

Road User Charges Bill 2010: Regulations

Vehicle Types and Weight Bands: Proposals for Consultation

Purpose of this document

1. This document outlines a proposed approach to definition of vehicle types and weight bands for the purpose of setting different rates of charges under the provisions of the Road User Charges Bill 2010 (the Bill). The Bill provides for these charges to be set under regulations that will take effect at the same time the Bill comes into force.

Feedback on Proposals

2. Consultation on the proposed approach will close on 16 December 2011.
3. The Ministry of Transport will use the feedback received to develop final proposals on definition of weight bands and vehicle types for the Minister of Transport to consider. The Minister will also be informed about the nature of the feedback received.
4. Queries and feedback should be directed to :

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Summary of Proposals

- 1 That the weight bands for charging purposes under the new road user charges (RUC) system are as shown in Appendix B to this document
- 2 That vehicle types 5 and 6 be amalgamated (apart from type 5 buses)
- 3 That a separate vehicle type be created for buses at present falling in type 5
- 4 That vehicle types 27 and 28 be amalgamated
- 5 That otherwise the standard vehicle types remain as existing

Summary of Document

5. This document:

- Explains how the definition of weight for RUC purposes will change under the new RUC legislation
- describes how RUC weight will be set for individual vehicles
- outlines the impacts the new definition of weight is likely to have on charges (holding the amount of revenue constant), and
- sets out some potential changes to the scheme of vehicle types.

6. Appendices provide:

- background information on the relationship between the current pattern of RUC licence purchases and the new RUC weight definition
- tables illustrating a proposed structure of weight bands as it would apply to the existing vehicle types
- a proposed structure of charges for over-weight vehicles

Background

7. In July 2010 the government agreed to a suite of proposals for new legislation to replace the Road User Charges Act 1977 and Road User

Charges Regulations 1978. The Road User Charges Bill 2010 (the Bill) was introduced to Parliament on 25 November 2010, has been considered by the Transport and Industrial Relations Committee and is currently part way through the committee of the whole House stage of the parliamentary process.

8. The Bill can be found on the internet at the following link:

<http://www.legislation.govt.nz/bill/government/2010/0261/6.0/versions.aspx>

9. The Cabinet paper and regulatory impact statement relevant to the proposals outlined in this document are available on the Ministry of Transport website at the following links:

- Cabinet paper

<http://www.transport.govt.nz/ourwork/Land/Documents/RUC-Cab-paper-licence-weight-definition-change-24-06-2010-FINAL.pdf>

- Regulatory impact statement

<http://www.transport.govt.nz/about/functions/Documents/RUC-RIS-licence-weight-definition-change-24-06-2010-FINAL.pdf>

Overview

10. The Bill includes, in clause 5, a new definition of weight for RUC purposes. This is termed “RUC weight”.
11. Clause 11 of the Bill requires the NZ Transport Agency (the Agency) to assign a RUC weight and type to every vehicle required to pay RUC. This combination of characteristics will, as at present, determine how much RUC should be paid for a vehicle.
12. RUC vehicle type (also defined in clause 5) is intended to continue to relate largely to numbers of axles and tyres, axle spacing and other characteristics that influence road wear independently of vehicle weight.
13. Under this proposal, vehicle types will be largely the same as in the current legislation (with a small number of possible changes). But within each type charges will no longer vary on a tonne by tonne basis. Instead up to three broad weight bands are proposed within each type.
14. The illustrations of levels of charges provided in this document are intended solely to show the effect of changing from the existing RUC system to one based on the new definition of RUC weight. They are based on the same cost allocation model used to set the charges currently in

force and are estimated to raise the same amount of revenue as those charges.

15. The changes to the RUC system are therefore revenue neutral. They are intended to reduce evasion, by removing opportunities to purchase RUC licences for lower weights than actually carried. But the benefit of that reduction is reflected in the level of charges and goes to vehicle operators, not to the Crown.
16. Separately from the changes to the RUC system, the government has also scheduled an increase in RUC and fuel excise duty for 2012. This replaces the increase that was originally intended to occur in July 2011, but was deferred due to economic conditions. In announcing the deferral the Minister of Transport noted that an increase of 2 cents a litre in the level of petrol tax and an equivalent percentage increase in RUC was likely to be required in 2012. This would mean an average increase in RUC of 4 per-cent relative to the charges illustrated in this document.

Definition of RUC weight

17. Under the Bill, operators will no longer nominate the on-road weight of vehicles. Instead, the Agency will determine the “RUC weight” of every vehicle liable to pay RUC. This weight will be entered on the motor vehicle register by the Agency and become the usual weight of the vehicle for charging purposes. In general, this weight will not be altered unless there is a change in the Vehicle Dimensions and Mass (VDAM) Rule 2002, or the vehicle is modified to change its maximum loading.
18. RUC weight is defined in the Bill as the lesser of the gross vehicle mass (usually as specified by the manufacturer) and the maximum allowable mass of the vehicle under the VDAM Rule 2002. No vehicle on New Zealand roads should exceed either of these weights unless issued a specific over-weight permit.
19. Gross vehicle mass is already recorded on the motor vehicle register for most vehicles. The VDAM weight is not at present recorded, but can be calculated by reference to information that is recorded about the numbers of axles and tyres, and axle spacing for the majority of heavy vehicles in the fleet¹.

¹ For some vehicles the data on the motor vehicle register is not complete or correct. In cases where this prevents the Agency from determining the RUC weight of a vehicle, owners will be asked to provide the information required. In some instances vehicles may need to be inspected.

20. For the heaviest trucks and trailers VDAM weight is generally less than the manufacturer's gross vehicle mass rating, and therefore will be the primary factor determining the RUC weight of the vehicle.
21. For two axle trucks and light vehicles, however, the manufacturer's gross vehicle mass is usually below the VDAM weight, which just provides a maximum cap for the weight of vehicles of that type.

Effect of new RUC weight on charging scale

22. The new definition of weight will result in operators being charged on the basis of their vehicles' capacities, rather than the actual loads they carry. All vehicles of a given type and RUC weight class will pay the same amount per kilometre at all times, unless subject to an over-weight permit under the VDAM Rule 2002, in which case an additional RUC payment will be required.
23. For most vehicles (but not all) the RUC weight will be higher than the weight specified in the vehicle's current RUC licence. As a result the average RUC weight will be higher than the average current licence weight for each vehicle type.
24. Given a requirement to raise the same total revenue under the new system as under the existing system, the average cost per kilometre across all RUC licences will remain the same.
25. However, some operators will pay lower charges for the licences they purchase than at present, and some will pay higher charges. Operators who currently purchase RUC licences at lower weights than the average purchased for similar vehicles are likely to face higher charges under the RUC weight system. Conversely, operators who currently purchase licences at weights greater than the average will face lower charges than they pay under the current system.
26. There will be a relative increase in the costs of carrying loads that are large but light, as compared to those that are small and heavy. This is not expected to have a major impact on freight costs, but will mean that transport operators who specialise in relatively light loads may need to renegotiate their contracts with clients.
27. The new system will discourage use of vehicles that have a greater carrying capacity than is necessary for the task and encourage transport operators to plan to make the maximum possible use of the carrying capacity of their vehicle fleet.

