



COMMONWEALTH GRANTS COMMISSION

DRAFT ASSESSMENT PAPER CGC 2003/9

LIGHT VEHICLE REGISTRATION FEES AND TAXES

Prepared for the Commission's 2003 Conferences on Draft Assessments

AUGUST 2003

NOTE

Included in this paper are the results of preliminary calculations based on the methods proposed throughout the paper and using the data currently available. Those results are indicative only and should be seen as work in progress. Ongoing changes are being made to standards and factor calculations as new data come to hand. Moreover, the calculations have been done using a prototype assessment system and are subject to ongoing revision as checking processes proceed.

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INTRODUCTION

1. This paper reviews the issues related to the assessment of Light Vehicle Registration Fees and Taxes. Early in the 2004 Review, this category was designated as a no change category and a discussion paper was not released for it. This paper responds to comments in State submissions and at the 2002 conferences.

THE 1999 REVIEW ASSESSMENT METHOD

Description of the category

2. This category comprised revenue from motor vehicle registrations, transfers, motor tax, traffic improvement and number plate fees for vehicles other than heavy vehicles. It also included surcharges and stamp duty on third party insurance premiums applicable to those vehicles.

3. Table 1 provides a list of vehicles designated as heavy vehicles and those designated as light vehicles.

Table 1 VEHICLE DESIGNATIONS

Type of vehicle	Light vehicles	Heavy vehicles
Plant and equipment	GVM less than 4.5 tonnes	GVM over 4.5 tonnes
Trailers	GVM less than 4.5 tonnes	GVM over 4.5 tonnes
Non-freight carrying trucks	GVM less than 4.5 tonnes	GVM over 4.5 tonnes
Rigid trucks	GVM less than 4.5 tonnes	GVM over 4.5 tonnes
Articulated trucks	-	All
Buses	-	All
Light commercial vehicles	All	-
Passenger vehicles	All	-
Other vehicles (for example, motor cycles and caravans)	All	-

Note: GVM means Gross Vehicle Mass.

4. Table 1 shows the revenue standards for this category in the 2003 Update. In 2001–02, the total revenue was \$2 521.2 million (or \$128.64 per capita), this represented 5.17 per cent of State own source revenue.

Table 2 STANDARD REVENUE FOR LIGHT VEHICLE REGISTRATION FEES AND TAXES

		1997-98	1998-99	1999-2000	2000-01	2001-02
Standard revenue	\$pc	122.95	117.88	120.29	122.98	128.64
Percentage of own source revenue	%	5.93	4.99	4.97	5.06	5.17

Source: 2003 Update Working Papers, Volume 2, pages 13 and 22.

The revenue base

5. The revenue base was the weighted number of light vehicles. The vehicle weights used reflected the relative level of fees and taxes imposed on different types of vehicles. Australian Government, diplomatic and consular vehicles were removed from the revenue base because these vehicles were not subject to State taxes.

6. **Numbers of Vehicles.** Data for most vehicle numbers were sourced from published Australian Bureau of Statistics *Motor Vehicle Census* data for most types of vehicles. Some additional unpublished data were obtained from ABS.

7. Unpublished data were required to disaggregate:

- (i) plant and equipment, non-freight carrying trucks, campervans, caravans and trailers into vehicles with a Gross Vehicle Mass (GVM) of less than 4.5 tonnes¹ and those with a GVM above 4.5 tonnes;
- (ii) rigid trucks into vehicles with a GVM of less than 4.5 tonnes², vehicles with a GVM between 4.5 tonnes and 10 tonnes, and vehicles with a GVM over 10 tonnes.

8. The Commission collected data on Australian Government vehicles from Leaseplan Australia. The States provided the number of consular and diplomatic vehicles.

