Heavy vehicle charges consultation report

October 2025

National Transport Commission

Report Outline

Title	Heavy vehicle charges consultation report
Type of report	Consultation report
Purpose	For public consultation of proposed increases to heavy vehicle charges
Abstract	The purpose of this report is to support public consultation on the Infrastructure and Transport Ministers Meeting's (ITMM's) preferred heavy vehicle charge increase of 6 per cent for 2026-27 under the current Pay As You Go charging model.
Submission details	The NTC will accept submissions until 12 Dec 2025 online at www.ntc.gov.au or by mail to: National Transport Commission Public submission – Heavy vehicle charges consultation report Level 3, 600 Bourke Street Melbourne VIC 3000
Attribution	Source: National Transport Commission, Heavy vehicle charges consultation report 2025
Key words	Road User Charge, heavy vehicle charges, registration charges, road expenditure, charges revenue, cost base
Contact	National Transport Commission Level 3/600 Bourke Street Melbourne VIC 3000 Ph: (03) 9236 5000 Email: enquiries@ntc.gov.au www.ntc.gov.au

Have your say

What to submit and by whom

- The NTC would like to hear from industry and the public.
- The NTC welcomes submissions that respond to the issues raised in this paper.

Consultation questions

Question 1: What are your views on the preferred heavy vehicle charge increase of 6 per cent in 2026–27.

Any information provided on this question will help inform Ministers about the broader context in which their final decision on heavy vehicle charges will be made.

When to submit

We are seeking submissions on this consultation report by 12 December 2025.

How to submit

Any individual or organisation can make a submission to the NTC by:

- Visiting www.ntc.gov.au and select 'Submissions' in the top navigation menu, or
- Posting a hard copy to:

  National Transport Commission
  Public submission – Heavy vehicle charges consultation report
  Level 3, 600 Bourke Street
  Melbourne VIC 3000.

Where possible, you should provide evidence, such as data and documents, to support the views in your submission.

Publishing your submission

Unless you clearly ask us not to, we publish all the submissions we receive online. We will not publish submissions that contain defamatory or offensive content.

The Freedom of Information Act 1982 (Cwlth) applies to the NTC.

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Executive summary

Introduction

The Infrastructure and Transport Ministers Meeting (ITMM) has directed the NTC to undertake a public consultation process on the agreed preferred 6 per cent increase to heavy vehicle charges in 2026–27.

This consultation paper supports the Minister for Infrastructure, Transport, Regional Development and Local Government's obligations as Transport Minister under the Fuel Tax Act 2006 (Cth).

Current situation – heavy vehicle cost recovery

The NTC estimates that the heavy vehicle cost base for the 2024-25 financial year is $6.3 billion. To ensure governments fully recover the amount spent on providing roads to heavy vehicles in 2026–27, the NTC estimates that current heavy vehicle charges would need to increase by 19 per cent in 2026–27.

Increase to heavy vehicle charges

The preferred increase of 6.0 per cent is to be applied to the roads component of registration charges and to the Road User Charge (RUC) in 2026-27. Subject to the Commonwealth Transport minister's final decision, the RUC rate will increase from 32.4 cents per litre to 34.3 cents per litre on 1 July 2026.

Question 1: What are your views on the preferred heavy vehicle increase of 6 per cent in 2026–27.

1 Introduction

Key points

ITMM has asked the NTC to consult on a preferred heavy vehicle charge increase of 6.0 per cent in 2026–27 under the current Pay As You Go charging model.

1.1 The NTC's responsibilities

The National Transport Commission (NTC) has ongoing responsibilities for recommending heavy vehicle charges to ITMM. These charges are intended to apply nationally and are set to fully recover the share of road construction and maintenance costs that can be allocated to heavy vehicles.

1.2 Previous decision on heavy vehicle charges

In May 2023, ITMM approved increases to the roads component of heavy vehicle registration charges and the RUC by 6.0 per cent per year for the three years from 2023-24 to 2025-26. This decision was made on the basis that the level of increase was considered by Ministers to strike the right balance between the need to move back towards cost-recovery of the heavy vehicle share of road expenditure and the need to minimise impacts on this vital industry.

1.3 ITMM consideration

National heavy vehicle charges are designed to recover the heavy vehicle share of road expenditure. The heavy vehicle cost base increased from $6.0 billion in 2023-24 to $6.3 billion in 2024-25.

ITMM has asked for consultation on a preferred increase to charges of 6.0 per cent in 2026–27[1]. This proposed increase is consistent with the previous decision that charges be increased by 6.0 per cent per year from 2023–24 to 2025–26, which was the subject of public consultation in late 2022 and early 2023.

The proposed increase is expected to be less than the amount necessary to fully recover the heavy vehicle share of recent road construction and maintenance costs in 2026–27.

[1] As per the 11 August 2025 ITMM Communique, Queensland did not support the proposed heavy vehicle charge increase of 6 per cent for 2026-27 and is considering its approach.

