

Chair  
Cabinet

## **SETTING ROAD USER CHARGES FOR 2019/20 TO FUND THE GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2018**

### **Proposal**

1. Cabinet previously agreed to a 3.5 cents per litre increase of petrol excise duty (PED) in 2018, 2019 and 2020, with an equivalent increase in road user charges (RUC) [CAB-18-MIN-0115] to provide the level of funding needed to meet the Government's transport investment commitments. These commitments are set out in the Government's policy statement on transport 2018 (GPS 2018), released in June 2018. This paper seeks agreement to the specific RUC rate increases required for 2019.
2. I propose that the new RUC rates come into effect on 1 July 2019 at the same time as the PED changes.

### **Executive summary**

3. PED and RUC revenue is hypothecated for investment in the land transport system. The revenue is held in the National Land Transport Fund (NLTF), and is spent by the New Zealand Transport Agency (NZTA) in accordance with the funding ranges for different activity classes as set out in GPS 2018.
4. This paper follows the decisions of Cabinet on GPS 2018, including an agreement for total expenditure on land transport activities of \$45.1 billion over the 10 years of the GPS 2018. At the time these decisions were made, NLTF revenue was forecast to be approximately \$40 billion over the period of GPS 2018, resulting in a shortfall of approximately \$5 billion.
5. To enable the delivery of GPS 2018, Cabinet agreed to a 3.5 cents per litre increase of PED in 2018, 2019 and 2020, with an equivalent increase in RUC [CAB-18-MIN-0115]. The first changes in RUC and PED rates were made in October 2018. This paper proposes the second increase in RUC rates (Cabinet has already agreed to the increase in PED rates, so no further policy agreement is required.)
6. PED consists of one rate, charged on each litre of petrol imported into or produced in New Zealand. Because of this, it is relatively straightforward to change the PED rate. In contrast, the RUC system has approximately 90 different rates that vary depending on the weight and configuration of the vehicle, making it more complex to change RUC rates. Hence, individual RUC rates need to be recalculated each time an increase in RUC revenue is required. The Ministry of Transport operates an

engineering-led model which determines RUC rates based on revenue needs and the wear and tear impact different vehicle types have on the road, reflecting the purpose of the Road User Charges Act 2012 of imposing charges which are in proportion to the costs the vehicles generate.

7. RUC revenue is required to be increased by 5.55 percent (\$90.6 million) to match the 3.5 cent per litre increase in PED. I propose to adopt the simplest way to achieve required revenue by increasing all RUC rates by 5.55 percent. There are some rates that are already greater than the rates indicated by the Ministry's model, and some rates that are lower than those indicated by that model.
8. The relationship between the rates indicated by the Ministry's model, and the currently prescribed and proposed rates are set out in appendix B. Following a request from the Cabinet Economic Development Committee (DEV-19-MIN-0075) I will report back to DEV in due course with further advice on the methodology used to determine that RUC rates reflect revenue needs and the wear and tear that different vehicle types have on the road.
9. Once policy approval has been given by Cabinet, RUC rates can be increased by Order in Council for the 2019/20 financial year. I intend that the proposed new rates of RUC take effect on 1 July 2019 to align with the already-agreed date of the PED increases.
10. Appendix A summarises the proposed increases in RUC rates.

## **Background**

11. GPS 2018 took effect on 1 July 2018. It sets out the Government's priorities for investment in the land transport system over the next ten years. At current rates of PED and RUC and including other sources of revenue, there is a gap of approximately \$5 billion between the expenditure required for GPS 2018, and the revenue available in the NLTF (over ten years)<sup>1</sup>.
12. Revenue for investment in the land transport system comes from a variety of sources. However, 90 percent of the NLTF revenue is generated from three sources: PED, RUC and motor vehicle registration fees (MVR). That revenue is broken down as follows:
  - 12.1. PED - net revenue \$1.874 billion in 2017/18<sup>2</sup>
  - 12.2. RUC - net revenue \$1.543 billion in 2017/18
  - 12.3. MVR - net revenue \$227 million in 2017/18.
13. The NLTF also receives revenue from property sales, tolls, and borrowing.

## **PED**

<sup>1</sup> Note that the revenue gap will already have been reduced by the PED and RUC rate increases introduced in 2018.

<sup>2</sup> This figure includes excise duty paid on liquid petroleum gas and compressed natural gas, but these account for a very small proportion of overall fuel excise.

14. As part of its decisions on GPS 2018, Cabinet agreed to an increase of 3.5 cents per litre in PED each year for the next three years (2018, 2019 and 2020) [CAB-18-MIN-0115].
15. I intend to submit the required paper for the PED change for the 2019/20 financial year to Cabinet Legislation Committee (LEG) consideration on Tuesday 30 April 2019.

### *RUC*

16. The RUC system applies to all vehicles which are not powered by petrol and any vehicle with a gross vehicle mass (GVM) of 3,500 kilograms or more.<sup>3</sup> There are approximately 700,000 light RUC vehicles (diesel powered vehicles with a GVM of less than 3,500 kilograms) and approximately 150,000 heavy RUC vehicles (any vehicle with a GVM of more than 3,500 kilograms). There are also approximately 13,000 electric vehicles, but they are currently specifically exempted from RUC.<sup>4</sup>
17. RUC is a distance-based charging system, designed to recover the costs that different types of vehicles impose on the road network. For example, a 30,000 kilogram truck has a much larger impact on the road network than a diesel ute, so the truck will have a higher RUC rate. RUC licences are pre-purchased in increments of 1,000 kilometres. RUC rates are set in regulations, which will require amendment if Cabinet agrees to my proposed increases.
18. Because it differentiates between a number of vehicle types, the RUC system uses a number of different rates, meaning the process for increasing RUC rates is more complicated than for PED. I have decided to adopt the simplest way to do this by increasing all RUC rates by 5.55%<sup>5</sup>

### *How RUC rates are calculated*

19. The Ministry of Transport (the Ministry) uses a cost allocation model to inform individual RUC rates. Historically, this model has used NLTF expenditure and distance travelled data from the previous financial year to calculate a 'base rate' for each vehicle type.
20. Because the NLTF expenditure profile changes from year to year, the base rates can shift up and down. For example, the majority of spending on road maintenance is allocated to heavier vehicle types, because those vehicles cause more road wear. If spending on road maintenance increases, the base rates for heavy vehicle types will also increase and if spending on road maintenance reduces, the base rates for heavy vehicles will fall.
21. The approach taken for previous changes to actual RUC rates is that they only ever increase or remain static even in circumstances where the cost allocation model

<sup>3</sup> Electric vehicles are also subject to RUC, but are exempted until 2021.