9. **Vehicle weights.** The weights applied to each type of vehicle were based on estimated average registration fees for each vehicle type. The annual registration fees for each vehicle type were obtained from State motor vehicle registries. The weight for each type of vehicle was calculated as the ratio of its average registration fee compared to the average registration fee for caravans and trailers with a GVM of less than 4.5 tonnes. Table 3 sets out the weights used in the 1999 Review.

¹ The published data did not split these types of vehicles according to their GVM. The split was required to remove vehicles with a GVM above than 4.5 tonnes from this category and include them in the *Heavy Vehicle Registration Fees and Taxes* category.

² The split was required to remove vehicles with a GVM above 4.5 tonnes from this category and include them in the *Heavy Vehicle Registration Fees and Taxes* category.

Table 3 VEHICLE WEIGHTS, 1999 REVIEW

Weight	Vehicle type
0.0	Plant and equipment with a GVM less than 4.5 tonnes.
1.0	Caravans. Trailers with a GVM less than 4.5 tonnes
1.5	Motor cycles
3.0	Passenger vehicles. Light commercial vehicles. Non-freight carrying trucks with a GVM less than 4.5 tonnes. Rigid trucks with a GVM less than 4.5 tonnes.

Note: GVM means Gross Vehicle Mass.

Importance of the category

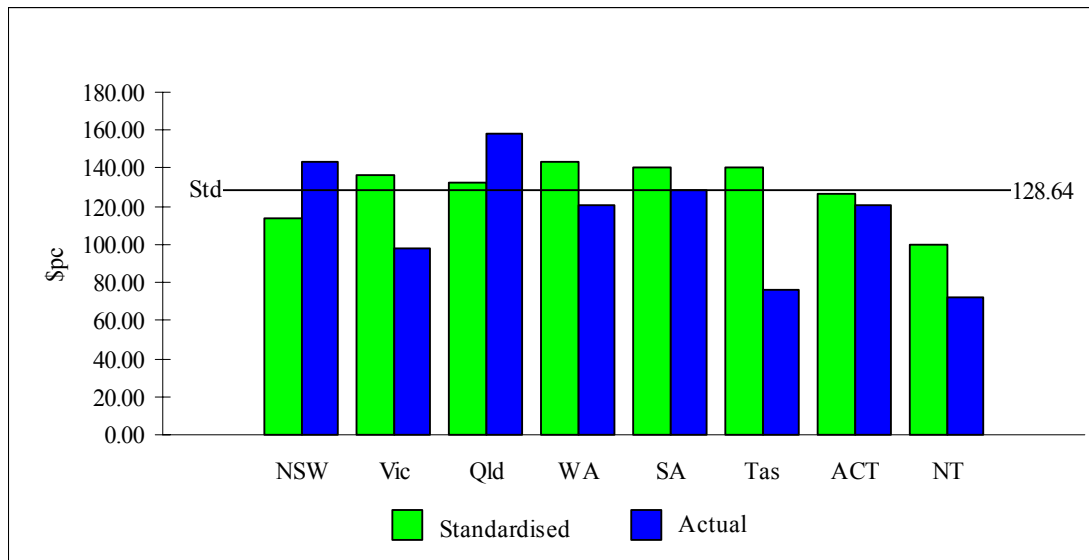
10. Table 4 shows that, compared with an equal per capita assessment, this category redistributed \$108.9 million in the 2003 Update.

Table 4 EFFECT OF ASSESSMENT ON GRANT DISTRIBUTION – LIGHT VEHICLE REGISTRATION FEES AND TAXES, GST RELATIVITIES

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT Redistrib'n	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Change in grant	102.4	-43.0	-7.3	-33.1	-19.2	-6.2	0.7	5.8	108.9

11. Figure 1 shows the standardised, actual and standard revenues per capita for 2001-02 in the 2003 Update.

Figure 1 LIGHT VEHICLE REGISTRATION FEES AND TAXES:
STANDARDISED, ACTUAL AND STANDARD REVENUES
PER CAPITA, 2001-02



MAJOR DEVELOPMENTS SINCE THE 1999 REVIEW

12. Some States varied their motor registration fees and taxes. For example, the ACT reduced motor registration fees for all vehicles by an average of \$58 per vehicle in 2001-02. The Northern Territory introduced a temporary budget improvement levy of \$90 per annum on vehicles capable of being used as private and domestic vehicles from 28 November 2001. These changes impact on the weights calculated for each type of vehicle.