1.4 Direction to the NTC

On 11 August 2025, ITMM requested the NTC to undertake a public consultation process on a preferred increase of 6.0 per cent to heavy vehicle charges in 2026–27. This consultation process will satisfy the requirement for the Minister for Infrastructure, Transport, Regional Development and Local Government (the Minister) to consult on this increase under the Fuel Tax Act 2006 (Cth).

Under the Fuel Tax Act 2006 (Cth), prior to determining to increase the RUC, the Minister is required to make public the proposed increased rate of the RUC, and any information relied upon in reaching the proposed increase, for at least 60 days, and must consider comments received from the public within the specified period.

ITMM also agreed for the NTC to consult on a forward looking cost base (FLCB) model as an alternative way to set heavy vehicle charges. The NTC will commence consultation on the FLCB model in early 2026.

2 Background on heavy vehicle charges

Key points

- Heavy vehicle charges apply to all vehicles with a Gross Vehicle Mass (GVM) of above 4.5 tonnes.
- They consist of a Road User Charge (RUC) on fuel and a yearly registration charge comprising roads and regulatory components.
- Charges are set using the PAYGO model which calculates the heavy vehicle cost base based on historical government road expenditure and road usage data.
- ITMM makes collective decisions on heavy vehicle charges. The NTC provides advice to ITMM to support its decision-making.
- The binding pricing principles governing the NTC's advice have a strong focus on achieving full cost recovery of allocated costs over time.
- The RUC is set under the Commonwealth Fuel Tax Act 2006. The RUC is implemented as a fuel tax credit.
- Registration charges are implemented through the Heavy Vehicle Charges Model Law. The charges have legislative force once the Model Law is adopted by states and territories.

2.1 Heavy vehicle charges

2.1.1 What are heavy vehicle charges

Heavy vehicles include all vehicles with a Gross Vehicle Mass (GVM) of above 4.5 tonnes.

There are three components to the charges paid by heavy vehicles:

- The fuel charge (also known as the Road User Charge or RUC), administered by the Commonwealth Government.
- The roads component of the registration charge, as applied by state and territory governments.
- The regulatory component of the registration charge, which is applied to cover the operating cost of the National Heavy Vehicle Regulator (NHVR).

The fuel charge and registration charge are linked to government expenditure on roads. The amount to cover the regulatory cost of the NHVR is designed to reflect the NHVR's budget, which is approved by ITMM.

2.1.2 NTC's role

The NTC has ongoing responsibilities for recommending heavy vehicle charges to ITMM[2]. These charges are intended to apply nationally and are set to fully recover the share of road construction and maintenance costs that can be allocated to heavy vehicles.

2.1.3 Pricing principles and the importance of cost recovery

A set of guiding principles govern the application of the cost recovery methodology. These pricing principles were agreed by the Australian Transport Council (a predecessor of ITMM) and the Council of Australian Governments (COAG) and are binding on the NTC.

The current pricing principles were designed to guide the NTC towards an outcome that efficiently recovers the cost of providing road infrastructure for heavy vehicles. In addition, the principles also consider issues of relevant public interest, such as fairness and equity.

COAG Principles[3]

The ATC direct the NTC, in developing its Determination, to apply principles and methods that:

1. Ensure the delivery of full cost recovery in aggregate,
2. Further develop indexation adjustment arrangements to ensure the ongoing delivery of full expenditure recovery in aggregate, and
3. Remove cross-subsidisation across different heavy vehicle classes recognising that transition to any new arrangement may require a phased approach.

ATC/SCOTI guiding principles[4]

National heavy vehicle road use prices should promote optimal use of infrastructure, vehicles and transport modes. This is subject to the following:

1. Full recovery of allocated infrastructure costs while minimising both the over and under recovery from any class of vehicle
2. Cost effectiveness of pricing instruments
3. Transparency
4. The need to balance administrative simplicity, efficiency and equity (e.g. impact on regional and remote communities/access)
5. The need to have regard to other pricing applications such as light vehicle charges, tolling and congestion.

Both the ATC and COAG principles are standing principles until the relevant authority changes them and are binding on the NTC.

[2] Under the Inter-Governmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport 2003, and in accordance with the pricing principles.