<sup>4</sup> This exemption was put in place by the previous Government to encourage electric vehicle uptake, and is scheduled to expire at the end of 2021 for light vehicles and the end of 2025 for heavy vehicles.

<sup>5</sup> RUC rates are set to be in whole dollars once GST has been added. Hence the increase to individual rates will not exactly be 5.55 percent.

suggests they should be reduced. This delivers additional revenue but can create situations where the rates set in regulations are significantly higher than what the cost allocation model suggests certain types of vehicles should be charged.

22. Previous RUC rate increases where all rates have been increased by a similar percentage amount to achieve the desired revenue increases has resulted in some heavy vehicles paying more than the base rates indicated by the Ministry's cost allocation model. This issue has arisen over a number of years as a result of the approach taken by several different governments.
23. The heavy vehicles that are paying higher rates are subsidising the travel of other vehicle types. In particular heavy vehicles are contributing a greater amount towards common costs (e.g. public transport, weather related repairs) than other vehicle types. Common costs should be spread evenly across all vehicle kilometres travelled as the costs do not differ between vehicle types.

#### *Approach for increasing RUC rates*

24. Given this complex background and history I have carefully considered how to set RUC rates between vehicle types. I propose that the required increase in RUC revenue is based on forecast expenditure as set out in the National Land Transport Programme (NLTP) 2018-21, instead of using expenditure data from the previous year. Using forecast expenditure will ensure that vehicles pay for the damage/wear they cause on the road network by allocating the increased revenue to the activity classes where it will be spent.
25. I propose to continue with the approach that no RUC rates will be reduced, and that all RUC rates increase by 5.55 percent<sup>6</sup>. This means that some RUC rates will remain above the level indicated by the cost allocation model, and some below it. As noted earlier, the relationship between the rates indicated by the Ministry of Transport's cost allocation model and the currently prescribed and proposed rates are set out in appendix B.

#### **Magnitude of increase required to fund land transport investment**

26. As part of the decisions on GPS 2018, Cabinet agreed to an increase of 3.5 cents per litre in PED each year for the next three years (2018, 2019 and 2020) [CAB-18-MIN-0115]. RUC revenue needs to increase by an equivalent amount.<sup>7</sup>
27. Revenue modelling completed by the Ministry and the NZTA shows that, to generate sufficient revenue to deliver GPS 2018, an estimated \$45 billion of revenue will be required over 10 years. Current PED and RUC settings will deliver an estimated \$40 billion over ten years. Revenue modelling estimates that if PED is increased by 3.5

<sup>6</sup> There are a small number of specialised vehicles where the rates are not set in regulations but are gazetted directly by NZTA. We understand that these rates will also increase by 5.55% if the proposal is approved.

<sup>7</sup> This mechanism by which PED and RUC remain in parallel delivers another benefit, which is that the increase in the number of electric vehicles in the fleet does not give rise to any revenue concern (once the exemption put in place by the previous government expires). Petrol vehicles being replaced with electric vehicles simply increases the proportion of revenue derived from RUC compared with that derived from FED.

cents per litre over three years (2018, 2019 and 2020), with equivalent increases in RUC revenue, \$45 billion of revenue will be generated.

28. Therefore, I consider that three annual increases of 3.5 cents in PED, accompanied by equivalent increases in RUC will provide sufficient additional revenue.

### **Impacts of the proposed increases**

29. Most New Zealanders will be affected either directly or indirectly by an increase in RUC rates. Individuals and businesses that use diesel vehicles will be directly affected by the rate increases through higher travel costs. Individuals and businesses will also be indirectly affected through the higher cost of goods resulting from freight companies passing their increased costs on to consumers.
30. The direct impacts of the proposed increases in RUC will be equally shared, in terms of percentage increase, across the different groups of road users. The cost of a RUC licence for a light diesel vehicle will increase from \$68 (including GST) to \$72, an increase of 5.88 percent<sup>8</sup>. For a road user travelling 10,000 kilometres per year, this would mean additional costs of approximately \$40 per year, including GST.
31. The cost of RUC is estimated to be approximately 10 percent of the total costs for a road freight operator (other costs include wages, insurance and depreciation). Because rates will increase by different amounts for different vehicle types, it is difficult to predict the magnitude of total cost increases for road freight operators.
32. Appendix A provides a list of the individual RUC rates that will increase for 2019/20 under my proposal, and how much those rates are proposed to increase by.

### **Timing**

33. I intend for the new RUC rates to commence on 1 July 2019. The Road User Charges Act 2012 prescribes a 42 day period between gazetting of the new RUC rates and those rates commencing. This means that new RUC rates will need to be gazetted by Thursday 16 May 2019. The Parliamentary Counsel Office (PCO) requires time to draft new RUC regulations, and I do not consider that it is feasible to have new rates commence any earlier than 1 July 2019.
34. I intend to submit the necessary Order in Council for LEG consideration on Tuesday 30 April 2019.

### **Consultation**

35. In the time available, consultation was not possible on the proposed methodology in this paper. The Treasury, NZTA, the Ministry of Business, Innovation and Employment, and Customs were consulted on the previous paper which was considered by Cabinet Economic Development Committee (DEV) on 10 April 2019 that contained a different proposed methodology for increasing the RUC rates. The

<sup>8</sup> As noted earlier this figure is slightly above 5.55% because the RUC rates are set in whole dollars once GST is added.

Department of the Prime Minister and Cabinet was also informed with regard to the DEV paper.

36. Possible increases in PED and RUC were included in public engagement on the draft GPS 2018. There were mixed reactions to the proposed changes to PED and RUC. Many submitters accepted that increases in PED and RUC would be necessary to deliver on the Government's priorities to create livable cities and thriving regions. However, some submitters were strongly opposed to the increases.

### **Financial implications**

37. The proposed increases to RUC are forecast to generate an additional \$68 million per annum for the next ten years assuming vehicle kilometres travelled remain constant over this period.
38. RUC revenue, as well as PED revenue and revenue from Motor Vehicle Relicensing, is hypothecated for spending on land transport spending on land transport activities and will be held in the NLTF.

