

South Australia

Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008

under the *Motor Vehicles Act 1959*

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Legislative history

Part 1—Preliminary

1—Short title

These regulations may be cited as the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*.

Note—

- 1 These regulations make provision for nationally consistent registration fees for heavy vehicles.
- 2 Administration fees and surcharges on registration fees are prescribed by Schedule 1 of the *Motor Vehicles Regulations 2010*.

3—Interpretation

- (1) In these regulations, unless the contrary intention appears—

Act means the *Motor Vehicles Act 1959*;

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

ATM (aggregate trailer mass), of a trailer, means the maximum mass, specified by the manufacturer, for the loaded trailer, and includes any mass imposed on the vehicle towing the trailer when they are on a horizontal surface;

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 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;

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) 1 axle group or single axle at the front that is steered by connection to the towing vehicle by a drawbar; and
- (b) 1 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;

GTMR (gross trailer mass rating), of a trailer, means the mass transmitted to the ground by the axles of the trailer when—

- (a) coupled to a towing vehicle; and
- (b) carrying its maximum load approximately uniformly distributed over the trailer's load bearing area;

identification plate means a plate authorised to be placed on a motor vehicle, or taken to have been placed on a motor vehicle, under the *Motor Vehicle Standards Act 1989* of the Commonwealth;

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

load carrying vehicle means a motor 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;

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 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 1 trailer;

MRC (mass rating for charging), in relation to a motor vehicle, means—

- (a) the maximum mass of the vehicle, including any load, recorded on the identification plate as the GVM, GTMR or ATM of the vehicle; or
- (b) in relation to a vehicle for which there is no identification 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 motor 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 1 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;

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;

short combination prime mover means a prime mover nominated to haul 1 semi-trailer;

short combination truck means a truck nominated to haul 1 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 motor vehicle (other than a caravan, mobile home, mobile library, mobile workshop, mobile laboratory or mobile billboard) 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 motor vehicles:
 - (i) a forklift;
 - (ii) a straddle carrier;
 - (iii) a mobile cherry picker;
 - (iv) a mobile crane;

special purpose vehicle (type O) means 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.

Examples—

Examples of this kind of vehicle are mobile cranes, fire engines, truck mounted concrete pumps and boring plants. These kinds of vehicles 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

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) 375 mm to 450 mm	6.7
	(ii) over 450 mm	7.0
	(c) 4 or more tyres—	

Column 1 Item No	Column 2 Type of axle or axle group	Column 3 Axle load limit (tonnes)
	(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) 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	<u>Tri-axle groups</u>	
	(a) 6, 8 or 10 tyres	15.0
	(b) 6 wide profile tyres (375 mm 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;

Examples—

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;

Examples—

Examples of this kind of vehicle are mobile cranes, fire engines, truck mounted concrete pumps and boring plants. These kinds of vehicles 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 metre but not more than 2 metres;

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.

- (2) For the purposes of the definition of *special purpose vehicle* in subregulation (1)—
 - (a) **goods** does not include fuel, water, lubricants, tools and any other equipment or accessories necessary for 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.

- (b) **passengers** does not include the driver, a trainee driver or any person necessary for normal operation of the vehicle.

4—Close-spaced axles

- (1) For the purposes of these regulations (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 metre apart are to be regarded as 1 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) In subregulation (1)(a), a reference to a distance is a reference to the horizontal distance between the centre-lines of the 2 axles.
 - (3) In subregulation (1) (other than paragraph (a)), a reference to a distance is a reference to the horizontal distance between the centre-lines of the outermost axles.

5—Determination of number of trailers

- (1) For the purposes of these regulations, in 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 1 trailer; and
 - (b) a low loader dolly and a low loader when used together are to be regarded as 1 trailer.
- (2) Nothing in subregulation (1) affects the requirement in Part 2 that a separate registration fee be paid for each converter dolly or low loader dolly and for each semi-trailer.

6—Meaning of configuration and current configuration

- (1) For the purposes of the Act, *configuration* in relation to a heavy vehicle, means a description of a heavy vehicle in regulation 7 for which separate provision is made in that regulation for the amount of the registration fee.
- (2) For the purposes of the definition of *current configuration* in section 43A(16) of the Act, *trailers* means the following trailers:
 - (a) pig trailers;
 - (b) dog trailers;
 - (c) semi-trailers;
 - (d) B-double lead trailers;
 - (e) B-triple lead trailers;
 - (f) B-triple middle trailers;
 - (g) converter dollies;
 - (h) low loader dollies.

Part 2—Registration fees

7—Registration fees for 2017/2018 financial year

- (1) The registration fee payable for registration under section 24 of the Act, for the financial year commencing on 1 July 2017, of a motor vehicle with an MRC of more than 4.5 tonnes is the sum of the relevant road use component set out in Table 1 below and the relevant regulatory component set out in Table 2 below.