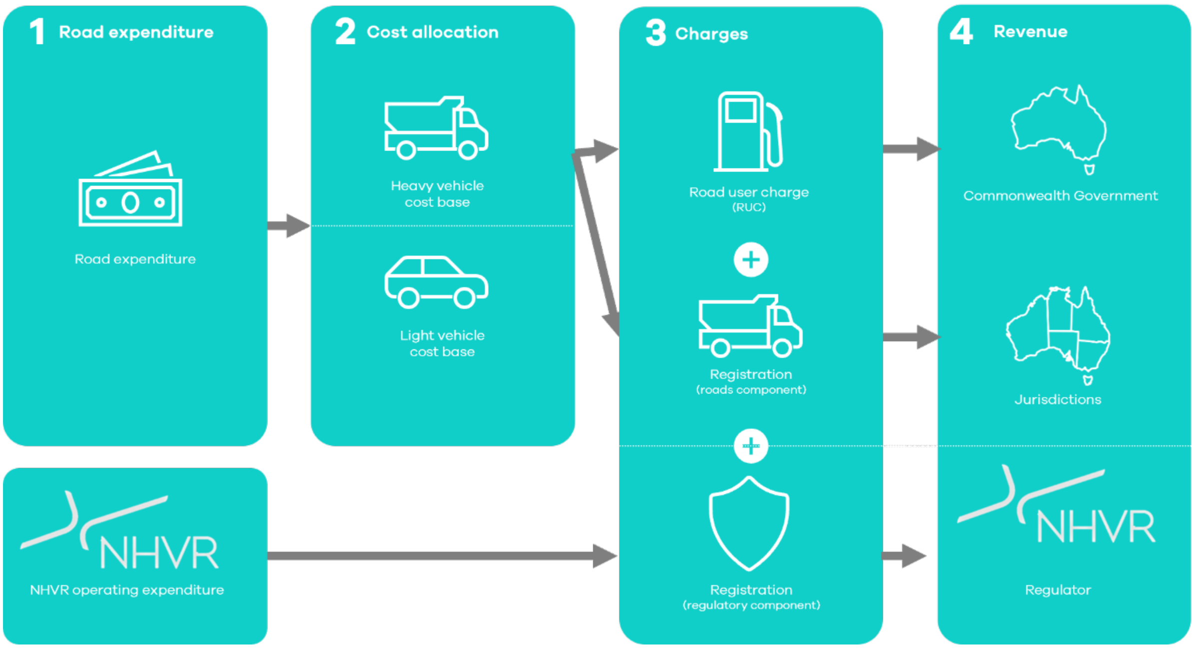
[3] Endorsed at its meeting of 13 April 2007.

[4] Approved by ATC in August 2004 and reaffirmed in May 2007. Note: SCOTI is the Standing Council on Transport and Infrastructure, a predecessor of ITMM.

2.1.4 The PAYGO model

Each year, jurisdictions provide the NTC with a completed road expenditure template which covers all road construction and maintenance costs (light and heavy vehicles). Data from the Australian Bureau of Statistics Government Financial Statistics Series is used to account for local government expenditure on roads. A cost base is then established with the heavy vehicle portion recovered via heavy vehicle charges. Figure 1 provides an overview of the existing PAYGO system.

Figure 1: Overview of the current PAYGO system



The cost base is calculated by taking a weighted 7-year average of the historic financial costs of providing roads. These costs, which are measured in several expenditure categories, are then allocated between vehicle classes based on:

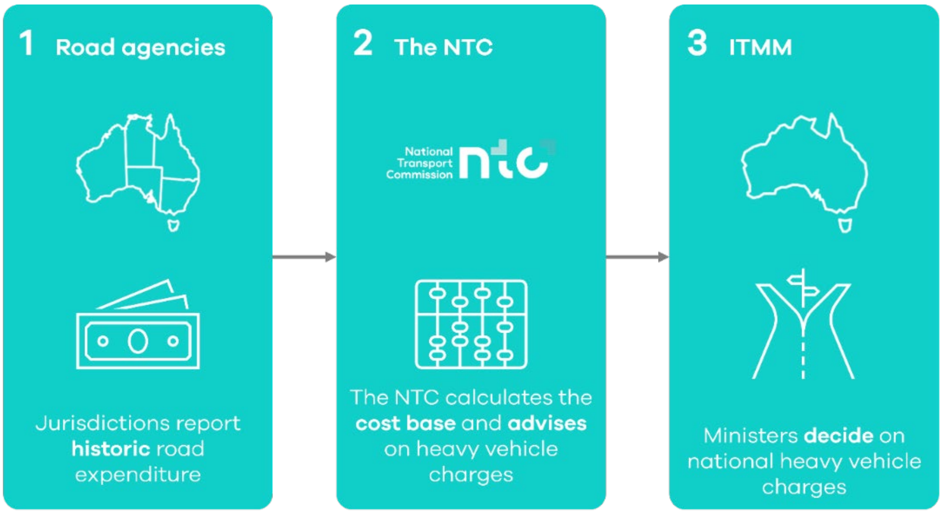
- a cost allocation matrix[5]
- usage data including vehicle kilometres travelled, ESA-kilometres travelled, AGM-kilometres travelled, and PCU-kilometres travelled[6].

Based on the costs allocated to each vehicle class, the NTC then recommends a set of heavy vehicle charges that recovers the heavy vehicle cost base in total while ensuring each vehicle class, on average, pays at least the attributable costs allocated to the vehicle category.