### **Human rights implications**

39. This proposal is consistent with New Zealand Bill of Rights Act 1990 and the Human Rights Act 1993.

### **Legislative implications**

40. An Order in Council will be necessary to amend the Road User Charges (Rates) Regulations 2015.

### **Regulatory Impact Analysis**

41. A regulatory impact summary (RIS) was prepared and submitted to the Cabinet Economic Development Committee (DEV) and is attached to this paper. It was reviewed by the independent transport sector review panel, and was assessed as meeting the quality assurance criteria.

### **Gender implications**

42. There are no gender implications for the proposal.

### **Disability perspective**

43. There are no specific proposals relating to people with disabilities.

### **Publicity**

44. I have previously announced that PED increases in the order of 3.5 cents per litre, with an equivalent increase in RUC as part of the release of the GPS in 2018. The first

of these increases came into effect on 30 September 2018 for PED and 1 October 2018 for RUC. The remaining increases will come into effect in 2019 and 2020.

45. The Ministry of Transport and the NZTA will publicise the increases on their respective websites.

**Proactive release**

46. I intend to proactively release this paper subject to appropriate redactions under the Official Information Act 1982.

## Recommendations

47. The Minister of Transport recommends that Cabinet:

1. **note** that in June 2018 Cabinet agreed to a 3.5 cents per litre increase in petrol excise duty in 2018, 2019 and 2020, with an equivalent increase in road user charges [CAB-18-MIN-0115].
2. **agree** that the rates of road user charges (RUC) be increased for the vehicle types and the amounts as set out in appendix one with effect from 1 July 2019:
3. **note** that to enable increased rates of RUC, amendments will be required to the *Road User Charges (Rates) Regulations 2015*
4. **note** that the Minister of Transport will submit the required regulations to the Cabinet Legislation Committee (LEG) for approval on 30 April 2019
5. **invite** the Minister of Transport to issue drafting instructions to the Parliamentary Counsel Office to give effect to the decisions in the recommendations above
6. **note** that the Minister of Transport will return to Cabinet to seek approval for increases in RUC rates for 2020
7. **note** that the Minister of Transport will submit the required paper to increase petrol excise duty to LEG for approval on 30 April 2019.
8. **note** that the Minister of Transport will report back to the Cabinet Economic Development Committee (DEV) in due course with further advice on the methodology used to determine that RUC rates reflect revenue needs and the wear and tear that different vehicle types have on the road.

## Appendix A

<b>Changes to rates for vehicle types included in Schedule 1, 3 and 4 of the Road User Charges (Rates) Regulations</b>		
<b>Vehicle type</b>	<b>Current rate (incl. GST)</b>	<b>New rate (incl. GST)</b>
<i>Type 1: Powered vehicle with two axels (except type 2 or type 299 RUC vehicles)</i>		
Not more than 3,500 kg	\$68.00	\$72.00
More than 3,500 but not more than 6,000kg	\$74.00	\$78.00
More than 6,000 but not more than 9,000kg	\$151.00	\$159.00
More than 9,000kg	\$317.00	\$334.00
<i>Type 2: Powered vehicles with one single-tyred spaced axle and one twin-tyred spaced axle</i>		
Not more than 6,000kg	\$72.00	\$76.00
More than 6,000 but not more than 9,000kg	\$114.00	\$120.00
More than 9,000 but not more than 12,000kg	\$155.00	\$163.00
More than 12,000kg	\$284.00	\$299.00
<i>Type 311: Powered passenger service vehicles with three axles</i>		
Not more than 18,000kg	\$303.00	\$319.00
More than 18,000kg	\$372.00	\$392.00
<i>Type 6: Powered vehicles with three axles, (except type 308, 309, 311,399 or 413 vehicles)</i>		
Not more than 12,000kg	\$99.00	\$104.00
More than 12,000 but not more than 18,000kg	\$321.00	\$338.00
More than 18,000kg	\$391.00	\$412.00
<i>Type 14: Powered vehicles with four axles (except type 408, 414 or type 499 vehicles)</i>		
All RUC weights	\$392.00	\$413.00
<i>Type 19: Powered vehicles with five or more axles (except type 599 vehicles)</i>		
All RUC weights	\$350.00	\$369.00
<i>Type 24: Unpowered vehicles with one axle</i>		
All RUC weights	\$114.00	\$120.00
<i>Type 28: Unpowered vehicles with two axles (excluding vehicle types 29, 30 and 929)</i>		
Not more than 10,000kg	\$44.00	\$46.00
More than 10,000kg	\$280.00	\$295.00
<i>Type 29: Unpowered vehicles with two twin-tyred, or single large-tyred close axles, (except vehicle type 929)</i>		
Not more than 10,000kg	\$37.00	\$39.00
More than 10,000kg	\$125.00	\$132.00
<i>Type 30: Unpowered vehicles with two twin-tyred spaced axles</i>		
Not more than 10,000kg	\$37.00	\$39.00
More than 10,000kg	\$211.00	\$222.00
<i>Type 33: Unpowered vehicles with three twin-tyred, or single large-tyred, close axles (except vehicle type 939)</i>		
All RUC weights	\$168.00	\$177.00
<i>Type 37: Unpowered vehicles with three axles, (except vehicle types 33 and 939)</i>		
Not more than 10,000kg	\$40.00	\$42.00
More than 10,000kg	\$287.00	\$302.00