28. Appendix A shows the pattern of licence purchases for each vehicle type under the current RUC system and compares that with the distribution of RUC weight within each type. As shown, the pattern of variation in licence weight purchased is quite different compared to variation in RUC weight.
29. For some vehicle types the great majority of vehicles will be rated at the same RUC weight. This applies to powered vehicles of types 1, 6 and 14, and to trailers of types 29, 30 and 33. The effect is most marked for type 6 trucks (the most common type of three axle truck or prime mover), where more than 90% of vehicles would have a RUC weight equivalent to the maximum allowable weight for such vehicles under the VDAM Rule 2002.
30. For some vehicle types however, there will be a wider distribution of RUC weights, as in vehicle type 2, for example, which includes a diverse range of two axle vehicles.
31. Initial modeling of scenarios for charging by RUC weight included a scale graduated, like the current scale, in one tonne increments. Such a scale would, however, involve a very large number of redundant steps for most vehicle types and would raise significant implementation issues. In particular:
- There would be arbitrary distinctions between vehicles that have RUC weights falling just under and just over a one tonne increment (for example a 14.1 tonne type 2 truck might be liable to pay 20 percent more RUC than one weighing 100 kg less – the data in the motor vehicle register suggests there would be numerous cases such as this)
 - Operators would wish to ensure that their vehicles are rated at as low a weight as possible. This would create issues around verification of vehicle details and could lead manufacturers to game the system by shaving small amounts off the gross maximum weights at which they rate their vehicles. This in turn may lead to operators being disadvantaged simply because they have an older model of a new truck that is substantially identical, but has had its nominal maximum weight reduced slightly.
32. These issues can be largely avoided or mitigated by creating wider weight bands for charging purposes. This greatly reduces the number of vehicles that would be affected by falling just on the wrong side of a weight class and, for some vehicle types, results in almost all vehicles paying the same charges. Marginal issues between weight classes cannot however be completely eliminated without removing weight as a charging variable.

33. Appendix B sets out a proposed scheme of weight bands showing how charging by RUC weight would work for the current range of vehicle types, using up to three different weight bands per type. The number of bands for each type depends on how widely RUC weights are expected to vary within vehicle types.
34. The trade-off for reducing the number of weight classes is that there are quite large differences in charges between weight bands. These differences could be reduced in some cases by increasing the number of bands. This is only applicable to vehicle types where there is a relatively wide distribution of RUC weight.
35. The charges modeled are purely for the purposes of showing the effect of the new RUC weight bands, on a revenue neutral basis, relative to the current charges. As noted in paragraph 11, an increase in RUC is scheduled for 2012. This is a separate decision from the changes to the RUC system and the same average increase would apply under either the existing system or the new system outlined in this document.
36. Charges for light vehicles are largely unaffected by the change in approach. However, the effect on charges for an individual heavy vehicle will vary depending on the relationship between a vehicle's RUC weight and the licence weights at present being nominated for that vehicle.
37. In each weight band the charge shown in Appendix B is essentially the average charge at present paid by the same vehicles under the present system.
38. The first weight band for type 1 vehicles is defined as up to four tonnes in the attached illustrative tables. In implementing weight bands the maximum for this band is proposed to be set at 3.5 tonnes, which is the weight above which vehicles require a separate distance measuring device apart from the ordinary odometer. This makes no significant difference to the charges, as the number of vehicles of between 3.5 and 4 tonnes gross mass is relatively small.

Potential changes to vehicle types

Powered vehicle types 5 and 6

39. There are some apparent anomalies in the relativities in charges between existing vehicle types. For example, higher fees are generated for type 6 vehicles compared to type 5 vehicles with the same RUC weight, even though a type 6 causes less road damage. This is because, on average,

the type 6 vehicles at present carry licences for heavier weights than the type 5 vehicles.

40. Some type 5 vehicles have a similar maximum allowable mass under the VDAM Rule 2002 as a type 6 vehicle. This means that implementing the lower type 5 rate would create an incentive for operators to exchange their type 6 vehicles for type 5 vehicles. It is also possible that type 6 vehicles would be modified to change them into type 5s. This is undesirable as it would result not only in a loss of revenue, but in increased road damage. There may also be safety implications.
41. One way of dealing with this issue is for the distinction between type 5 and type 6 vehicles (which does not exist in Australian or UK charging schemes) to be eliminated, creating a single vehicle type for all three axle powered vehicles.
42. The largest category of vehicles in type 5 at present is city buses (accounting for about half of all RUC kilometres purchased for the type). Analysis indicates that there may be a case for creating a separate vehicle type for three axle buses that would effectively replace the existing type 5. It is estimated that an appropriate RUC rate for this class of vehicle would be approximately \$230 per 1,000 kilometres.
43. Placing the remainder of type 5 vehicles in type 6 would result in charges for the combined type being only very slightly smaller than the type 6 charges shown in appendix B (due to the very small number of type 5 vehicles involved relative to the size of type 6). This would result in non-bus type 5 vehicles being charged a rate of RUC close to what they would pay at present for an 18 tonne licence. For most type 5 vehicles this is the maximum possible legal weight.
44. If this level of charge is considered unreasonable, alternatives could be considered involving creating separate weight bands for type 5 (or combined type 5 and 6) vehicles over or under 18 tonnes RUC weight.

Other proposals for change to powered vehicle types

45. The Bus and Coach Association submitted that there is a case for a special bus class within type 2, on the basis that buses, on average, carry a lower proportion of their maximum legal weight than other type 2 vehicles. The proposed weight bands, however, appear to remove any need for such a class. The rate shown in Appendix B for the 11-15 tonne weight band for type 2 vehicles is almost exactly the same as the average licence value currently purchased for buses in that weight band. In the 7-10 tonne weight band the average value of RUC licence purchased by

buses is actually slightly higher than the rate for the band shown in Appendix B.

46. The Crane Association has submitted that a separate vehicle type should be established for self propelled all terrain cranes, on the basis of their particular road wear characteristics. This proposal will be discussed further with the Association, but is not covered in this document. Owing to the small number of vehicles involved there are no implications for the charges illustrated in Appendix B.

Trailers

47. It is proposed to amalgamate vehicle types 27 and 28. Type 27 is a two axle trailer with only single tyres, while type 28 is a two axle trailer with a mix of single and double tyres. Neither type is very numerous. There are only about 130 vehicles in type 27, and about 420 vehicles in type 28. The great majority of heavy two axle trailers are types 29 or 30, which have all twin tyred axles.
48. As shown in Appendix B, the projected charges for types 27 and 28 are quite similar, but the charge for a type 28 in the maximum weight band is higher than the equivalent charge for a type 27. This reflects the fact that type 28 vehicles generally have a higher maximum allowable weight than type 27 vehicles and therefore buy slightly more expensive licences under the current system.
49. The RUC rates for an amalgamated vehicle type would be very similar to those shown in Appendix B for type 28. This means that type 27 vehicles would pay a little less in the lower weight band and a little more in the higher weight band.
50. Given this outcome, there would appear to be little purpose in continuing to have a separate vehicle type for the small number of type 27 trailers.

Appendix A: Distribution of current RUC licence purchases by weight and type, compared with RUC weight composition of each vehicle type