[5] The cost allocation matrix has been developed over time with input from industry and experts and has been subject to consultation. The current matrix was first approved as part of the 2007 Heavy Vehicle Charges Determination.
[6] ESA stands for Equivalent Standard Axles, a measure of road wear caused by a vehicle, AGM stands for Average Gross Mass, a measure of vehicle weight, and PCU stands for Passenger Car Unit, a measure of the footprint of a vehicle.

Figure 2 illustrates how the NTC processes this information and makes recommendations to ITMM. The NTC's advice on heavy vehicle charges is informative and decisions on setting heavy vehicle charges are made by ITMM.

Figure 2: Overview of existing PAYGO regulatory process



Determinations where all aspects of the model and the resulting heavy vehicle charges are reviewed (taking into account the pricing principles and other directions from government) are carried out infrequently. In the years between determinations, historically, an annual adjustment formula was used between determinations to ensure that heavy vehicle charges continue to recover the heavy vehicle cost base. This formula is included in the Heavy Vehicle Charges Model Law and was intended to automatically adjust heavy vehicle charges without the need for ITMM to approve the change. However, this mechanism has not been used in recent years, with ITMM approving the charges to apply from time to time.

2.1.5 Legislation

The RUC is implemented under the Commonwealth Fuel Tax Act 2006. It is implemented as a reduction in fuel tax credit that heavy vehicle operators are charged for their share of the cost of road infrastructure.

The Fuel Tax Act 2006 (Cth) requires that the Minister determines the amount of RUC paid by heavy vehicle operators. The Act requires that the Minister conducts a public consultation process before increasing the rate of the RUC.

The consultation period must be at least 60 days, and the Minister must make available the proposed increased rate of RUC, and any information that was relied on in determining the proposed increased rate. The Fuel Tax Act 2006 then requires the Minister to consider any comments received within the period specified by the Minister, from the public in relation to the proposed increased rate.

Registration charges are implemented through the Heavy Vehicle Charges Model Law. This contains the schedules of heavy vehicle registration charges agreed by ITMM. The Model Law also provides a formula to calculate an annual adjustment for charges in the years between determinations. The charges have legislative force once the Model Law is adopted by states and territories.

3 Information considered

Key points

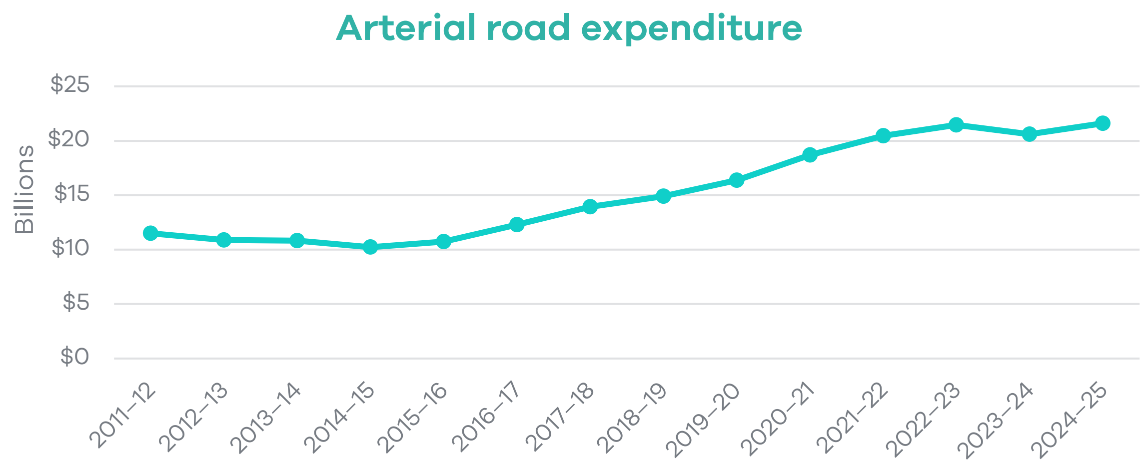
- Arterial road expenditure by jurisdictions was a total of $21.61 billion in 2024-25, an increase of $0.99 billion compared to the previous year.
- As a result of increases in total road expenditure in previous years (as the NTC uses a seven-year exponential moving average) and changes in the composition of that expenditure, the heavy vehicle cost base for the 2026-27 charges year rose and is now $6.3 billion.
- Heavy vehicle charges revenue in 2026-27 at current charges is estimated at $5.3 billion, resulting in a cost recovery gap of $1.0 billion
- Even with an increase of 6.0 per cent to heavy vehicle charges for 2026–27, the gap between the heavy vehicle cost base and revenue from heavy vehicle charges will not be eliminated.