- (2) If a motor vehicle falls within 2 or more categories of vehicle with an MRC of more than 4.5 tonnes, the registration fee payable for the registration of the vehicle is the higher or highest of the registration fees that could apply in relation to the vehicle.
- (3) A reference in the tables below to a semi-trailer includes a reference to a pole type trailer.

Table 1—Registration fees (road use component)

Division 1—Load carrying vehicles

Vehicle type	2 axles	3 axles	4 axles	5 or more axles
Trucks				
Truck (type 1)	\$412	\$720	\$720	\$720
Truck (type 2)	\$720	\$817	\$817	\$817
Short combination truck	\$720	\$817	\$1 695	\$1 695
Medium combination truck	\$8 906	\$8 906	\$9 619	\$9 619
Long combination truck	\$12 312	\$12 312	\$12 312	\$12 312
Prime Movers				
Short combination prime mover	\$720	\$4 108	\$4 416	\$4 416
Multi-combination prime mover	\$10 421	\$10 421	\$11 463	\$11 463

Division 2—Trailers

Trailer type	Fee per axle			
	Single axle	Tandem axle group	Tri-axle group	Quad-axle group and above
Pig trailer	\$612	\$612	\$612	\$612
Dog trailer	\$612	\$612	\$612	\$612
Semi-trailer	\$612	\$778	\$553	\$415
B-double lead trailer, B-triple lead trailer or B-triple middle trailer	\$612	\$778	\$553	\$415
Converter dolly or low loader dolly	nil	nil	nil	nil

Division 3—Buses

Bus type	2 axles	3 axles	4 or more axles
Bus (type 1)	\$309		
Bus (type 2)	\$309	\$2 260	\$2 260
Articulated bus		\$309	\$309

Division 4—Special purpose vehicles

Special purpose vehicle (type P)	No charge
Special purpose vehicle (type T)	\$300

Special purpose vehicle (type O)	Calculated using the formula:	$\$375 + (375 \times \text{number of axles over } 2)$
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Table 2—Registration fees (regulatory component)**Division 1—Load carrying vehicles**

Vehicle type	2 axles	3 axles	4 axles	5 or more axles
Trucks				
Truck (type 1)	\$199	\$235	\$250	\$250
Truck (type 2)	\$260	\$331	\$353	\$353
Short combination truck	\$291	\$369	\$353	\$353
Medium combination truck	\$660	\$660	\$714	\$714
Long combination truck	\$913	\$913	\$913	\$913
Prime Movers				
Short combination prime mover	\$411	\$411	\$411	\$411
Multi-combination prime mover	\$929	\$929	\$1 022	\$1 022

Division 2—Trailers

Trailer type	Fee 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, B-triple lead trailer or B-triple middle trailer	\$55	\$28	\$18	\$14
Converter dolly or low loader dolly	\$55	\$28	\$18	\$14

Division 3—Buses

Bus type	2 axles	3 axles	4 or more axles
Bus (type 1)	\$208		
Bus (type 2)	\$340	\$422	\$422
Articulated bus		\$337	\$337

Division 4—Special purpose vehicles

Special purpose vehicle (type P)	No charge
Special purpose vehicle (type T)	\$205
Special purpose vehicle (type O)	\$205

Legislative history

Notes

- Please note—References in the legislation to other legislation or instruments or to titles of bodies or offices are not automatically updated as part of the program for the revision and publication of legislation and therefore may be obsolete.
- Earlier versions of these regulations (historical versions) are listed at the end of the legislative history.
- For further information relating to the Act and subordinate legislation made under the Act see the Index of South Australian Statutes or www.legislation.sa.gov.au.

Principal regulations and variations

New entries appear in bold.

Year	No	Reference	Commencement
2008	69	<i>Gazette 5.6.2008 p1942</i>	5.6.2008: r 2
2010	95	<i>Gazette 10.6.2010 p2835</i>	10.6.2010: r 2
2012	152	<i>Gazette 31.5.2012 p2667</i>	31.5.2012: r 2
2013	127	<i>Gazette 6.6.2013 p2331</i>	6.6.2013: r 2
2014	74	<i>Gazette 5.6.2014 p2317</i>	5.6.2014: r 2
2015	56	<i>Gazette 28.5.2015 p2336</i>	28.5.2015: r 2
2016	43	<i>Gazette 2.6.2016 p2019</i>	2.6.2016: r 2
2017	38	<i>Gazette 16.5.2017 p1242</i>	16.5.2017: r 2

Provisions varied

New entries appear in bold.

Entries that relate to provisions that have been deleted appear in italics.