ISSUES FOR THE 2004 REVIEW

13. The main issues for the 2004 Review were:
- (i) should stamp duty on compulsory third party (CTP) insurance be removed from the category?
 - (ii) should an elasticity adjustment be assessed for differences in average effective rates of tax? and
 - (iii) should the vehicle weights be updated?

Definition of the category

14. ***Preliminary proposal.*** In *Discussion Paper CGC 2002/12 Scope and Structure of the Standard Budget*, Commission staff proposed reclassifying revenue from CTP motor vehicle insurance from the two the Motor Vehicle Registration Fees and Taxes categories to the Insurance Taxation category. Staff thought this change would more closely reflect how most States imposed the tax (on the value of premiums paid) and would result in a better assessment of States' capacities than the use of the weighted number of vehicles as the revenue base.

15. ***State views. Queensland*** supported relocating CTP insurance duty to the Insurance Taxation category because it was an annual charge, whereas motor vehicle taxes were transaction taxes.

16. ***Western Australia*** supported relocating CTP to the Insurance Taxation category because premium revenue collections were a better measure of capacity than numbers of motor vehicles.

17. ***South Australia*** supported the proposal to relocate CTP to the Insurance Taxation category provided that the Commission was satisfied with the accuracy and consistency of the data on which the Insurance Taxation assessment was based.

18. The ***Northern Territory*** supported the proposal to relocate CTP to the Insurance Taxation category.

19. ***Analysis and evaluation.*** States do not levy on stamp duty on CTP insurance using weighted vehicle numbers. The Insurance Taxation category is assessed using value of premiums paid and this is closer to how States levy stamp duty on CTP insurance.

20. ***Commission decision.*** The Commission accepts that a conceptual case has been established for relocating stamp duty on compulsory third party insurance to the Insurance Taxation category. The revenue base for Insurance Taxation more closely reflects what States tax when they levy taxes on CTP insurance. The conceptual case is supported by available data on CTP insurance premiums. The Commission is therefore satisfied that equalisation would be improved by relocating the stamp duties to the Insurance Taxation category. The Commission has decided, therefore, to relocate stamp duties on compulsory third party insurance from this category to the Insurance Taxation category.

An elasticity adjustment

21. ***State views. Victoria*** argued that decisions on the level of registration fees and taxes influenced the number of vehicles registered in a State. It said the Commission's vehicle data were outdated and more recent ABS *Motor Vehicle Census*³ data showed

³ Data were registrations as at 31 March 2001.

Victoria had an above average 557 passenger vehicles per 1 000 residents compared with the Australian average rate of 509 and the New South Wales rate of 461.

22. Victoria said its above average rate was most likely due to two policy choices:

- (i) its low registration fees for cars compared with other Eastern States. It suggested that many people from inter-state registered their cars in Victoria; and
- (ii) its less stringent registration inspections. This could result in residents holding onto their vehicles longer.

23. Victoria said its revenue raising capacity was inflated by its policy decisions (lower fees and less stringent inspections). It asked the Commission to remove these policy influences from its revenue base.

24. **Analysis and evaluation.** If residents from other States are registering their vehicles in Victoria, the revenue base for this category would assess Victoria to have a higher revenue capacity. Victoria has suggested that this is due to its lower registration fees and the Commission should introduce a policy adjustment to remove this influence.

25. If Victoria's less stringent registration inspection were influencing the number of vehicles being registered in the State, it is likely that the average age of vehicles in Victoria would be higher than in other States. Table 5 shows differences in the average vehicle ages.