<i>Type 43: Unpowered vehicles with four axles</i>		
All RUC weights	\$215.00	\$226.00
<i>Type 951: Unpowered vehicles with five or more axles</i>		
All RUC weights	\$161.00	\$170.00
<i>Type 402: Vintage powered vehicle with two axles</i>		
More than 12tonnes	\$200.00	\$211.00
<i>Type 403: Vintage powered vehicle with three axles</i>		
All RUC weights	\$176.00	\$185.00
<i>Type 404: Vintage powered vehicle with at least four axles</i>		
All RUC weights	\$180.00	\$190.00
<i>Type 929: Leading trailer with two twin-tyred, or single large-tyred, close axles</i>		
All RUC weights	\$91.00	\$96.00
<i>Type 939: Leading trailer with three twin-tyred, or single large-tyred, close axles</i>		
All RUC weights	\$61.00	\$64.00
<i>Type 308: Towing vehicles with three axles that are part of a combination vehicle with a total of at least 8 axles</i>		
All RUC weights	\$388.00	\$409.00
<i>Type 309: Towing vehicles with three axles that are part of a combination vehicle with a total of at least 9 axles</i>		
All RUC weights	\$312.00	\$329.00
<i>Type 408: Towing vehicles with four axles that are part of a combination vehicle with a total of at least 8 axles</i>		
All RUC weights	\$362.00	\$381.00
<i>Type 413: Motor caravan with three axles</i>		
More than 18,000kg	\$283.00	\$298.00
<i>Type 414: Motor caravan with four axles</i>		
All RUC weights	\$246.00	\$259.00
<i>Type H61: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 33 RUC vehicle with a permit weight of not more than 42,000kg.</i>		
All RUC weights	\$598.00	\$630.00
<i>Type H62: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 33 RUC vehicle with a permit weight of not more than 44,000kg.</i>		
All RUC weights	\$723.00	\$761.00
<i>Type H71: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle with a permit weight of not more than 48,000kg.</i>		
All RUC weights	\$594.00	\$625.00
<i>Type H73: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle with a permit weight of not more than 50,000kg.</i>		
All RUC weights	\$641.00	\$675.00
<i>Type H74: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle with a permit weight of not more than 53,000kg.</i>		
All RUC weights	\$845.00	\$890.00
<i>Type H81: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle with a permit weight of not more than</i>		

48,000kg.		
All RUC weights	\$410.00	\$432.00
<i>Type H82: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle with a permit weight of more than 48,000kg but not more than 53,000kg.</i>		
All RUC weights	\$593.00	\$624.00
<i>Type H83: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle with a permit weight of more than 53,000kg but not more than 58,000kg.</i>		
All RUC weights	\$850.00	\$895.00
<i>Type H84: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of not more than 48,000kg.</i>		
All RUC weights	\$425.00	\$448.00
<i>Type H85: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of more than 48,000kg but not more than 53,000kg.</i>		
All RUC weights	\$597.00	\$629.00
<i>Type H75: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 951 RUC vehicle with a permit weight of not more than 48,000kg.</i>		
All RUC weights	\$451.00	\$475.00
<i>Type H76: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than 48,000kg but not more than 53,000kg.</i>		
All RUC weights	\$623.00	\$656.00
<i>H91: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 43 RUC vehicle and with a permit weight of not more than 50,000kg.</i>		
All RUC weights	\$350.00	\$369.00
<i>H92: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 43 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>		
All RUC weights	\$424.00	\$446.00
<i>Type H93: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 43 RUC vehicle with a permit weight of more than 54,000kg but not more than 58,000kg.</i>		
All RUC weights	\$570.00	\$600.00
<i>Type H94: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 951 RUC vehicle with a permit weight of not more than 50,000kg.</i>		
All RUC weights	\$392.00	\$413.00
<i>Type H95: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>		
All RUC weights	\$474.00	\$499.00
<i>Type H96: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than</i>		

<i>54,000kg but not more than 58,000kg.</i>		
All RUC weights	\$620.00	\$653.00
<i>Type H97: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight of not more than 50,000kg.</i>		
All RUC weights	\$312.00	\$329.00
<i>Type H98: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>		
All RUC weights	\$408.00	\$430.00
<i>Type H99: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 54,000kg and not more than 58,000kg.</i>		
All RUC weights	\$554.00	\$583.00
<i>Type H30: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 929 RUC vehicle and a type 33 RUC vehicle with a permit weight of not more than 50,000kg.</i>		
All RUC weights	\$259.00	\$273.00
<i>Type H31: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 929 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>		
All RUC weights	\$383.00	\$403.00
<i>Type H32: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 929 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 54,000kg but not more than 58,000kg.</i>		
All RUC weights	\$529.00	\$557.00
<i>Type H33: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of not more than 50,000kg.</i>		
All RUC weights	\$324.00	\$341.00
<i>Type H34: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>		
All RUC weights	\$448.00	\$472.00
<i>Type H35: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of more than 54,000kg but not more than 58,000kg.</i>		
All RUC weights	\$594.00	\$625.00
<i>Type H11: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight not more than 55,000kg.</i>		
All RUC weights	\$321.00	\$338.00
<i>Type H12: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 55,000kg but not more than 60,000kg.</i>		
All RUC weights	\$474.00	\$499.00
<i>Type H14: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit</i>		

<i>weight of not more than 55,000kg.</i>		
All RUC weights	\$179.00	\$188.00
<i>Type H15: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 55,000kg but not more than 60,000kg.</i>		
All RUC weights	\$332.00	\$350.00
<i>Type H36: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 951 RUC vehicle with a permit weight of not more than 55,000kg.</i>		
All RUC weights	\$387.00	\$408.00
<i>Type H37: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than 55,000kg but not more than 60,000kg.</i>		
All RUC weights	\$540.00	\$569.00
<i>Type H17: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit weight of not more than 55,000kg.</i>		
All RUC weights	\$105.00	\$111.00
<i>Type H18: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 55,000kg but not more than 60,000kg.</i>		
All RUC weights	\$211.00	\$222.00
<i>Type H19: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 60,000kg but not more than 63,000kg.</i>		
All RUC weights	\$286.00	\$301.00
<i>Type H38: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than 60,000kg but not more than 63,000kg.</i>		
All RUC weights	\$653.00	\$688.00
<i>Type H77: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 33 RUC vehicle with a permit weight of more than 44,000kg but not more than 48,000kg.</i>		
All RUC weights	\$641.00	\$675.00
<i>Type H01: Overweight powered passenger service vehicle with 3 axles, with a permit weight of not more than 25 tonnes.</i>		
All RUC weights	\$488.00	\$514.00

<b>Changes to rates for vehicle types included in Schedule 2 of the Road User Charges (Rates) Regulations: Rates of road user charges for distance licence for all-terrain cranes</b>		
<b>RUC vehicle type</b>	<b>Current rate (incl. GST)</b>	<b>Proposed rate (incl. GST)</b>
299: self powered all-terrain crane with 2 axles (Any RUC weight)	251	265
399: self powered all-terrain crane with 3 axles (Any RUC weight)	353	372

499: self powered all-terrain crane with 4 axels (Any RUC weight)	328	346
599: self powered all-terrain crane with 5 axels (Any RUC weight)	288	304
699: self powered all-terrain crane with 6 axels (Any RUC weight)	288	304
799: self powered all-terrain crane with 7 axels (Any RUC weight)	288	304