3.1 Current state – heavy vehicle cost base and revenue

3.1.1 Road expenditure trends

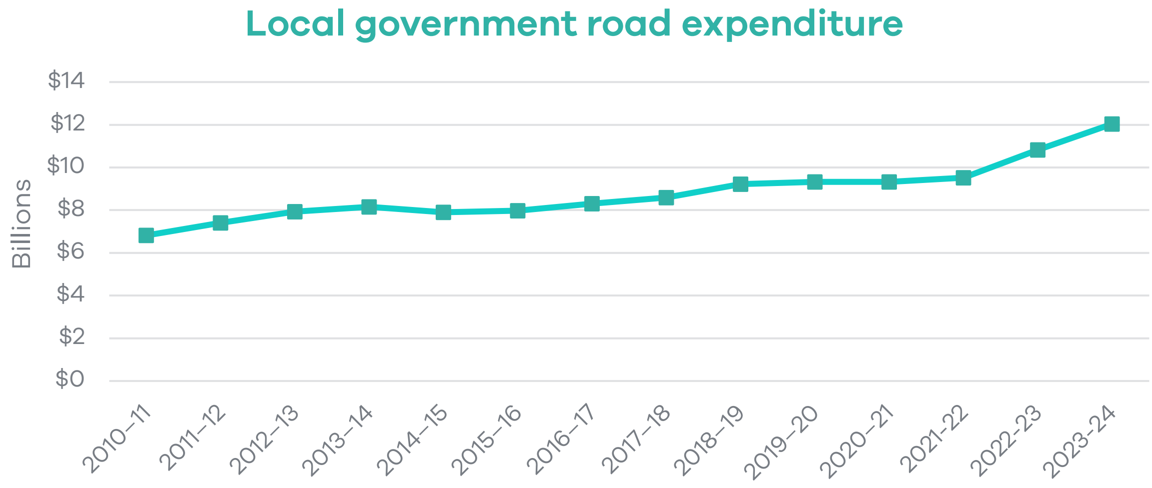
Since 2015-16, road expenditure across all levels of government has increased significantly, with arterial road expenditure doubling over the last 10 years. Figures 3 and 4 show how national arterial road expenditure and national local road expenditure have changed over time.

Figure 3: Trends in arterial road expenditure 2011-12 to 2024-25



Arterial road expenditure increased significantly for several years and is at a historic high. The heavy vehicle cost base is strongly influenced by trends in arterial road expenditure.

Figure 4: Trends in national local road expenditure 2010-11 to 2023-24



Local road expenditure has increased strongly in recent years. The increase in local government expenditure also impacts the increase in the heavy vehicle cost base, however, the impact forms a relatively small proportion of the total heavy vehicle cost base compared to road expenditure on arterial roads.

3.1.2 Changes in expenditure

Table 1: Changes in composition of arterial road expenditure since 2019–20

	Expenditure category	Heavy vehicle share in 2024–25	Expenditure ($m)		Change	
			2019-20	2024-25	$m	%
A	Servicing and operating expenses	7.3%	1,040	989	-51	-4.9%
B1	Routine maintenance	39.2%	683	1,167	485	71.0%
B2	Periodic surface maintenance of sealed roads	52.3%	686	905	220	32.0%
C	Bridge maintenance & rehabilitation	31.4%	370	397	27	7.3%
D	Road rehabilitation	46.2%	1,059	1,884	825	77.9%
E	Low-cost safety & traffic improvements	9.4%	1,528	1,217	-311	-20.3%
F1	Pavement improvements	46.2%	3,038	5,515	2,477	81.5%
F2	Bridge improvements	8.9%	1,546	1,707	160	10.4%
F3	Land acquisition, earthworks, other extensions / improvement expenditure	8.4%	5,535	6,797	1,262	22.8%
G1	Corporate services	7.3%	881	1,029	148	16.8%
Totals		**25.7%**	16,365	21,607	5,242	32.0%

This table shows that total arterial road expenditure that can be allocated between light and heavy vehicles has increased by $5.2b or 32.0 per cent between 2019–20 and 2024–25. In addition to the overall increase in expenditure, the composition of expenditure has also changed. Overall, approximately 25.7 per cent of total expenditure was allocated to heavy vehicles in 2024-25

3.1.3 Expenditure in 2024–25

Table 2: Latest change in arterial road expenditure by expenditure category

	Expenditure category	Heavy vehicle share in 2024–25	Expenditure ($m)		Change	
			2023-24	2024–25	$m	%
A	Servicing and operating expenses	7.3%	1,173	989	-184	-15.7%
B1	Routine maintenance	39.2%	943	1,167	224	23.7%
B2	Periodic surface maintenance of sealed roads	52.3%	565	905	340	60.1%
C	Bridge maintenance & rehabilitation	31.4%	499	397	-103	-20.5%
D	Road rehabilitation	46.2%	1,834	1,884	50	2.7%
E	Low-cost safety & traffic improvements	9.4%	1,037	1,217	180	17.3%
F1	Pavement improvements	46.2%	6,268	5,515	-753	-12.0%
F2	Bridge improvements	8.9%	1,400	1,707	307	21.9%
F3	Land acquisition, earthworks, other extensions / improvement expenditure	8.4%	5,892	6,797	905	15.4%
G1	Corporate services	7.3%	1,008	1,029	21	2.1%
Totals		**25.7%**	20,621	21,607	986	4.8%

Total arterial road expenditure in 2024–25 rose by $986m or 4.8 per cent compared to the previous year.