Explanatory note

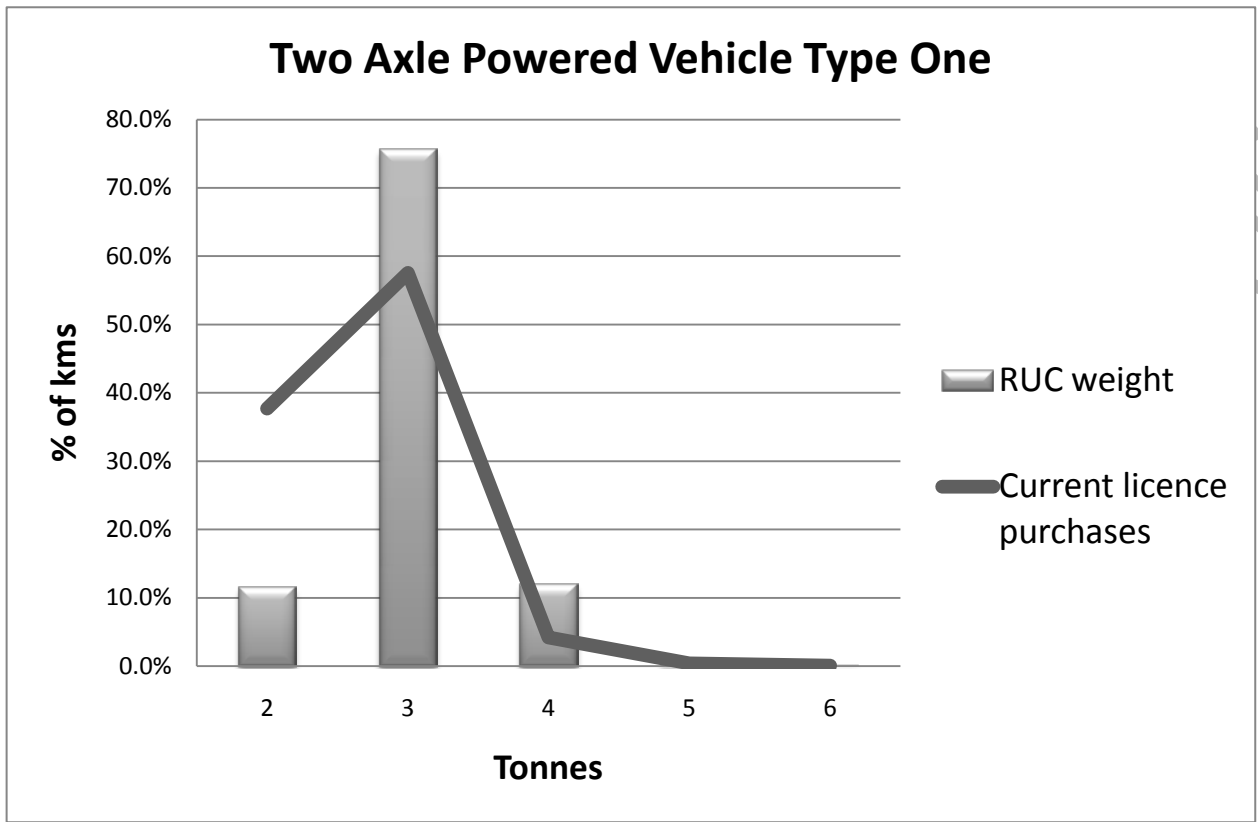
The charts in this Appendix illustrate the distribution of RUC licence purchases by vehicle type and weight under the current “operator nominated weight” system and compare this distribution with the distribution of vehicle kilometres by RUC weight.

This shows how the numbers of licences purchased in each nominal weight category would change if the current RUC scale was translated to a similar one tonne increment scale using the RUC weight definition.

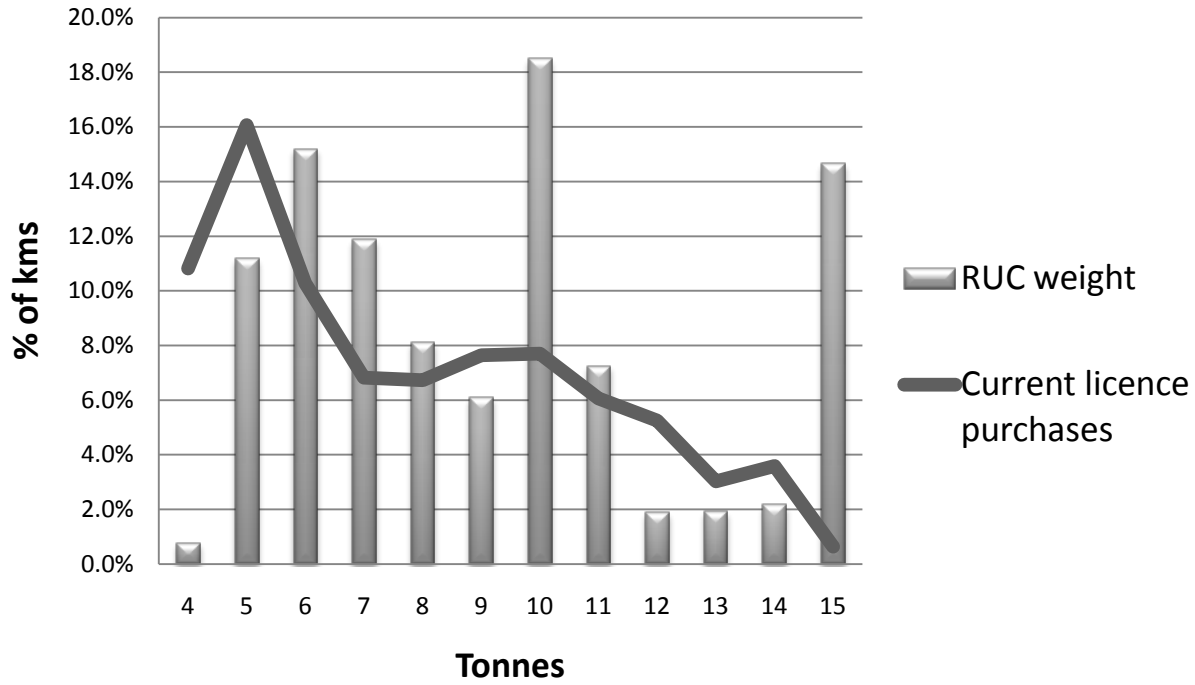
The licence weight at present carried by a vehicle does not necessarily bear any relationship to its RUC weight.

In most cases the great majority of vehicles in a type have the same or very similar RUC weights, whereas the distribution of licence weights is generally broader, depending on the vehicle operator’s assessment of the loads that will be carried.

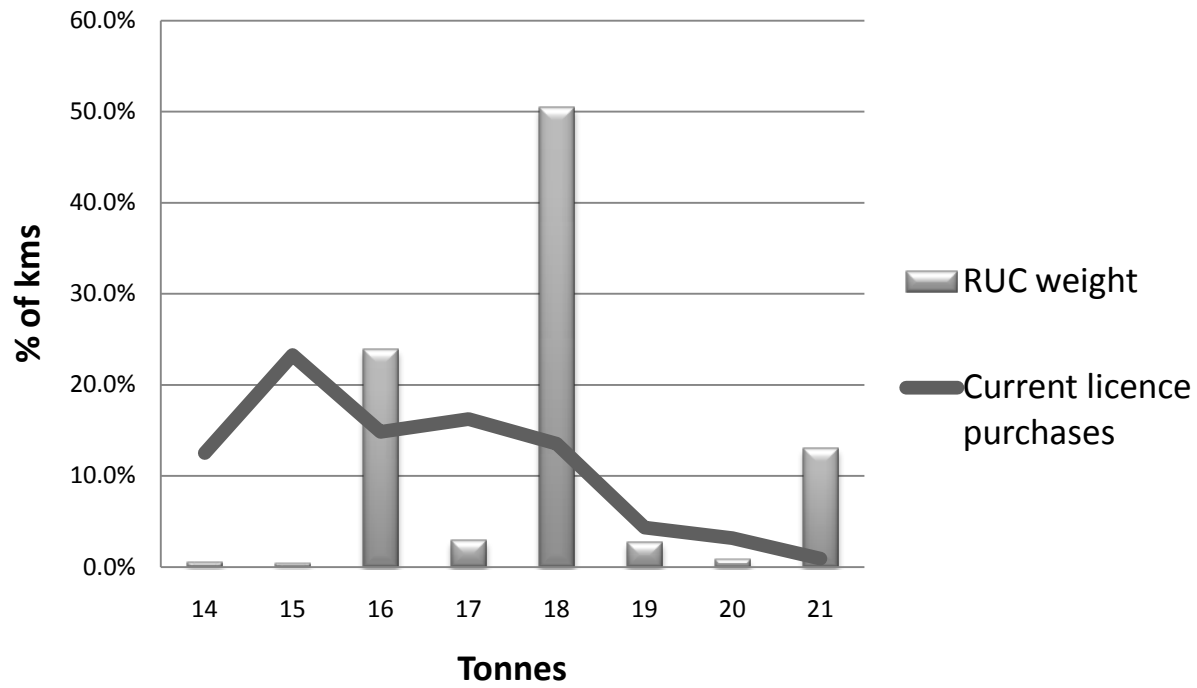
The charts also show, however, that a few vehicle types are more diverse in terms of RUC weights.



