,645</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$6,783 + $2,200 = $8,983</td>
<td>$6,953 + $2,256 = $9,209</td>
</tr>
<tr>
<td></td>
<td>Up to 20.0t</td>
<td>$759</td>
<td>$778</td>
</tr>
<tr>
<td></td>
<td>Over 20.0t</td>
<td>$1,021</td>
<td>$1,047</td>
</tr>
<tr>
<td></td>
<td>Up to 12.0t</td>
<td>$488</td>
<td>$500</td>
</tr>
<tr>
<td></td>
<td>Over 12.0t</td>
<td>$488</td>
<td>$500</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$2,429</td>
<td>$2,490</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$4,744 + $1,650 = $6,394</td>
<td>$4,863 + $1,692 = $6,555</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$9,457 + $4,950 = $14,407</td>
<td>$9,693 + $5,076 = $14,769</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$9,457 + $4,400 = $13,857</td>
<td>$9,693 + $4,512 = $14,205</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$9,457 + $7,150 = $16,607</td>
<td>$9,693 + $7,332 = $17,025</td>
</tr>
</tbody>
</table>