**Changes to rates for Schedule 5 of the Road User Charges (Rates) Regulations: Rates of road user charges for additional licence for powered RUC vehicles (except all-terrain cranes) (\$ per km, including GST)**

<b>Additional weight Kg</b>	<b>Type 1 Current</b>	<b>Type 1 new</b>	<b>Type 2 current</b>	<b>Type 2 new</b>	<b>Type 6 current</b>	<b>Type 6 new</b>	<b>Type 14 current</b>	<b>Type 14 new</b>	<b>Type 19 current</b>	<b>Type 19 new</b>
1 000	0.5	0.53	0.75	0.79	0.46	0.49	0.66	0.70	0.43	0.45
2 000	0.75	0.79	1	1.06	0.61	0.64	0.81	0.85	0.51	0.54
3 000	1.05	1.11	1.3	1.37	0.78	0.82	0.97	1.02	0.62	0.65
4 000	1.41	1.49	1.66	1.75	0.96	1.01	1.14	1.20	0.72	0.76
5 000	1.85	1.95	2.08	2.19	1.18	1.24	1.34	1.41	0.84	0.89
6 000	2.37	2.50	2.56	2.70	1.41	1.49	1.55	1.64	0.97	1.02
7 000	2.99	3.15	3.12	3.29	1.67	1.76	1.8	1.90	1.11	1.17
8 000	3.72	3.92	3.76	3.97	1.96	2.07	2.05	2.16	1.26	1.33
9 000	4.56	4.81	4.49	4.74	2.3	2.43	2.33	2.46	1.43	1.51
10 000	5.52	5.82	5.32	5.61	2.66	2.81	2.65	2.80	1.61	1.70
11 000	6.64	7.01	6.26	6.60	3.06	3.23	2.97	3.13	1.8	1.90
12 000	7.9	8.33	7.3	7.70	3.49	3.68	3.34	3.52	2.01	2.12
13 000	9.32	9.83	8.47	8.94	3.97	4.19	3.73	3.94	2.23	2.35
14 000	10.94	11.54	9.78	10.32	4.48	4.73	4.15	4.38	2.47	2.61
15 000	12.76	13.46	11.21	11.83	5.05	5.33	4.61	4.86	2.72	2.87
16 000	14.77	15.58	12.81	13.51	5.67	5.98	5.09	5.37	2.99	3.15
17 000	17.03	17.97	14.56	15.36	6.34	6.69	5.63	5.94	3.29	3.47

18 000	19.53	20.60	16.5	17.41	7.07	7.46	6.18	6.52	3.59	3.79
19 000	22.29	23.52	18.61	19.63	7.84	8.27	6.79	7.16	3.93	4.15
20 000	25.34	26.73	20.92	22.07	8.68	9.16	7.43	7.84	4.28	4.52
Each 1 000 kg more than 20 000 Kg	3.34	5.18	2.51	2.65	0.91	0.96	0.69	0.73	0.37	0.39

**Changes to rates of Schedule 6 of Road User Charges (Rates) Regulations: Rates of road user charges for additional licence for all-terrain cranes. (\$ per km, including GST)**

Additional weight to be carried (kg)	Type 299		Type 399		Type 499		Type 599		Type 699		Type 799	
	Current	New	Current	New	Current	New	Current	New	Current	New	Current	New
1 000	0.17	0.18	0.2	0.21	0.36	0.38	0.54	0.57	0.76	0.80	0.89	0.94
2 000	0.27	0.28	0.28	0.30	0.45	0.47	0.62	0.65	0.84	0.89	0.98	1.03
3 000	0.39	0.41	0.39	0.41	0.55	0.58	0.71	0.75	0.93	0.98	1.07	1.13
4 000	0.54	0.57	0.5	0.53	0.64	0.68	0.81	0.85	1.04	1.10	1.17	1.23
5 000	0.7	0.74	0.64	0.68	0.76	0.80	0.91	0.96	1.14	1.20	1.26	1.33
6 000	0.89	0.94	0.79	0.83	0.88	0.93	1.03	1.09	1.26	1.33	1.38	1.46
7 000	1.12	1.18	0.95	1.00	1.02	1.08	1.16	1.22	1.38	1.46	1.48	1.56
8 000	1.39	1.47	1.13	1.19	1.17	1.23	1.28	1.35	1.5	1.58	1.6	1.69
9 000	1.69	1.78	1.33	1.40	1.33	1.40	1.42	1.50	1.64	1.73	1.72	1.81
10 000	2.03	2.14	1.55	1.64	1.5	1.58	1.58	1.67	1.77	1.87	1.86	1.96
11 000	2.42	2.55	1.8	1.90	1.69	1.78	1.73	1.83	1.93	2.04	2	2.11
12 000	2.86	3.02	2.07	2.18	1.9	2.00	1.9	2.00	2.09	2.20	2.14	2.26
13 000	3.34	3.52	2.36	2.49	2.12	2.24	2.08	2.19	2.26	2.38	2.29	2.42
14 000	3.9	4.11	2.68	2.83	2.35	2.48	2.28	2.41	2.44	2.57	2.45	2.58
15 000	4.5	4.75	3.03	3.20	2.6	2.74	2.48	2.62	2.61	2.75	2.61	2.75
16 000	5.18	5.46	3.41	3.60	2.88	3.04	2.7	2.85	2.81	2.96	2.78	2.93

17 000	5.92	6.25	3.82	4.03	3.17	3.34	2.93	3.09	3.02	3.19	2.97	3.13
18 000	6.74	7.11	4.26	4.49	3.48	3.67	3.17	3.34	3.23	3.41	3.16	3.33
19 000	7.64	8.06	4.75	5.01	3.81	4.02	3.43	3.62	3.47	3.66	3.36	3.54
20 000	8.63	9.10	5.26	5.55	4.17	4.40	3.71	3.91	3.71	3.91	3.56	3.76
Each 1 000 kg more than 20 000 kg	1.08	1.14	0.57	0.60	0.37	0.39	0.28	0.30	0.25	0.26	0.22	0.23

**Changes to rates of Schedule 7 of the Road User Charges (Rates) Regulations: Rates of road user charges for additional weight carried by combination vehicles (except all-terrain cranes) operating under additional licence (\$ per km, including GST)**