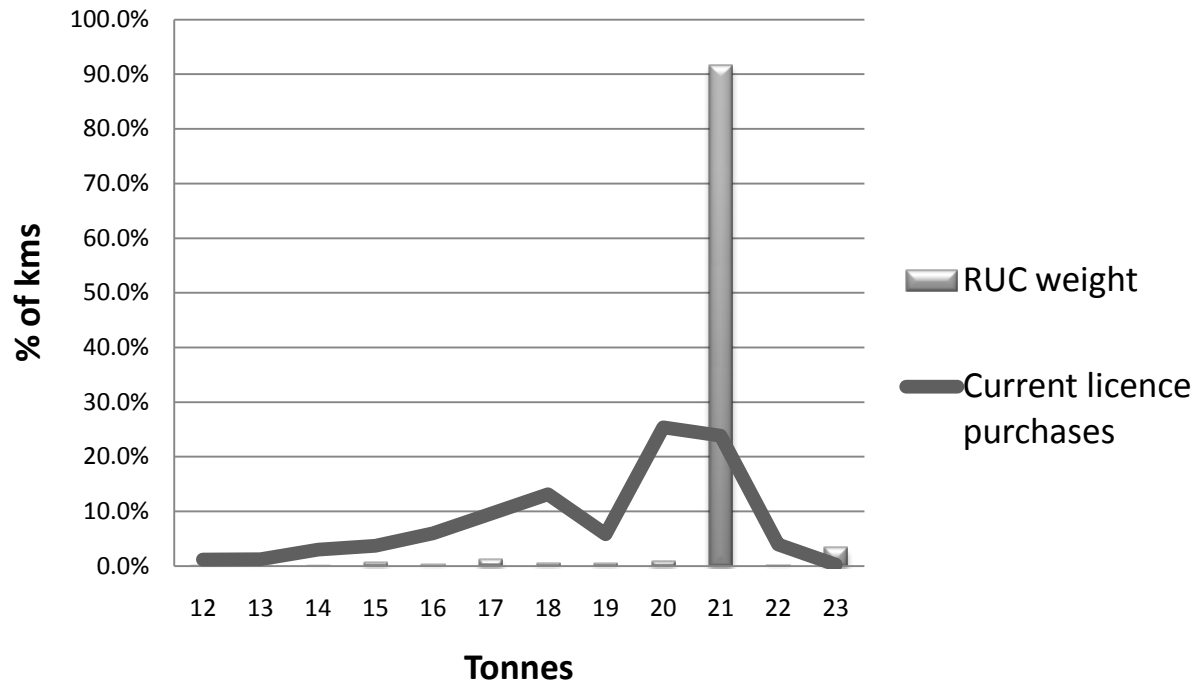
2 Axle Powered Vehicle Type Two



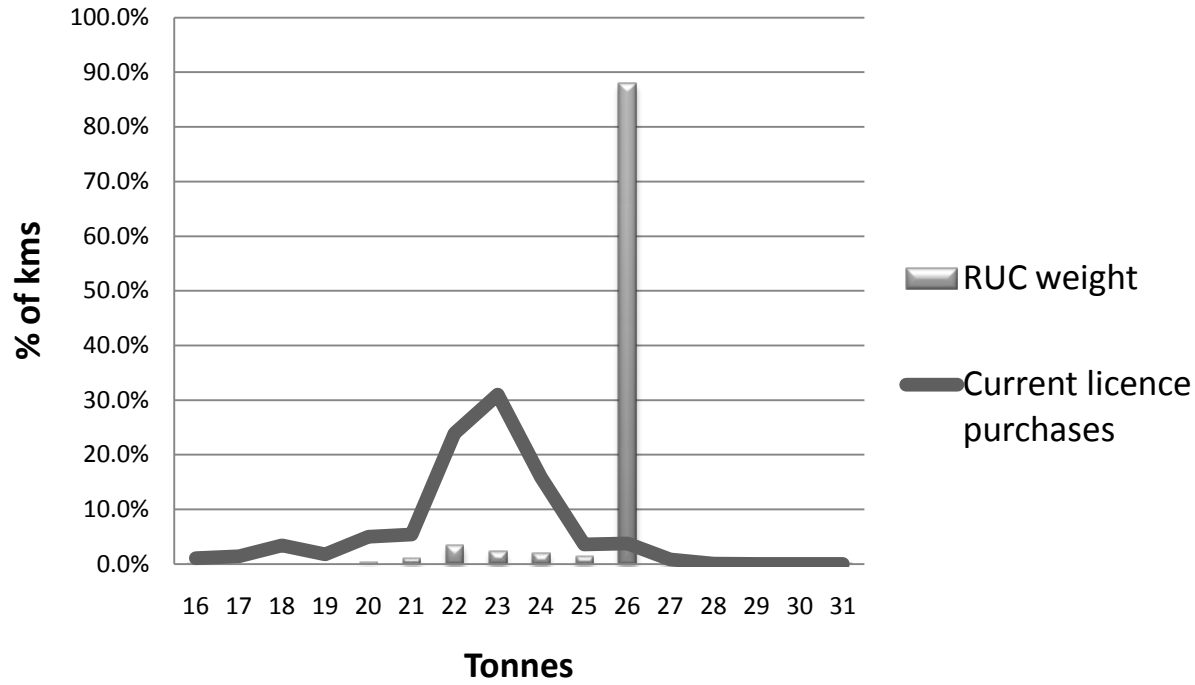
3 Axle Powered Vehicle Type 5



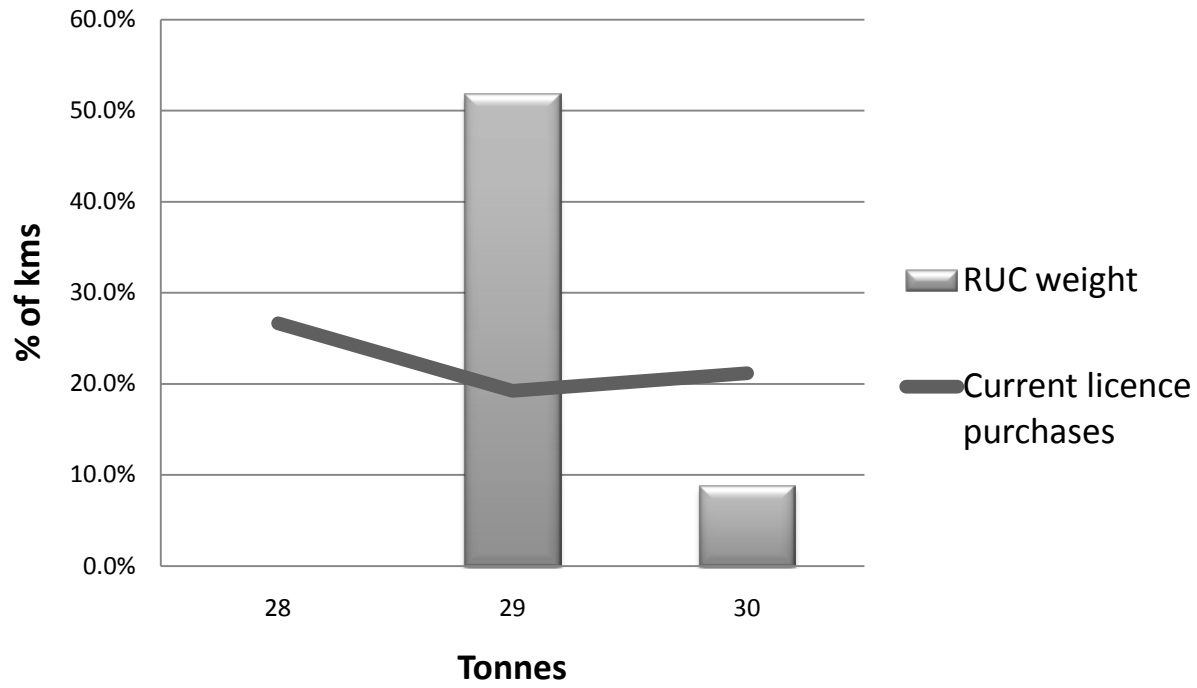
3 Axle Powered Vehicle Type 6



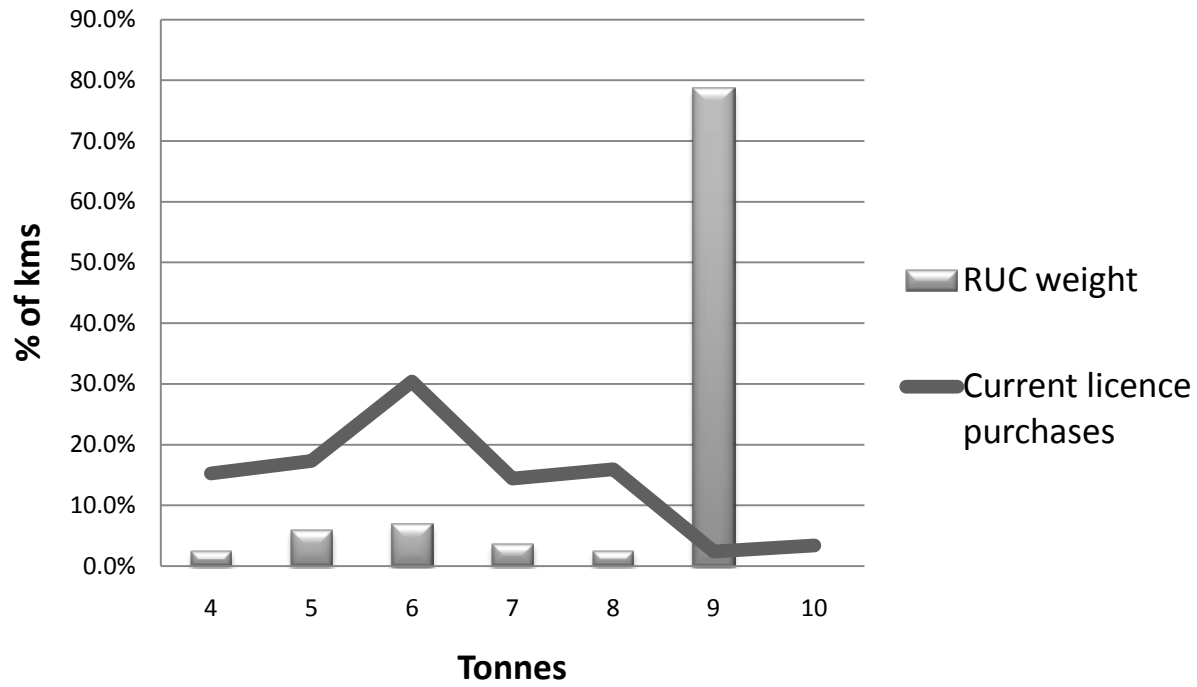
4 Axle Powered Vehicle Type 14



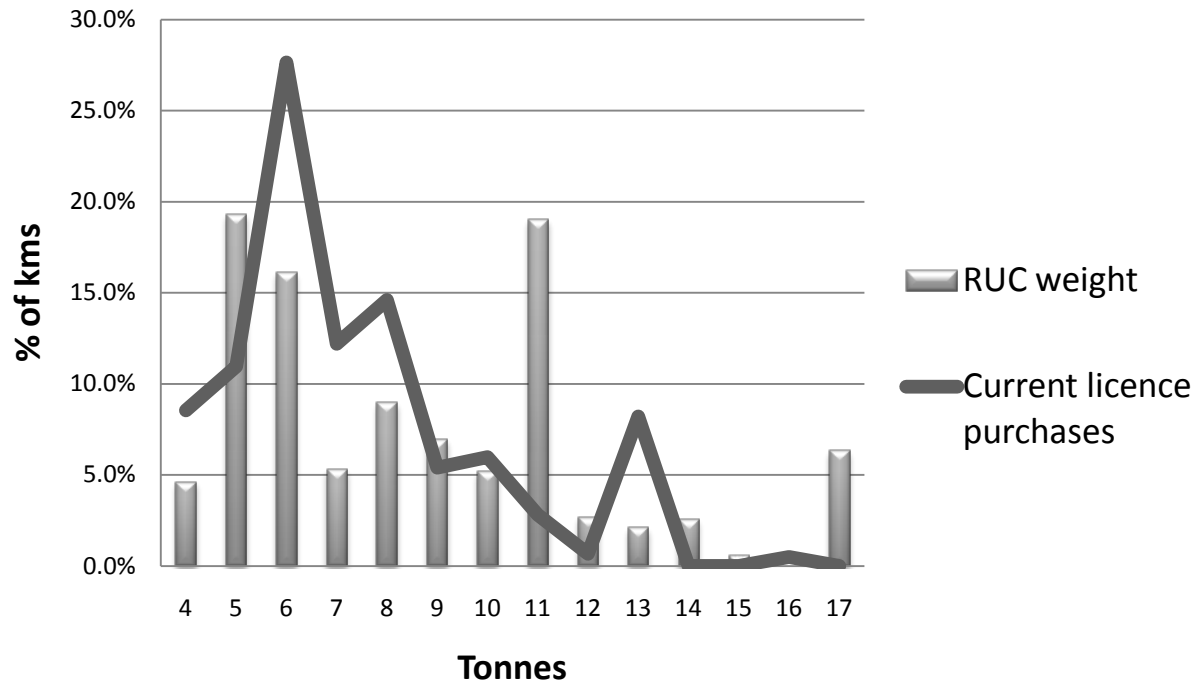
5 Axle Powered Vehicle Type 19



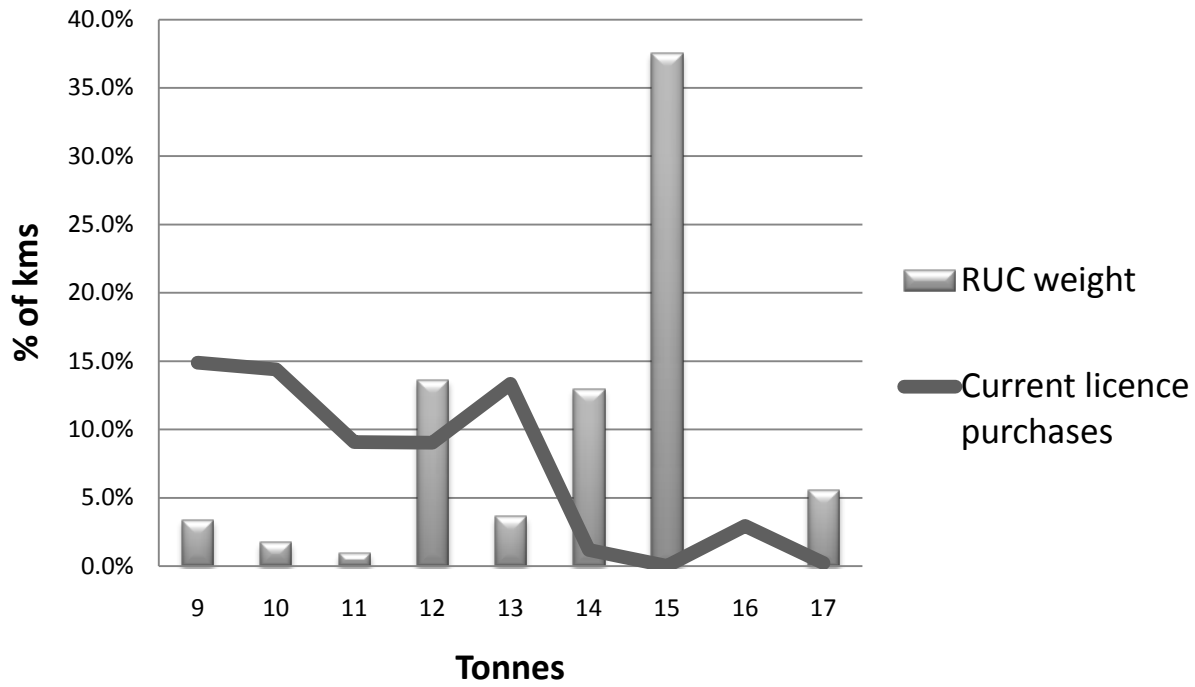
Single Axle Trailer type 24



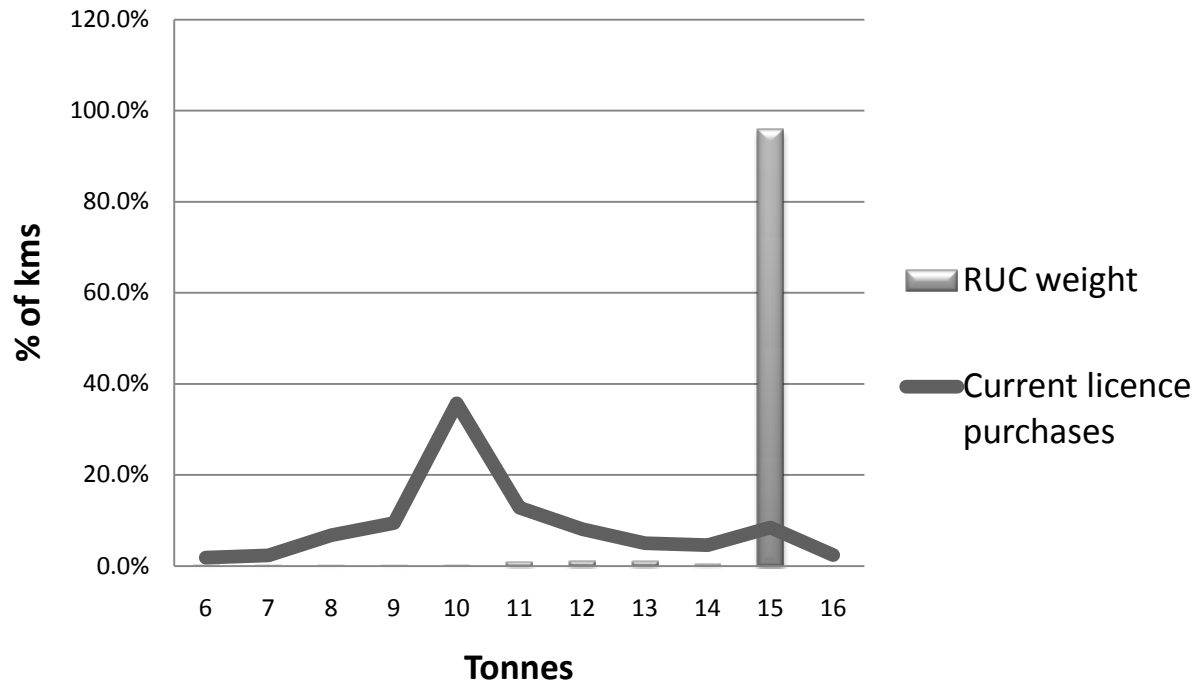
2 AxleTrailer Type 27



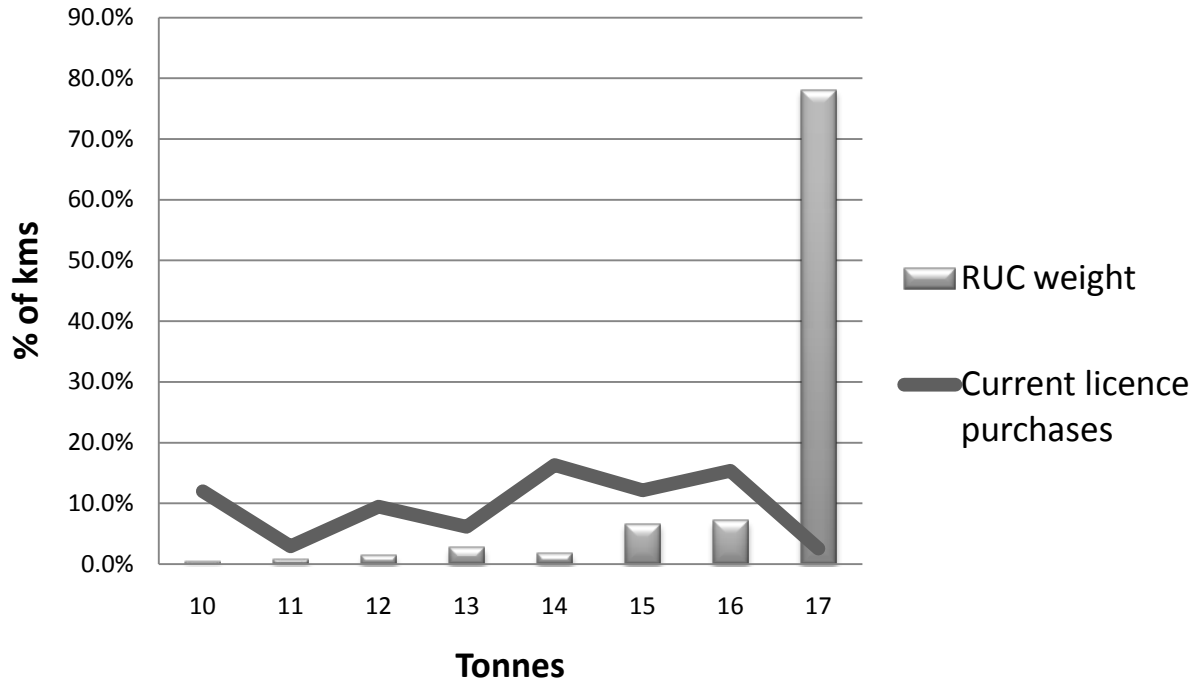
2 Axle Trailer Type 28



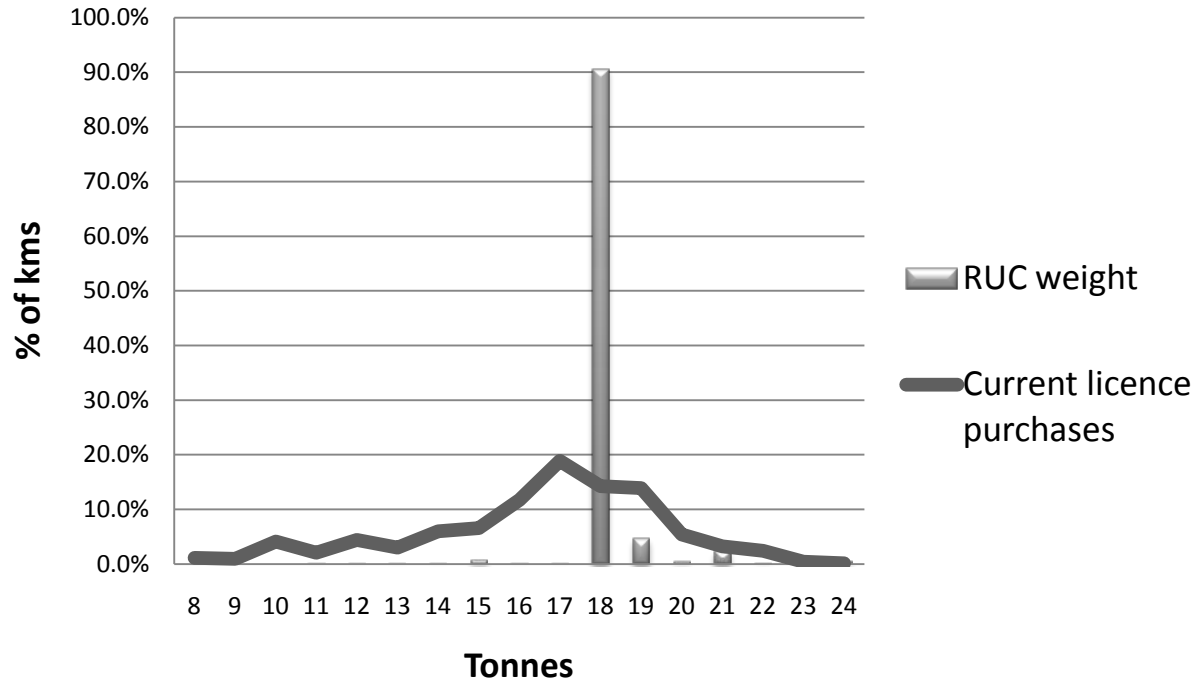
Tandem Axle Trailer Type 29



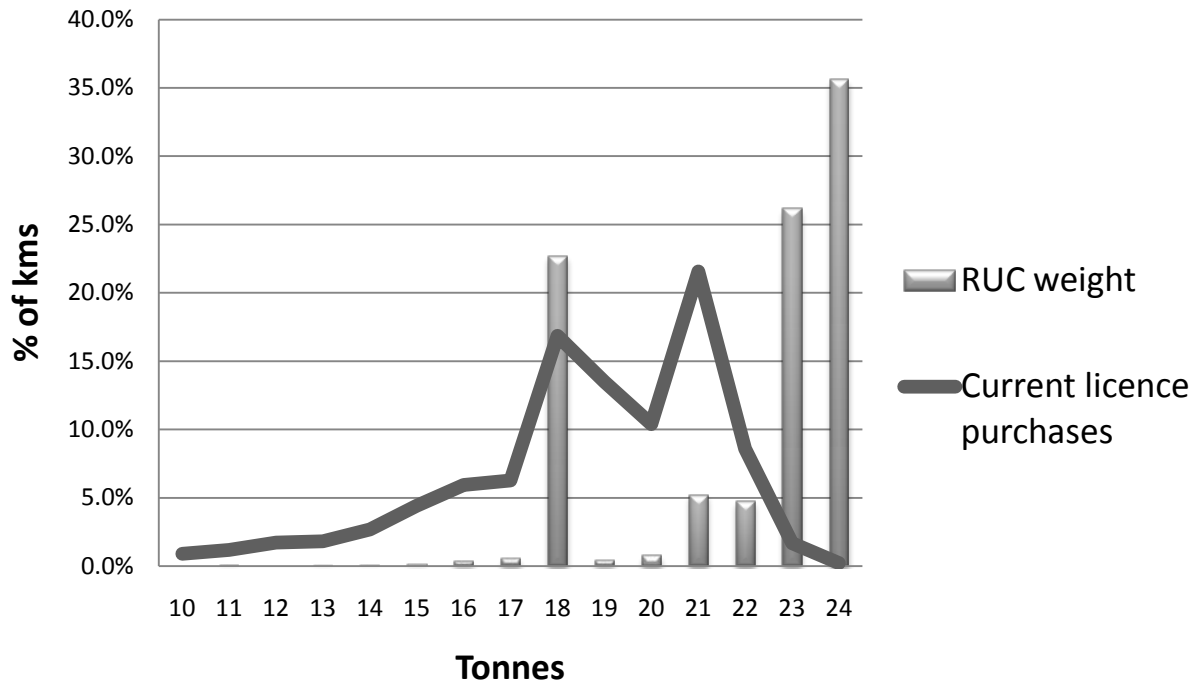
2 Axle Trailer Type 30



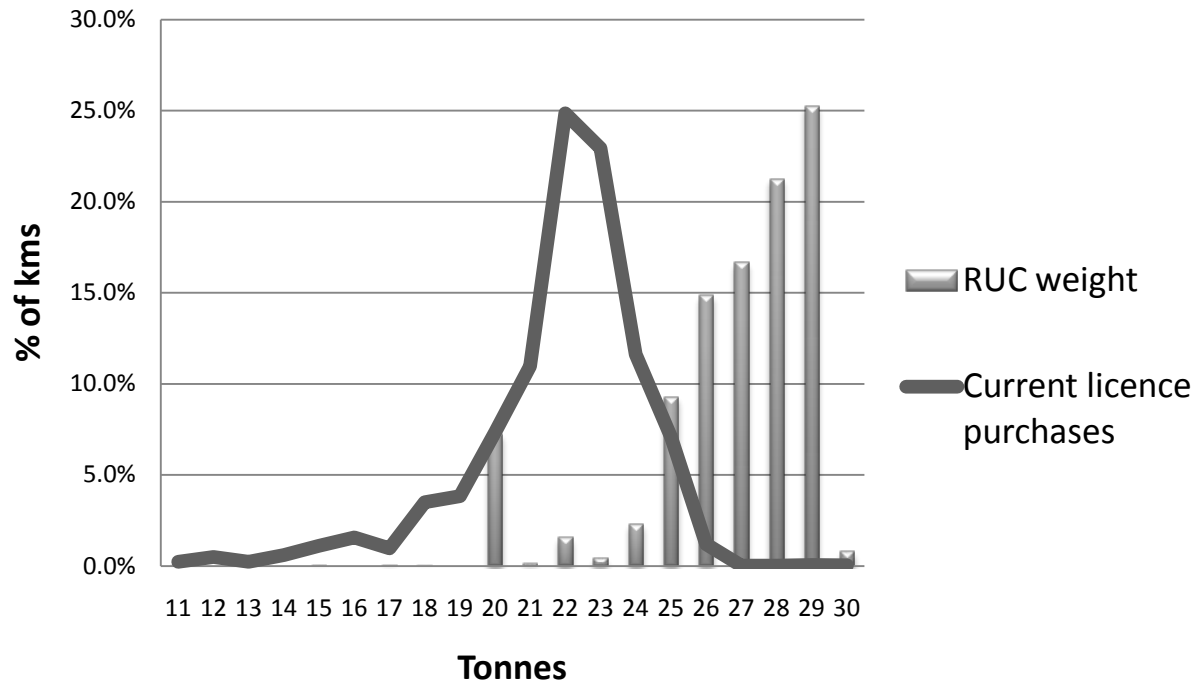
Three Axle Trailer Type 33



3 Axle Trailer Type 37



4 Axle Trailer Type 43