Table 5 ESTIMATED AVERAGE AGE OF VEHICLES (IN YEARS)

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Aust
1997	9.7	11.4	10.5	12.2	11.0	12.4	9.3	10.2	10.7
2001	9.4	11.0	10.5	12.0	11.0	12.4	9.2	10.1	10.5
2002	9.4	10.9	10.5	11.9	11.1	12.5	9.2	10.0	10.5

Source: *Motor Vehicle Census*, 31 March 2002, ABS catalogue no. 9309.0

26. The average vehicle age in Victoria is a little higher than the national average. However, the average age of its vehicles is declining faster than the national average. Given that Victoria has not changed its inspection requirement, this indicates that other influences beyond the stringency of registration inspections appear to be affecting the average age of registered vehicles. Other possible influences could include changes in the real cost of new vehicles, the cost of maintenance of vehicles and average travel distances.

27. The Commission accepts the conceptual case that State expenditure and taxation regimes affect the level of economic activity. However, to be able to analyse this effect properly, the Commission would require a general equilibrium model of State economies, which it does not have. In the absence of such models, it is not convinced that selective elasticity adjustments would move equalisation in the right direction or by the

right magnitude. So, the Commission is not attracted to making selective elasticity adjustments for differences in State rates of tax.

28. **Commission decisions.** The Commission does not accept the conceptual case has been established for assessing selective elasticity adjustments. There is no doubt that State expenditure and taxation regimes affect the levels of economic activity. However, it is not at all clear that these effects could be estimated with any reliability (in respect of either direction or the magnitude) by a series of selective adjustments. For these reasons, the Commission has decided not to assess an elasticity adjustment in the Light Vehicle Registration Fees and Taxes category.

29. The Commission does accept that a conceptual case has been established for making a policy adjustment for Victoria’s less stringent vehicle inspection policy. There is insufficient evidence on which to consider whether and how less stringent vehicle inspection policies influence the number of vehicles registered in a State. For this reason, the Commission has decided not to assess a vehicle inspection policy adjustment in the Light Vehicle Registration Fees and Taxes category in the 2004 Review.

Updating of vehicle weights

30. **States views.** *Victoria* said the weights used in the Heavy Vehicle Registration Fees and Taxes category should be reviewed. Although it raised this issue in relation to heavy vehicles, it also applies in this category.

31. **Further State views.** *Tasmania* supported Victoria’s proposal.

32. **Analysis and evaluation.** The Commission intended to update the weights applied to each type of vehicle as part of the review process. The changes States have made to registration fees makes it necessary to update the weight applied to each type of vehicle.

33. The weights for each vehicle type are based on estimated average registration fees. The annual registration fees for each vehicle type have been obtained from State motor vehicle registries. Table 6 sets out States average registration fees by vehicle type.

Table 6 AVERAGE REGISTRATION FEES

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Aust
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Motor vehicles, light trucks etc ^(a)	336	140	389	338	226	182	471	294	297
Caravans, trailers	210	28	217	152	45	39	194	70	122
Motor cycles	88	28	59	40	26	49	55	15	49

(a) Fees for an average size vehicle GVM less than 4.5 tonnes.

Source: State transport department/agency websites.

34. The weight for each vehicle type has been calculated using the ratio of its average registration fee compared to the average registration fee for caravans and trailers

with a GVM of less than 4.5 tonnes. Table 7 compares these weights with those used in the 1999 Review.