Provision	How varied	Commencement
Pt 1		
r 2	<i>omitted under Legislation Revision and Publication Act 2002</i>	<i>10.6.2010</i>
r 3		
r 3(1)		
<i>Bureau of Infrastructure, Transport and Regional Economics</i>	<i>deleted by 152/2012 r 4</i>	<i>31.5.2012</i>
<i>compliance plate</i>	<i>deleted by 74/2014 r 4(1)</i>	<i>5.6.2014</i>
identification plate	inserted by 74/2014 r 4(2)	5.6.2014
<i>loaded mass</i>	<i>deleted by 152/2012 r 4</i>	<i>31.5.2012</i>
MRC (mass rating for charging)	varied by 74/2014 r 4(3)	5.6.2014

<i>prime mover</i>	<i>deleted by 74/2014 r 4(4)</i>	5.6.2014
<i>semi-trailer</i>	<i>deleted by 74/2014 r 4(4)</i>	5.6.2014
r 6		
r 6(1)	varied by 152/2012 r 5	31.5.2012
Pt 2	substituted by 152/2012 r 6	31.5.2012
r 7	substituted by 127/2013 r 4	6.6.2013
	substituted by 74/2014 r 5	5.6.2014
	substituted by 56/2015 r 4	28.5.2015
	substituted by 43/2016 r 4	2.6.2016
	substituted by 38/2017 r 4	16.5.2017
<i>Sch 1 before deletion by 152/2012</i>		
<i>cl 1</i>		
<i>cl 1(1)</i>	<i>varied by 95/2010 r 4(1)</i>	10.6.2010
<i>cl 1(4)</i>	<i>substituted by 95/2010 r 4(2)</i>	10.6.2010
<i>cl 1(5)—(10)</i>	<i>inserted by 95/2010 r 4(2)</i>	10.6.2010
<i>cl 3</i>	<i>substituted by 95/2010 r 4(3)</i>	10.6.2010
<i>cll 4 and 5</i>	<i>inserted by 95/2010 r 4(3)</i>	10.6.2010
<i>Sch 1</i>	<i>deleted by 152/2012 r 7</i>	31.5.2012

Transitional etc provisions associated with regulations or variations

Motor Vehicles (National Heavy Vehicles Registration Fees) Variation Regulations 2010 (No 95 of 2010)

5—Transitional provision

- (1) The fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as varied by these regulations, apply where the issue or renewal is to take effect on or after 1 July 2010.
- (2) Despite Part 2, the fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as in force immediately before the commencement of these regulations, continue to apply where the issue or renewal is to take effect before 1 July 2010.

Motor Vehicles (National Heavy Vehicles Registration Fees) Variation Regulations 2012 (No 152 of 2012), Pt 3

8—Transitional provision

- (1) The fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as varied by these regulations, apply where the issue or renewal is to take effect on or after 1 July 2012.

- (2) Despite Part 2 of these regulations, the fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as in force immediately before the commencement of these regulations, continue to apply where the issue or renewal is to take effect before 1 July 2012.

Motor Vehicles (National Heavy Vehicles Registration Fees) Variation Regulations 2013 (No 127 of 2013), Pt 3

5—Transitional provision

- (1) The fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as varied by these regulations, apply where the issue or renewal is to take effect on or after 1 July 2013.
- (2) Despite Part 2 of these regulations, the fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as in force immediately before the commencement of these regulations, continue to apply where the issue or renewal is to take effect before 1 July 2013.

Motor Vehicles (National Heavy Vehicles Registration Fees) Variation Regulations 2014 (No 74 of 2014), Pt 3

6—Transitional provision

- (1) The fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as varied by these regulations, apply where the issue or renewal is to take effect on or after 1 July 2014.
- (2) Despite Part 2 of these regulations, the fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as in force immediately before the commencement of these regulations, continue to apply where the issue or renewal is to take effect before 1 July 2014.

Motor Vehicles (National Heavy Vehicles Registration Fees) Variation Regulations 2015 (No 56 of 2015), Pt 3

5—Transitional provision

- (1) The fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as varied by these regulations, apply where the issue or renewal is to take effect on or after 1 July 2015.
- (2) Despite Part 2 of these regulations, the fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as in force immediately before the commencement of these regulations, continue to apply where the issue or renewal is to take effect before 1 July 2015.

Motor Vehicles (National Heavy Vehicles Registration Fees) Variation Regulations 2016 (No 43 of 2016), Pt 3

5—Transitional provision

- (1) The fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as varied by these regulations, apply where the issue or renewal is to take effect on or after 1 July 2016.
- (2) Despite Part 2 of these regulations, the fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as in force immediately before the commencement of these regulations, continue to apply where the issue or renewal is to take effect before 1 July 2016.

Motor Vehicles (National Heavy Vehicles Registration Fees) Variation Regulations 2017 (No 38 of 2017), Pt 3

5—Transitional provision

- (1) The fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as varied by these regulations, apply where the issue or renewal is to take effect on or after 1 July 2017.
- (2) Despite Part 2 of these regulations, the fees prescribed in respect of the issue or renewal of the registration of a motor vehicle by the *Motor Vehicles (National Heavy Vehicles Registration Fees) Regulations 2008*, as in force immediately before the commencement of these regulations, continue to apply where the issue or renewal is to take effect before 1 July 2017.

Historical versions

10.6.2010
31.5.2012
6.6.2013
5.6.2014
28.5.2015
2.6.2016