Appendix B: Illustration of charges set by RUC weight band

Explanatory note

The revenue from the charges in the tables below (shown in the third column) is intended to be the same as from the current RUC scale, both overall and for each vehicle type.

The relationship between current licence weights and RUC weights will vary in individual cases. For example, most vehicles falling in the 5-6 tonne band would at present have 5 tonne licences, but some will be licensed for lower weights. This reflects that operators are free to nominate any weight for a vehicle so long as it is not below the unladen (tare) weight recorded on the motor vehicle register.

The range of current charges shown for each weight band excludes some weights for which very few licences are purchased. For example, only a handful of type 5 vehicles are allowed to weigh over 21 tonnes, and the proportion of type 5 licences sold for higher weights is therefore minuscule.

The charges shown are intended to apply to all vehicles operating within their maximum RUC weight. The upper limit of the maximum weight bands shows the usual maximum RUC weight for the type, but the same charge will also apply to vehicles that, because of their special chassis characteristics, have a higher RUC weight than usual.

As shown in Appendix A, the most common RUC weight for a vehicle type will usually be below the maximum possible for the type.

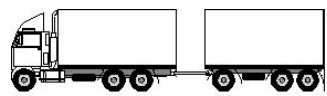

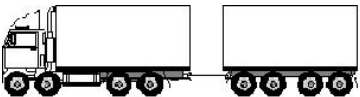

Powered vehicle types

Type	Band	Estimated revenue \$(10/11)	Estimated kms (10/11)	Revenue \$ per 1000km	Charge for band incl GST \$ per 1000km	Current range of charges \$ per 1000 km
1		282,631,314	7,058,082,315			
	Up to 4 tonne	278,278,792	6,993,801,123	39.89	45.87	44-49
	5-6 tonne	3,108,944	54,448,064	44.64	51.34	49-59
	7-12 tonne	1,215,315	9,833,128	123.59	142.13	53-334
2		123,968,787	1,282,828,901	96.64		
	Up to 6 tonne	19,388,718	348,639,260	43.59	50.13	46-54
	7-10 tonne	43,327,091	572,221,233	76.50	87.97	48-152
	11-15 tonne	61,252,978	361,968,407	179.56	206.50	95-393
5		14,705,995	68,947,021	213.29		
	Up to 12 tonne	167,648	2,641,626	50.66	58.26	46-105
	13-21 tonne	14,538,347	66,305,394	219.77	252.74	105-529
6		222,470,269	755,069,823	294.64		
	Up to 12 tonne	66,741	735,898	90.69	104.30	86-114
	13-22 tonne	222,403,528	754,333,925	294.83	339.06	114-538
14	Up to 26 tonne	187,435,632	682,675,733	274.56	315.74	92-488
19	Up to 44 tonne	285,635	1,186,426	240.75	276.87	250-409