Additional weight to be carried (kg)	5 axle combination		6 axle combination		7 axle combination		8 axle combination		9 axle combination		10 axle combination		11 axle combination	
	Current	New	Current	New	Current	New	Current	New	Current	New	Current	New	Current	New
1 000	1.06	1.12	0.59	0.62	0.39	0.41	0.33	0.35	0.02	0.02	0.03	0.03	0.04	0.04
2 000	1.06	1.12	0.59	0.62	0.39	0.41	0.33	0.35	0.02	0.02	0.03	0.03	0.04	0.04
3 000	1.06	1.12	0.59	0.62	0.39	0.41	0.33	0.35	0.02	0.02	0.03	0.03	0.04	0.04
4 000	1.58	1.67	0.8	0.84	0.64	0.68	0.33	0.35	0.02	0.02	0.03	0.03	0.04	0.04
5 000	1.58	1.67	0.8	0.84	0.64	0.68	0.71	0.75	0.02	0.02	0.03	0.03	0.04	0.04
6 000	1.58	1.67	1.17	1.23	0.64	0.68	0.71	0.75	0.02	0.02	0.03	0.03	0.04	0.04
7 000	1.97	2.08	1.17	1.23	0.64	0.68	0.71	0.75	0.2	0.21	0.03	0.03	0.04	0.04
8 000	1.97	2.08	1.17	1.23	0.96	1.01	0.71	0.75	0.2	0.21	0.03	0.03	0.04	0.04
9 000	2.45	2.58	1.17	1.23	0.96	1.01	0.71	0.75	0.2	0.21	0.03	0.03	0.04	0.04
10 000	2.7	2.85	1.62	1.71	1.33	1.40	1.22	1.29	0.2	0.21	0.03	0.03	0.04	0.04
11 000	2.98	3.14	1.79	1.89	1.33	1.40	1.22	1.29	0.43	0.45	0.03	0.03	0.04	0.04
12 000	3.27	3.45	1.97	2.08	1.33	1.40	1.22	1.29	0.43	0.45	0.29	0.31	0.04	0.04
13 000	3.58	3.78	2.16	2.28	1.62	1.71	1.22	1.29	0.43	0.45	0.29	0.31	0.04	0.04
14 000	3.91	4.13	2.36	2.49	1.78	1.88	1.22	1.29	0.43	0.45	0.29	0.31	0.04	0.04
15 000	4.27	4.50	2.58	2.72	1.94	2.05	1.6	1.69	0.63	0.66	0.29	0.31	0.04	0.04
16 000	4.64	4.90	2.81	2.96	2.11	2.23	1.73	1.83	0.71	0.75	0.29	0.31	0.04	0.04

17 000	5.04	5.32	3.04	3.21	2.3	2.43	1.88	1.98	0.79	0.83	0.49	0.52	0.17	0.18
18 000	5.45	5.75	3.3	3.48	2.49	2.63	2.03	2.14	0.87	0.92	0.49	0.52	0.17	0.18
19 000	5.89	6.21	3.56	3.76	2.69	2.84	2.19	2.31	0.96	1.01	0.49	0.52	0.17	0.18
20 000	6.36	6.71	3.84	4.05	2.91	3.07	2.36	2.49	1.05	1.11	0.57	0.60	0.21	0.22
Each 1 000 kg more than 20 000 kg	0.49	0.52	0.29	0.31	0.22	0.23	0.18	0.19	0.1	0.11	0.07	0.07	0.05	0.05

## Appendix B

Changes to rates for vehicle types included in Schedule 1, 3 and 4 of the Road User Charges (Rates) Regulations								
Vehicle type	Current rate (excl. GST)	Current rate (incl. GST)	CAM base rate	New rate (excl. GST)	New rate (incl. GST)	Increase	Recovery rate <sup>9</sup> 2018	Recovery rate 2019
<i>Type 1: Powered vehicle with two axels</i>								
Not more than 3,500 kg	\$59.13	\$68.00	\$59.15	\$62.61	\$72.00	5.88%	87%	106%
More than 3,500 but not more than 6,000kg	\$64.35	\$74.00	\$62.58	\$67.83	\$78.00	5.41%	89%	108%
More than 6,000 but not more than 9,000kg	\$131.30	\$151.00	\$117.62	\$138.26	\$159.00	5.30%	107%	118%
More than 9,000kg	\$275.65	\$317.00	\$239.44	\$290.43	\$334.00	5.36%	109%	121%
<i>Type 2: Powered vehicles with one single-tyred spaced axle and one twin-tyred spaced axle</i>								
Not more than 6,000kg	\$62.61	\$72.00	\$62.66	\$66.09	\$76.00	5.56%	87%	105%
More than 6,000 but not more than 9,000kg	\$99.13	\$114.00	\$96.95	\$104.35	\$120.00	5.26%	99%	108%
More than 9,000 but not more than 12,000kg	\$134.78	\$155.00	\$120.41	\$141.74	\$163.00	5.16%	107%	118%
More than 12,000kg	\$246.96	\$284.00	\$213.58	\$260.00	\$299.00	5.28%	109%	122%
<i>Type 311: Powered passenger service vehicles with three axles</i>								
Not more than 18,000kg	\$263.48	\$303.00	\$238.62	\$277.39	\$319.00	5.28%	104%	116%
More than 18,000kg	\$323.48	\$372.00	\$267.46	\$340.87	\$392.00	5.38%	114%	127%
<i>Type 6: Powered vehicles with three axles, (except type 308, 309, 311, 399 or 413 vehicles)</i>								
Not more than 12,000kg	\$86.09	\$99.00	\$91.56	\$90.43	\$104.00	5.05%	91%	99%
More than 12,000 but not more than 18,000kg	\$279.13	\$321.00	\$250.75	\$293.91	\$338.00	5.30%	105%	117%
More than 18,000kg	\$340.00	\$391.00	\$280.17	\$358.26	\$412.00	5.37%	114%	128%
<i>Type 14: Powered vehicles with four axles (except type 408, 414 or type 499 vehicles)</i>								
All RUC weights	\$340.87	\$392.00	\$293.01	\$359.13	\$413.00	5.36%	109%	123%
<i>Type 19: Powered vehicles with five or more axles (except type 599 vehicles)</i>								
All RUC weights	\$304.35	\$350.00	\$261.55	\$320.87	\$369.00	5.43%	109%	123%
<i>Type 24: Unpowered vehicles with one axle</i>								
All RUC weights	\$99.13	\$114.00	\$62.56	\$104.35	\$120.00	5.26%	168%	167%
<i>Type 28: Unpowered vehicles with two axles (excluding vehicle types 29, 30 and 929)</i>								

<sup>9</sup> The recovery rate compares the prescribed rate against the rate indicated by the Ministry's CAM. A number which is under 100% indicates the prescribed rate is less than the model rate ("underpayment"); a number more than 100% shows that the prescribed rate is greater than the model rate ("overpayment").