Table 7 WEIGHTS BY VEHICLE TYPE

Vehicle Type	2004 Review Weight	1999 Review Weight
Plant and equipment with GVM less than 4.5 tonnes	0.0	0.0
Trailers with GVM less than 4.5 tonnes	1.0	1.0
Non-freight carrying trucks with GVM less than 4.5 tonnes	2.4	3.0
Rigid trucks with GVM less than 4.5 tonnes	2.4	3.0
Light commercial vehicles	2.4	3.0
Passenger vehicles	2.4	3.0
Motor cycles	0.4	1.5
Caravans	1.0	1.0

35. **Commission decision.** The Commission accepts a case has been established for updating vehicle weights. Doing so is part of the usual process of ensuring the assessments are based on up to date information. The evidence indicates that changing vehicle weights could have a material impact on equalisation assessments. The Commission has decided to:

- (i) update the vehicle weights used in the Light Vehicle Registration Fees and Taxes category; and
- (ii) use the weights set out in Table 7.

PROPOSED ASSESSMENT METHOD FOR THE 2004 REVIEW

36. The assessment method for the 2004 Review is similar to that used in the 1999 Review. The revenue base will be the weighted number of light vehicles. The vehicle weights for the 2004 Review, will be different from those used in the 1999 Review.

Calculation of the revenue base

37. Attachment A presents the calculation of the revenue base for the draft assessments. Vehicle numbers for each type of vehicle are shown in Table A-1. These numbers are weighted by the corresponding weight in Table 7 above to calculate the revenue base for Light Vehicle Registration Fees and Taxes category. The calculation of weighted vehicle numbers is shown in Table A-2.

2004 REVIEW DRAFT CALCULATIONS

Grant share effects

38. Table 8 shows the proposed assessment redistributes \$102.7 million compared with an equal per capita assessment. This level of redistribution is similar to that produced by the 2003 Update assessment. The small differences are due to the removal of stamp duty on compulsory third party insurance from the category standard and the change in the vehicle weights.

Table 8 GRANT SHARE EFFECT OF THE PROPOSED METHOD OF ASSESSMENT, LIGHT VEHICLE REGISTRATION FEES AND TAXES, GST RELATIVITIES

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Restrib'n
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
2003 Update	102.4	-43.0	-7.3	-33.1	-19.2	-6.2	0.7	5.8	108.9
2004 Review draft	95.8	-38.8	-7.4	-31.5	-18.9	-6.0	1.3	5.5	102.7
Change	-6.6	4.2	-0.1	1.6	0.3	0.1	0.6	-0.3	6.9

Revenue raising capacity ratios

39. Table 9 presents the 2001-02 revenue raising capacity ratios for the 2004 Review draft assessment and compares them with the 2003 Update results.

Table 9 REVENUE RAISING CAPACITY RATIOS, 2001-02

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Std
2003 Update	0.8860	1.0623	1.0267	1.1185	1.0885	1.0943	0.9829	0.7782	1.0000
2004 Review draft	0.8862	1.0590	1.0286	1.1198	1.0936	1.0984	0.9693	0.7788	1.0000