Trailer types

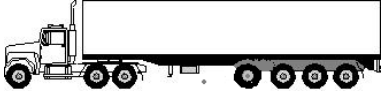
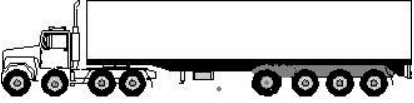
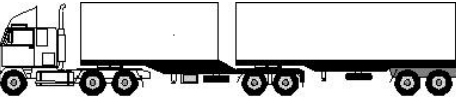

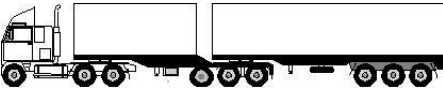
Type	Band	Estimated revenue \$(10/11)	Estimated kms (10/11)	Revenue \$ per 1000km	Charge for band incl GST \$ per 1000km	Current range of charges \$ per 1000 km
24	4-9 tonne	572,557	6,071,493	94.30	108.45	32-190
27		66,215	1,044,451	63.40		
	4-10 tonne	18,341	695,500	24.47	28.14	24-75
	11-15 tonne	47,873	348,951	140.99	162.13	75-353
28		545,323	4,261,748	127.96		
	4-10 tonne	28,684	1,090,934	22.34	25.70	24-124
	11-15 tonne	516,639	3,170,813	163.83	188.40	91-386
29		16,108,432	167,206,540	96.34		
	4-10 tonne	17,719	692,978	23.25	26.73	23-77
	11-15 tonne	16,090,712	166,520,993	96.64	111.13	33-252
30		2,186,268	13,334,249	163.96		
	4-10 tonne	4,810	164,753	26.54	30.52	23-85
	11-17 tonne	2,181,459	13,168,904	165.69	190.54	35-457
33	Up to 22 tonne	33,353,308	257,105,782	129.73	149.18	51-327
37		19,864,834	94,022,394	211.28		
	4-10 tonne	1,986	75,218	26.41	30.37	26-39
	11-25 tonne	19,862,847	93,947,176	211.43	243.14	53-446
43	4-29 tonne	94,185,680	574,273,406	164.01	188.61	31-272

Appendix C: Effects of applying the charges in Appendix B to combination heavy vehicles (at usual maximum combination weights)²

Vehicle		15/10/2010 RUC licence (cheapest option) ³		RUC weight licence	Change	
		Weights	\$ 000 km	\$ 000 km	\$	%
	Six axle truck and trailer	20 + 22 = 42	779.37	582.20	-197.17	-25
	Seven axle truck and trailer	18 + 26 = 44	610.83	527.67	-83.16	-14
	Eight axle truck and trailer	20+24 = 44	471.89	504.35	+32.46	+7
	Six axle semi-trailer	21+18 = 39	637.21	488.24	-148.97	-23

² The combination weights used here are the limits under the VDAM Rule 2002. As a tolerance is applied in enforcing the Rule (but not in enforcing RUC) it is not uncommon for combinations to be licensed for a total weight one or two tonnes above the limit.

³ The cheapest RUC option is not necessarily the most common choice. Other considerations may lead operators to license for slightly more expensive weight combinations. The penalty for doing so is quite small at the margin (e.g. licensing an eight axle truck & trailer at 22+22 tonnes costs only 2.5% more than licensing at 20+24 tonnes).

Vehicle		15/10/2010 RUC licence (cheapest option)		RUC weight licence	Change	
		Weights	\$ 000 km	\$ 000 km	\$	%
	Seven axle semi trailer	21+20=41	608.46	527.67	-80.79	-13
	Eight axle semi trailer	24+20=44	528.20	504.35	-23.85	-5
	Seven axle B- train	18+13+13=44	606.68	561.32	-45.36	-7
	Eight axle B- train	16+18+10=44	451.59	599.37	+147.78	+33
	Nine axle B- train	14+15+15=44	381.83	637.42	+255.59	+67

Note: The total charges shown above for an eight and nine axle B trains are excessive compared to other combinations with similar road wear impacts. Options for addressing this anomaly will be discussed with affected stakeholders.

Appendix D: RUC for high productivity motor vehicles (Type H)

The Bill provides in clause 12 for RUC for high productivity motor vehicles (type H) to be set in respect of the total combination weight. The type H licence will replace the usual RUC licence for the prime mover in a high productivity combination. The trailers in a combination will continue to carry their usual RUC weight licences.

It is proposed to set rates for type H licences with reference to the total weight and number of axles in the combination to which a high productivity vehicle permit applies. As with normal vehicles, the RUC rates will be specified in terms of weight bands for each number of axles. The table below shows how this is proposed to work, with rates set within the range of rates applicable for similar combination vehicles under the current RUC system.

The RUC rates shown in the tables are based on the same loading assumption as for standard weight vehicles (i.e. 0.55 for powered vehicles and 0.45 for trailers).

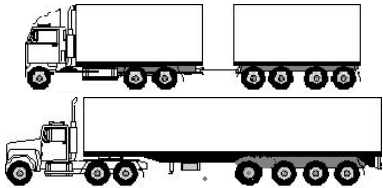
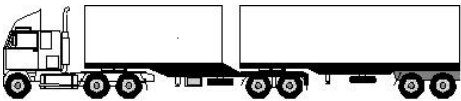
The rates for the three weight bands shown are based on current rates payable for licences totaling 47 tonnes, 51 tonnes and 56 tonnes respectively. These weights have been chosen because they lie in the mid point of the range of weights for the respective bands. At this point, there is no information available on the average actual loading of high productivity motor vehicles. Once that information is available then the rates for the bands can be re-adjusted.

The current RUC payable for the combinations shown varies depending on the distribution of weight between individual vehicles. That will not apply in the new system, in which variation in charge for a given combination weight will depend solely on the total number of axles.

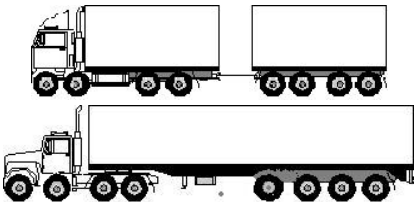
In order to simplify presentation, the full range of vehicle types and weights to which high productivity licences can apply is not shown. Rates for other combinations are available on request.

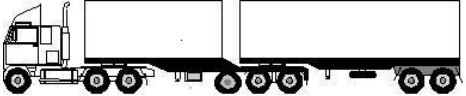
These tables do not show the rates that will apply to additional licences for over-weight vehicles to be purchased on a trip by trip basis (i.e. in units of less than 1,000 kms). It is intended that these rates be set to recover the difference between the standard RUC licences carried by the vehicles concerned and the amount that would be payable to purchase supplementary licences under the current system for the total weight required.

Seven axle high productivity combinations

H vehicle type	Vehicles	Weight band	2010/11 RUC Per 1,000 km (approx)	New total charge	Less standard charges for trailers	Rate for H licence
HT7		Up to 48 tonnes	\$700-800 (for 46-48 tonnes)	\$740	-188.61	\$551.39
HB7		Up to 48 tonnes	\$700-800	\$740	-222.26	\$517.74

Eight axle high productivity combinations

H vehicle type	Vehicles	Weight band	2010/11 RUC Per 1,000 km (approx)	New total charge	Less standard charges for trailers	Rate for H licence
HT8		Up to 48 tonnes	\$535-620 (for 46-48 tonnes)	\$570	-188.61	381.39
		49 to 53 tonnes	Up to \$835 (for 53 tonnes)	\$720	-188.61	511.39
		54 to 58 tonnes	Up to \$1,140 (for 58 tonnes)	\$980	-188.61	791.39

H vehicle type	Vehicles	Weight band	2010/11 RUC Per 1,000 km (approx)	New total charge	Less standard charges for trailers	Rate for H licence
HB8		Up to 48 tonnes	\$520-\$600 (for 46-48 tonnes)	\$570	-260.31	309.69
		49 to 53 tonnes	Up to \$825 (for 53 tonnes)	\$720	-260.31	459.69
		54 to 58 tonnes	Up to \$1,100 (for 58 tonnes)	\$980	-260.31	719.69