Not more than 10,000kg	\$38.26	\$44.00	\$31.77	\$40.00	\$46.00	4.55%	149%	126%
More than 10,000kg	\$243.48	\$280.00	\$225.57	\$256.52	\$295.00	5.36%	104%	114%
<i>Type 29: Unpowered vehicles with two twin-tyred, or single large-tyred close axles, (except vehicle type 929)</i>								
Not more than 10,000kg	\$32.18	\$37.00	\$26.87	\$33.91	\$39.00	5.39%	157%	126%
More than 10,000kg	\$108.70	\$125.00	\$75.56	\$114.78	\$132.00	5.60%	147%	152%
<i>Type 30: Unpowered vehicles with two twin-tyred spaced axles</i>								
Not more than 10,000kg	\$32.18	\$37.00	\$27.92	\$33.91	\$39.00	5.39%	148%	121%
More than 10,000kg	\$183.48	\$211.00	\$103.60	\$193.04	\$222.00	5.21%	176%	186%
<i>Type 33: Unpowered vehicles with three twin-tyred, or single large-tyred, close axles (except vehicle type 939)</i>								
All RUC weights	\$146.09	\$168.00	\$99.73	\$153.91	\$177.00	5.36%	144%	154%
<i>Type 37: Unpowered vehicles with three axles, (except vehicle types 33 and 939)</i>								
Not more than 10,000kg	\$34.78	\$40.00	\$29.18	\$36.52	\$42.00	5.00%	149%	125%
More than 10,000kg	\$249.57	\$287.00	\$200.63	\$262.61	\$302.00	5.23%	119%	131%
<i>Type 43: Unpowered vehicles with four axles</i>								
All RUC weights	\$186.96	\$215.00	\$116.04	\$196.52	\$226.00	5.12%	156%	169%
<i>Type 951: Unpowered vehicles with five or more axles</i>								
All RUC weights	\$140.00	\$161.00	\$91.28	\$147.83	\$170.00	5.59%	150%	162%
<i>Type 402: Vintage powered vehicle with two axles</i>								
More than 12 tonnes	\$173.91	\$200.00	\$152.18	\$183.48	\$211.00	5.50%	109%	121%
<i>Type 403: Vintage powered vehicle with three axles</i>								
All RUC weights	\$153.04	\$176.00	\$134.16	\$160.87	\$185.00	5.11%	108%	120%
<i>Type 404: Vintage powered vehicle with at least four axles</i>								
All RUC weights	\$156.52	\$180.00	\$136.21	\$165.22	\$190.00	5.56%	109%	121%
<i>Type 929: Leading trailer with two twin-tyred, or single large-tyred, close axles</i>								
All RUC weights	\$79.13	\$91.00	\$67.75	\$83.48	\$96.00	5.49%	121%	123%
<i>Type 939: Leading trailer with three twin-tyred, or single large-tyred, close axles</i>								
All RUC weights	\$53.04	\$61.00	\$64.95	\$55.65	\$64.00	4.92%	84%	86%
<i>Type 308: Towing vehicles with three axles that are part of a combination vehicle with a total of at least 8 axles</i>								
All RUC weights	\$337.39	\$388.00	\$241.90	\$355.65	\$409.00	5.41%	131%	147%
<i>Type 309: Towing vehicles with three axles that are part of a combination vehicle with a total of at least 9 axles</i>								
All RUC weights	\$271.30	\$312.00	\$238.70	\$286.09	\$329.00	5.45%	107%	120%
<i>Type 408: Towing vehicles with four axles that are part of a combination vehicle with a total of at least 8</i>								

<i>axles</i>								
All RUC weights	\$314.78	\$362.00	\$245.67	\$331.30	\$381.00	5.25%	120%	135%
<i>Type 413: Motor caravan with three axles</i>								
More than 18,000kg	\$246.09	\$283.00	\$220.33	\$259.13	\$298.00	5.30%	105%	118%
<i>Type 414: Motor caravan with four axles</i>								
All RUC weights	\$213.91	\$246.00	\$195.52	\$225.22	\$259.00	5.28%	103%	115%
<i>Type H61: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 33 RUC vehicle with a permit weight of not more than 42,000kg.</i>								
All RUC weights	\$520.00	\$598.00	\$345.49	\$547.83	\$630.00	5.35%	136%	159%
<i>Type H62: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 33 RUC vehicle with a permit weight of not more than 44,000kg.</i>								
All RUC weights	\$628.70	\$723.00	\$422.42	\$661.74	\$761.00	5.26%	135%	157%
<i>Type H71: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle with a permit weight of not more than 48,000kg.</i>								
All RUC weights	\$516.52	\$594.00	\$344.14	\$543.48	\$625.00	5.22%	134%	158%
<i>Type H73: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle with a permit weight of not more than 50,000kg.</i>								
All RUC weights	\$557.39	\$641.00	\$417.12	\$586.96	\$675.00	5.30%	120%	141%
<i>Type H74: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle with a permit weight of not more than 53,000kg.</i>								
All RUC weights	\$734.78	\$845.00	\$544.05	\$773.91	\$890.00	5.33%	122%	142%
<i>Type H81: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle with a permit weight of not more than 48,000kg.</i>								
All RUC weights	\$356.52	\$410.00	\$255.68	\$375.65	\$432.00	5.37%	122%	147%
<i>Type H82: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle with a permit weight of more than 48,000kg but not more than 53,000kg.</i>								
All RUC weights	\$515.65	\$593.00	\$376.64	\$542.61	\$624.00	5.23%	122%	144%
<i>Type H83: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle with a permit weight of more than 53,000kg but not more than 58,000kg.</i>								
All RUC weights	\$739.13	\$850.00	\$571.69	\$778.26	\$895.00	5.29%	117%	136%
<i>Type H84: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of not more than 48,000kg.</i>								
All RUC weights	\$369.57	\$425.00	\$243.22	\$389.57	\$448.00	5.41%	138%	160%
<i>Type H85: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC</i>								