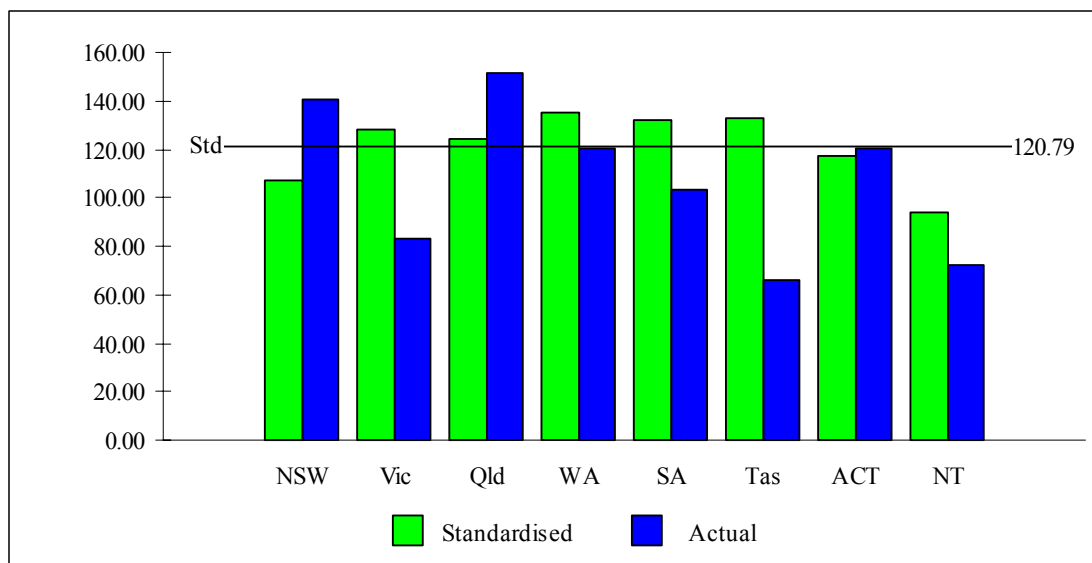
Standardised revenue

40. Table 10 presents the draft assessment results and compares them with the 2003 Update results. Figure 2 shows the draft assessment for 2001-02 for the 2004 Review in terms of standardised, actual and standard revenues. The actual revenues used in the 2003 Update and 2004 Review draft assessments differ because of the reclassification of duty on CTP insurance to the Insurance Taxation category.

Table 10 LIGHT VEHICLE REGISTRATION FEES AND TAXES, ACTUAL AND STANDARDISED REVENUE, 2001-02

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Std
	\$pc	\$pc	\$pc	\$pc	\$pc	\$pc	\$pc	\$pc	\$pc
Actual revenue									
2003 Update	143.01	97.55	158.48	120.51	128.87	75.93	120.73	72.11	128.64
2004 Review draft assessment	140.57	83.31	151.62	120.51	103.52	65.89	120.73	72.11	120.79
Standardised revenue									
2003 Update	113.97	136.66	132.07	143.89	140.03	140.77	126.44	100.11	128.64
2004 Review draft assessment	107.04	127.92	124.24	135.26	132.09	132.68	117.08	94.07	120.79

Figure 2 LIGHT VEHICLE REGISTRATIONS FEES AND TAXES: STANDARDISED, ACTUAL AND STANDARD REVENUES PER CAPITA, 2001-02



Reality check

41. States' shares of standardised revenues reflect their shares of vehicles. New South Wales, Queensland and the ACT imposed an above average level of fees (see Table 6) and this is consistent with the above average revenue efforts shown in Figure 2.

Updateability

42. The numbers vehicles will be updated each year. These data are published annually by the ABS. The assessment also uses unpublished vehicle data. They will also be updated each year. Vehicle weights will be updated whenever tax rates change.

ATTACHMENT A

CALCULATION OF THE REVENUE BASE

Table A-1 NUMBER OF LIGHT VEHICLES BY VEHICLE TYPE

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Aust
Plant and equipment with GVM less than 4.5 tonnes (weight = 0.0)									
1997-98	8 635	16 259	28 961	5 616	5 206	4 124	293	65	69 159
1998-99	4 459	9 240	29 420	2 596	5 442	650	336	19	52 162
1999-2000	4 197	9 231	29 383	2 519	5 712	732	197	4	51 976
2000-01	4 088	13 945	8 829	2 587	4 155	775	126	70	34 574
2001-02	4 174	10 067	8 925	2 831	3 515	1 012	147	73	30 743
Caravans (weight = 1.0)									
1997-98	57 017	93 408	39 821	36 727	28 586	5 207	1 387	675	262 828
1998-99	58 866	92 447	41 392	37 752	29 509	5 151	1 350	663	267 130
1999-2000	58 574	92 962	42 778	38 119	29 730	5 253	1 421	654	269 491
2000-01	59 671	92 098	43 989	38 862	30 909	5 426	1 521	630	273 106
2001-02	61 763	93 752	50 464	39 629	31 871	5 585	1 561	798	285 423
Trailers with GVM less than 4.5 tonnes (weight = 1.0)									
1997-98	527 693	344 497	379 401	216 759	181 103	59 861	23 081	18 734	1 751 129
1998-99	548 605	352 180	400 145	227 604	196 071	60 367	23 481	19 282	1 827 735
1999-2000	548 415	366 765	421 923	234 123	197 952	62 090	24 426	20 007	1 875 701
2000-01	562 170	386 451	430 659	243 859	204 616	64 955	26 312	20 392	1 939 414
2001-02	575 838	399 014	475 776	251 735	209 800	66 989	27 498	21 522	2 028 172
Motor cycles (weight = 0.4)									
1997-98	80 598	80 271	66 640	39 318	28 744	7 581	6 001	3 948	313 101
1998-99	88 508	82 324	70 271	41 909	27 908	8 213	5 843	3 869	328 845
1999-2000	85 554	87 954	73 219	42 834	26 129	8 569	5 880	3 643	333 782
2000-01	90 734	94 741	74 320	44 740	27 940	8 428	6 433	3 594	350 930
2001-02	95 649	102 764	78 644	46 531	28 395	8 810	6 775	3 414	370 982