3.1.4 The heavy vehicle cost base has increased

Table 3 shows the heavy vehicle cost base for 2024-25. In the PAYGO model there is a two-year lag with the cost base due to data availability and the process of approval for charges to be implemented at the start of the next financial year. For example, the 2024–25 heavy vehicle cost base is used as a basis for heavy vehicle charges to apply in 2026–27. That cost base is based on reported expenditure for seven years up to 2024–25, to reduce the level of fluctuation in annual road expenditure. This method applies to all PAYGO cost base estimates.

The heavy vehicle cost base for 2026–27 charge year is $6,307 million. This is an increase of $292 million compared to the prior year.

Table 3: Heavy vehicle cost base in 2026-27

	Heavy vehicle cost base for 2026–27	Increase in cost base from prior year	
	(expenditure up to 2024–25)	$	%
Heavy vehicle cost base	$6,307 m	$292 m	4.9%

3.1.5 Charges revenue

The implementation of the 'frozen revenue' approach for 2016–17 and 2017–18 heavy vehicle charges followed by the 'frozen charges' approach for 2018–19, 2019–20 and 2020–21 meant that heavy vehicle charges revenue remained static at first and then climbed slowly. Heavy vehicle charges were then increased by 2.75 per cent in 2022-23, and then by 6 per cent in each year from 2023-24 to 2025-26. A proportion of the growth in heavy vehicle charges revenue is due to growth in the heavy vehicle fleet and increasing total fuel consumption.

There have been several reasons why charges have not been set to fully recover the heavy vehicle cost base in recent years. Ministers have sought to balance cost-recovery and the need to minimise impacts on the heavy vehicle industry which was already facing challenges, including:

- the impact of the COVID-19 pandemic on the economy.
- consideration of adverse economic conditions including fires and drought.
- recognition that a number of heavy vehicle operators find it difficult to pass on increases in heavy vehicle charges to their customers.

3.1.6 Gap between heavy vehicle cost base and revenue for 2026–27 charges year

The significant increases in road expenditure outlined in sections 3.1.2 and 3.1.3 combined with the slower growth in heavy vehicle charges revenue outlined in section 3.1.5 have resulted in an estimated gap of $1 billion between the heavy vehicle cost base and the estimated amount of heavy vehicle charges revenue that would be raised if heavy vehicle charges remained unchanged at 2025–26 levels.

