

TASMANIA

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**VEHICLE AND TRAFFIC AMENDMENT  
(HEAVY VEHICLE CHARGES) BILL 2002**

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# **VEHICLE AND TRAFFIC AMENDMENT (HEAVY VEHICLE CHARGES) BILL 2002**

*(Brought in by the Minister for Infrastructure, the  
Honourable James Glennister Cox)*

## **A BILL FOR**

### **An Act to amend the *Vehicle and Traffic Act 1999***

Be it enacted by His Excellency the Governor of Tasmania,  
by and with the advice and consent of the Legislative  
Council and House of Assembly, in Parliament assembled,  
as follows:

#### **Short title**

1. This Act may be cited as the *Vehicle and Traffic  
Amendment (Heavy Vehicle Charges) Act 2002*.

#### **Commencement**

2. This Act commences on 1 December 2002.

#### **Principal Act**

3. In this Act, the *Vehicle and Traffic Act 1999*\* is referred  
to as the Principal Act.

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\*No. 70 of 1999

**Schedule 1 amended (Rates of Motor Tax)**

**4.** Schedule 1 to the Principal Act is amended by omitting Divisions 1, 2, 3, 4 and 5 from Part 3 and substituting:

**Division 1 – Trucks**


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In this Division, “**mass entitlement**” means the maximum loaded mass of a vehicle or combination permitted under this Act.

|    | <b>Type of vehicle</b>   | <b>Tax payable (\$)</b> |
|----|--|-------------------------|
| 1. | A 2 axle truck with a GVM not exceeding 12 tonnes  | 320                     |
| 2. | A 2 axle truck with a GVM exceeding 12 tonnes  | 533                     |
| 3. | A 2 axle truck nominated for use in a combination having a trailer with a laden mass exceeding 4.5 tonnes and a mass entitlement not exceeding 42.5 tonnes                   | 586                     |
| 4. | A 2 axle truck nominated for use in a combination having one trailer and more than 6 axles or a mass entitlement exceeding 42.5 tonnes                                       | 4 051                   |
| 5. | A 3 axle truck with a GVM not exceeding 16.5 tonnes  | 640                     |
| 6. | A 3 axle truck with a GVM exceeding 16.5 tonnes  | 852                     |
| 7. | A truck with 3 or more axles and nominated for use in a combination having a trailer with a laden mass exceeding 4.5 tonnes and a mass entitlement not exceeding 42.5 tonnes | 2 132                   |

|     |  |       |
|-----|--|-------|
| 8.  | A 3 axle truck nominated for use in a combination having one trailer and more than 6 axles or a mass entitlement exceeding 42.5 tonnes                   | 4 051 |
| 9.  | A truck with 4 or more axles and a GVM not exceeding 20 tonnes   | 960   |
| 10. | A truck with 4 or more axles and a GVM exceeding 20 tonnes   | 2 132 |
| 11. | A truck with 4 or more axles and nominated for use in a combination having one trailer and more than 6 axles or a mass entitlement exceeding 42.5 tonnes | 4 371 |

**Division 2 – Prime Movers**

| Type of vehicle   | Tax payable (\$) |
|---|------------------|
| 1. A prime mover with 2 axles   | 1 386            |
| 2. A prime mover with 3 axles   | 3 624            |
| 3. A prime mover with 4 or more axles   | 4 690            |
| 4. A prime mover with 2 axles and nominated for use in a combination having 2 semi-trailers         | 4 264            |
| 5. A prime mover with 3 axles and nominated for use in a combination having 2 semi-trailers         | 5 330            |
| 6. A prime mover with 4 or more axles and nominated for use in a combination having 2 semi-trailers | 5 863            |

**Division 3 – Buses**

| Type of vehicle  | Tax payable (\$) |
|--|------------------|
| 1. A 2 axle rigid bus with a GVM not exceeding 12 tonnes | 320              |
| 2. A 2 axle rigid bus with a GVM exceeding 12 tonnes     | 533              |
| 3. A rigid bus with 3 or more axles                      | 1 332            |
| 4. An articulated bus                                    | 533              |

**Division 4 – Trailers**

| Type of vehicle   | Tax payable (\$)          |
|---|---------------------------|
| 1. A goods-carrying trailer with a GVM exceeding 4.5 tonnes | 320 x the number of axles |

**Division 5 – Special Purpose Vehicles**

In this Division –

**“goods”**, for a vehicle, does not include the fuel, water, lubricants, tools and other equipment needed for the normal operation of the vehicle;

**“passengers”**, for a vehicle, does not include the driver, trainee driver or any other person needed for the normal operation of the vehicle;

**“special purpose vehicle”** means –

- (a) a vehicle that has been built, or permanently modified, to be used primarily for a purpose other than the carriage of passengers or goods; or

- (b) such other vehicle as is prescribed as a special purpose vehicle.

| <b>Type of vehicle</b>   | <b>Tax payable<br/>(\$)</b>                                |
|--|--|
| 1. A special purpose vehicle (type p), being a special purpose vehicle built, or permanently modified, primarily for – | No charge  |
| (a) off-road use; or   |  |
| (b) use on public streets that are under construction or repair  |  |
| 2. A special purpose vehicle (type t), being a special purpose vehicle (other than one referred to in item 1) that –   | 214  |
| (a) has been built, or permanently modified, for use on public streets; and  |  |
| (b) has no axle group loaded in excess of the mass limits prescribed under this Act                                    |  |
| 3. A special purpose vehicle (type o), being a special purpose vehicle (other than one referred to in item 1) that –   | 266 plus 266<br>x the number<br>of axles in<br>excess of 2 |
| (a) has been built, or permanently modified, primarily for use on public streets; and                                  |  |
| (b) has at least one axle or axle group loaded in excess of the mass limits prescribed under this Act                  |  |