<i>vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of more than 48,000kg but not more than 53,000kg.</i>								
All RUC weights	\$519.13	\$597.00	\$341.65	\$546.96	\$629.00	5.36%	139%	160%
<i>Type H75: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 951 RUC vehicle with a permit weight of not more than 48,000kg.</i>								
All RUC weights	\$392.17	\$451.00	\$246.08	\$413.04	\$475.00	5.32%	142%	168%
<i>Type H76: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than 48,000kg but not more than 53,000kg.</i>								
All RUC weights	\$541.74	\$623.00	\$344.51	\$570.43	\$656.00	5.30%	141%	166%
<i>H91: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 43 RUC vehicle and with a permit weight of not more than 50,000kg.</i>								
All RUC weights	\$304.35	\$350.00	\$199.31	\$320.87	\$369.00	5.43%	N/A	N/A
<i>H92: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 43 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>								
All RUC weights	\$368.70	\$424.00	\$293.27	\$387.83	\$446.00	5.19%	110%	132%
<i>Type H93: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 43 RUC vehicle with a permit weight of more than 54,000kg but not more than 58,000kg.</i>								
All RUC weights	\$495.65	\$570.00	\$378.40	\$521.74	\$600.00	5.26%	N/A	N/A
<i>Type H94: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 951 RUC vehicle with a permit weight of not more than 50,000kg.</i>								
All RUC weights	\$340.87	\$392.00	\$235.74	\$359.13	\$413.00	5.36%	128%	152%
<i>Type H95: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>								
All RUC weights	\$412.17	\$474.00	\$325.18	\$433.91	\$499.00	5.27%	114%	133%
<i>Type H96: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than 54,000kg but not more than 58,000kg.</i>								
All RUC weights	\$539.13	\$620.00	\$406.17	\$567.83	\$653.00	5.32%	120%	140%
<i>Type H97: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight of not more than 50,000kg.</i>								
All RUC weights	\$271.30	\$312.00	\$164.03	\$286.09	\$329.00	5.45%	145%	174%
<i>Type H98: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC</i>								

<i>vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>								
All RUC weights	\$354.78	\$408.00	\$242.52	\$373.91	\$430.00	5.39%	130%	154%
<i>Type H99: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 54,000kg and not more than 58,000kg.</i>								
All RUC weights	\$481.74	\$554.00	\$313.49	\$506.96	\$583.00	5.23%	138%	162%
<i>Type H30: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 929 RUC vehicle and a type 33 RUC vehicle with a permit weight of not more than 50,000kg.</i>								
All RUC weights	\$225.22	\$259.00	\$165.92	\$237.39	\$273.00	5.41%	117%	143%
<i>Type H31: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 929 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>								
All RUC weights	\$333.04	\$383.00	\$255.36	\$350.43	\$403.00	5.22%	N/A	N/A
<i>Type H32: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 929 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 54,000kg but not more than 58,000kg.</i>								
All RUC weights	\$460.00	\$529.00	\$336.35	\$484.35	\$557.00	5.29%	N/A	N/A
<i>Type H33: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of not more than 50,000kg.</i>								
All RUC weights	\$281.74	\$324.00	\$232.87	\$296.52	\$341.00	5.25%	124%	127%
<i>Type H34: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of more than 50,000kg but not more than 54,000kg.</i>								
All RUC weights	\$389.57	\$448.00	\$322.31	\$410.43	\$472.00	5.36%	100%	100%
<i>Type H35: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of more than 54,000kg but not more than 58,000kg.</i>								
All RUC weights	\$516.52	\$594.00	\$403.31	\$543.48	\$625.00	5.22%	117%	135%
<i>Type H11: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight not more than 55,000kg.</i>								
All RUC weights	\$279.13	\$321.00	\$212.39	\$293.91	\$338.00	5.30%	116%	138%
<i>Type H12: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than</i>								

<i>55,000kg but not more than 60,000kg.</i>								
All RUC weights	\$412.17	\$474.00	\$297.29	\$433.91	\$499.00	5.27%	124%	146%
<i>Type H14: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit weight of not more than 55,000kg.</i>								
All RUC weights	\$155.65	\$179.00	\$46.95	\$163.48	\$188.00	5.03%	N/A	N/A
<i>Type H15: Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 55,000kg but not more than 60,000kg.</i>								
All RUC weights	\$288.70	\$332.00	\$83.42	\$304.35	\$350.00	5.42%	N/A	N/A
<i>Type H36: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 951 RUC vehicle with a permit weight of not more than 55,000kg.</i>								
All RUC weights	\$336.52	\$387.00	\$254.38	\$354.78	\$408.00	5.43%	117%	139%
<i>Type H37: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than 55,000kg but not more than 60,000kg.</i>								
All RUC weights	\$469.57	\$540.00	\$339.29	\$494.78	\$569.00	5.37%	124%	146%
<i>Type H17: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit weight of not more than 55,000kg.</i>								
All RUC weights	\$91.30	\$105.00	\$11.47	\$96.52	\$111.00	5.71%	N/A	N/A
<i>Type H18: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 55,000kg but not more than 60,000kg.</i>								
All RUC weights	\$183.48	\$211.00	\$76.50	\$193.04	\$222.00	5.21%	N/A	N/A
<i>Type H19: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 43 RUC vehicle and a type 33 RUC vehicle with a permit weight of more than 60,000kg but not more than 63,000kg.</i>								
All RUC weights	\$248.70	\$286.00	\$134.24	\$261.74	\$301.00	5.24%	142%	195%
<i>Type H38: Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 951 RUC vehicle with a permit weight of more than 60,000kg but not more than 63,000kg.</i>								
All RUC weights	\$567.83	\$653.00	\$414.89	\$598.26	\$688.00	5.36%	123%	144%
<i>Type H77: Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 33 RUC vehicle with a permit weight of more than 44,000kg but not more than 48,000kg.</i>								
All RUC weights	\$557.39	\$641.00	\$452.67	\$586.96	\$675.00	5.30%	112%	130%

<i>Type H01: Overweight powered passenger service vehicle with 3 axles, with a permit weight of not more than 25 tonnes.</i>								
All RUC weights	\$424.35	\$488.00	\$340.60	\$446.96	\$514.00	5.33%	115%	131%