Figure 5 5: Comparison of heavy vehicle cost base and estimated revenue

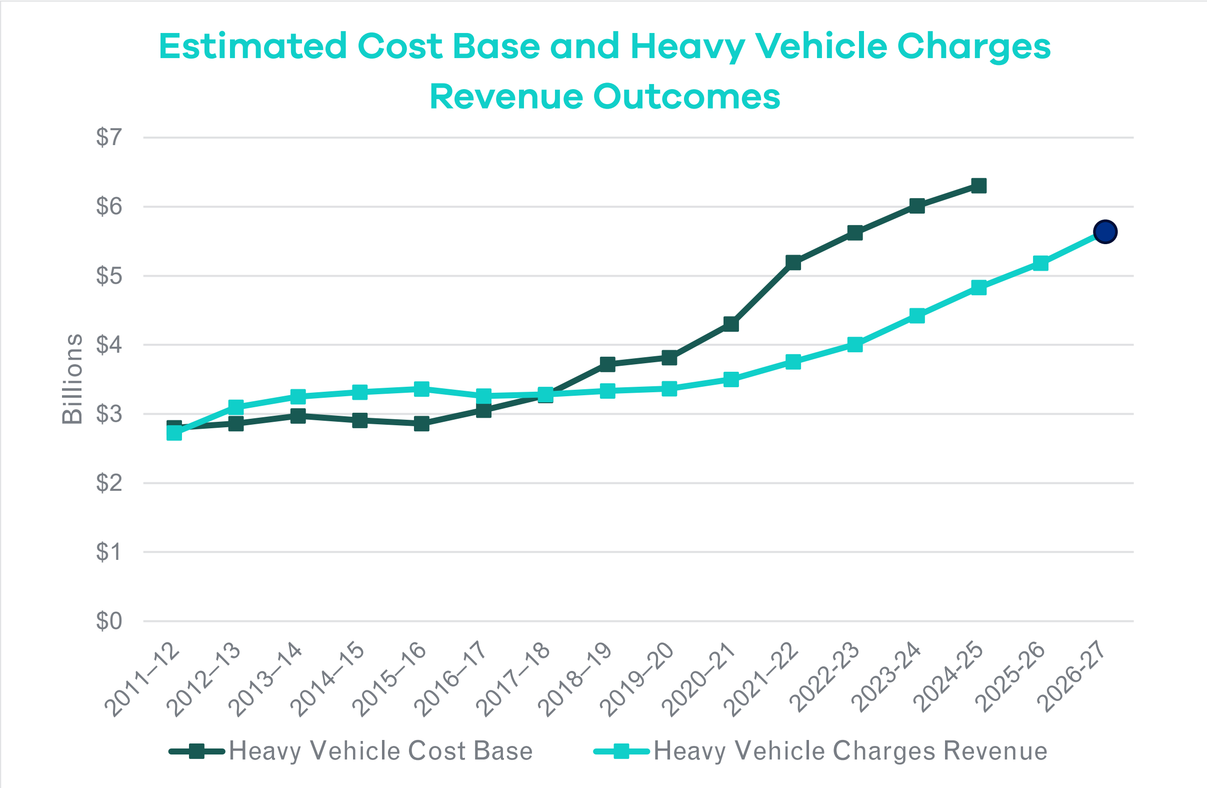


Figure 5 shows that the heavy vehicle cost base is higher than the revenue collected through current heavy vehicle charges in 2024–25, noting that under the PAYGO system, heavy vehicle charges for 2026–27 would be set based on the heavy vehicle cost base calculated using expenditure data for the seven years to 2024–25. This is due to the two-year lag between expenditure occurring, and the charges based on that expenditure being collected.

This two-year lag means that the cost base and revenue lines cannot be expected to coincide unless expenditure is static. That is, over and under recoveries would be expected to occur.

Figure 5 shows a period of over recovery following the 2014 determination. However, it is important to note that under recoveries have occurred prior to the period covered by the graph. These were, for example, due to decisions to phase in the A-trailer charge over multiple years.

An increase of 6.0 per cent for 2026-27 as proposed by ITMM is shown as the blue data point.

3.2 Costs currently exceed estimated revenue by 19 per cent

The cost base for 2026–27 heavy vehicle charges is $6,307 million compared to estimated revenue for 2026–27 at current charges (as currently in place for 2025–26) of $5,307 million.

The increase in the cost base is driven by increases in government expenditure on roads.

The NTC estimates that current heavy vehicle charges would need to rise by around 19 per cent per cent in 2026–27 to ensure governments recover the amount spent on providing roads to heavy vehicles in 2024–25.

Table 4: Increase in revenue required

Calculation of increase required to achieve full cost recovery	$m
Heavy vehicle cost base for 2026-27 (expenditure to 2024–25)	**6,307**
Estimated heavy vehicle charges revenue in 2026-27 at current charges	**5,307**
Difference	*1,000*
Difference as percentage of estimated heavy vehicle charges revenue at current charges 2026–27	**19%**

4 Proposal

ITMM has agreed to consult on a preferred 6.0 per cent increase to heavy vehicle charges for 2026–2027. As instructed by Ministers, the National Transport Commission is undertaking the consultation between 13 October 2025 and 12 December 2025.

The preferred increase to heavy vehicle charges by 6.0 per cent in 2026–27 is consistent with the previous ITMM decision in May 2023. The preferred increase is expected to be less than the amount necessary to fully recover the heavy vehicle share of recent road construction and maintenance costs in 2026–27. The decision is based on striking the right balance between the need to move back towards cost-recovery of the heavy vehicle share of road expenditure and the need to minimise impacts on this vital industry.

4.1 Federal Minister of Transport's proposed RUC rate

This proposed increase would result in the following RUC rates applying:

Table 5: Proposed RUC Rate

Financial year	RUC rate in c/litre
2026–27	34.3

It is a requirement under the Fuel Tax Act 2006 that the RUC rate be rounded to one decimal point.

4.2 Changes in registration charges

Registration charges consist of a roads component and a regulatory component. The roads component is set to recover the heavy vehicle cost base (in combination with revenue recovered from the RUC) whereas the regulatory component is set to recover the NHVR's approved budget.

Under the proposed increase, the roads component of registration charges would be increased by 6.0 per cent in 2026–2027.

The regulatory component of registration charges will be re-set for 2026–27 based on the NHVR's approved budget. Only minimal changes are expected, which will have an insignificant effect on overall heavy vehicle registration charges. For the analysis presented in this paper, we have therefore assumed that the regulatory component would remain unchanged.

The following table shows the registration charges for 2026–27 that would be paid by common heavy vehicle types under the proposed increase. A more comprehensive list of registration charges is provided in Appendix A.

Table 6: Total registration charges for selected heavy vehicle types under the proposed 6.0 per cent increase in 2026-27

	2025–26 total registration charge	2026–27 total registration charge	$ change	Percentage change
2-axle rigid truck, no trailer, GVM to 12 tonnes	$714	$745	$31	4.3%
3-axle rigid truck, no trailer, GVM over 16.5 tonnes	$1,406	$1,470	$64	4.6%
3-axle rigid truck with a 3-axle dog trailer over 42.5 tonnes GCM	$14,662	$15,499	$837	5.7%
6-axle articulated truck	$7,639	$8,069	$430	5.6%
9-axle B-double	$18,127	$19,151	$1,024	5.6%
Double road train	$18,183	$19,207	$1,024	5.6%

Due to the assumed static regulatory component of registration charges, the increase in the total registration charges for 2026–27 is less than 6.0 per cent.

4.3 Financial Implications

The following tables show the financial implications for industry and governments under the proposed 6.0 per cent per annum increase in heavy vehicle charges for 2026–27.

Table 7: Comparison of heavy vehicle cost base and estimated revenue ($m) under the proposed 6.0 per cent increase

Charges year	2025–26 (current)	2026–27 (Proposed 6% increase)
Heavy Vehicle Cost Base	**$6,015 m**	**$6,307 m**
Road User Charge Revenue	$2,975 m	$3,224 m
Registration Roads Component Revenue	$2,209 m	$2,397 m
Total Heavy Vehicle Charges Revenue	**$5,184 m**	**$5,621 m**
Difference between Heavy Vehicle Cost Base and Total Revenue	*$831 m*	*$686 m*

Industry is estimated to pay an additional $438m in heavy vehicle charges in 2026–27 compared to 2025–26.

Heavy vehicle charges revenue contributes towards funding available to governments enabling them to fund the investment in the road network

4.4 Consultation questions

The NTC is seeking the views of interested parties on the following consultation questions:

Question 1: What are your views on the preferred heavy vehicle charge increase of 6 per cent in 2026–27.

5 Next steps

5.1 Next steps

Public submissions on this proposal are invited through this discussion paper available on the NTC website. The closing date for submissions is 12 December 2025.

Following the conclusion of the public consultation process and any comments received, the NTC will provide advice on the proposed increases to ITMM and the Commonwealth Minister for Transport.

Appendix A. Registration Charges

The preferred 6.0 per cent increase is applied to the roads component of registration charges in 2026–27. The regulatory component of registration charges will be re-set on a cost recovery basis for 2026–27, with minimal changes expected. This means that the overall increase in total registration charges including both regulatory and roads components, is expected to be slightly below 6.0 per cent, as shown in the table below.

Table 8: Registration charges for common vehicle types for 2026–27 based on the proposed 6 per cent increase

Vehicle type		Current Total Registration Charges (2025–26)	Proposed Total Registration Charges (2026–27)
2-axle rigid	Up to 12.0 t	$714	$745
	Over 12.0 t	$1,206	$1,263
2-axle rigid with trailer	Up to 42.5 t	$2,815	$2,963
3-axle rigid	Up to 16.5 t	$1,181	$1,238
	Over 16.5 t	$1,406	$1,470
3-axle rigid with trailer	Up to 42.5 t	$3,782	$3,983
	Over 42.5 t	$14,662	$15,499
3-axle rigid with 4 axle trailer	Over 42.5 t	$15,425	$16,307
4-axle rigid	Up to 20.0 t	$1,196	$1,253
	Over 20.0 t	$1,427	$1,491
2-axle bus	Under 12.0 t	$595	$618
	Over 12.0t	$750	$775
3-axle bus		$3,386	$3,563
6-axle articulated		$7,639	$8,069
9-axle B-double		$18,127	$19,151
Double road train		$18,183	$19,207
Triple road train		$20,354	$21,502

Glossary

Term	Definition
Heavy vehicle cost base	The heavy vehicle cost base is that share of national government road expenditure that can be attributed to the heavy vehicle sector in the PAYGO model.
Infrastructure and Transport Ministers Meeting (ITMM)	The Infrastructure and Transport Ministers Meeting (ITMM) brings together Commonwealth, State and Territory Ministers with responsibility for transport and infrastructure issues, as well as the Australian Local Government Association.
PAYGO	Pay As You Go (PAYGO) is an approach used to determine the amount to be recovered from heavy vehicles through heavy vehicle charges. Trend levels of road construction and maintenance expenditure and road use is assessed over the past seven years to reflect the annualised costs of providing and maintaining roads.
Registration charge	Is the annual registration charge that applies to heavy vehicles by vehicle and trailer type.
Regulatory component of registration charge	The regulatory component of the heavy vehicle registration charge is applied to each heavy vehicle and trailer type and is based on the heavy vehicle fleet and the budget of the National Heavy Vehicle Regulator.
Roads component of registration charge	The roads component of the heavy vehicle registration charge is applied to each heavy vehicle and trailer type and is determined by outcomes from the PAYGO model based on heavy vehicle allocated cost and use.
Road expenditure	Road expenditure includes all government arterial and local road expenditure that meets NTC guidelines for inclusion in the PAYGO cost base.
RUC	Road User Charge. The Road User Charge is the charge that is applied to heavy vehicle fuel use expressed in cents per litre or cents per kilogram.

List of tables and figures

Figures

Tables

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