Table A-1 NUMBER OF LIGHT VEHICLES BY VEHICLE TYPE (continued)

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Aust
Passenger vehicles (weight = 2.4)									
1997-98	2 843 916	2 521 814	1 607 519	956 898	801 591	240 460	169 340	64 698	9 206 236
1998-99	2 960 610	2 574 621	1 680 713	1 004 089	834 863	237 545	167 581	66 711	9 526 733
1999-2000	2 963 146	2 644 962	1 741 071	1 018 036	838 485	242 867	170 144	67 558	9 686 269
2000-01	3 007 316	2 682 536	1 767 318	1 038 848	853 039	243 425	175 552	67 850	9 835 884
2001-02	3 088 332	2 754 258	1 836 529	1 065 632	862 432	246 422	179 312	68 524	10 101 441
Light commercial vehicles (weight = 2.4)									
1997-98	459 483	385 907	361 127	204 441	120 854	59 219	17 550	23 638	1 632 219
1998-99	481 613	390 753	377 873	209 827	125 323	59 688	17 052	24 304	1 686 433
1999-2000	482 100	401 995	396 332	212 389	125 990	60 982	16 838	24 574	1 721 200
2000-01	501 666	410 807	408 960	216 222	127 928	62 289	17 218	24 493	1 769 583
2001-02	515 493	423 998	423 512	221 242	130 052	62 990	17 756	24 950	1 819 993
Non-freight carrying trucks with GVM less than 4.5 tonnes (weight = 2.4)									
1997-98	7 560	8 100	4 916	6 774	4 999	3 039	624	220	36 232
1998-99	7 824	8 617	5 657	7 704	5 193	3 032	581	167	38 774
1999-2000	7 561	8 737	6 008	7 746	4 992	3 042	546	159	38 791
2000-01	7 543	8 594	6 292	7 628	4 783	3 139	522	130	38 631
2001-02	8 246	9 357	6 718	8 032	4 702	3 199	529	166	40 949
Rigid trucks with GVM less than 4.5 tonnes (weight = 2.4)									
1997-98	25 761	15 735	12 409	6 705	3 355	1 428	587	424	66 404
1998-99	27 556	16 227	13 958	7 025	3 681	2 145	655	400	71 647
1999-2000	25 814	14 766	14 559	6 649	3 422	1 251	598	422	67 481
2000-01	26 116	13 508	13 983	6 567	3 405	1 237	587	387	65 790
2001-02	28 054	15 657	16 546	7 032	3 923	2 048	577	424	74 261
Australian Government, diplomatic and consular vehicles (weight = 2.4)									
1997-98	3 268	1 841	1 642	1 139	2 357	382	4 952	604	16 185
1998-99	3 058	2 299	1 748	982	1 238	412	4 176	547	14 460
1999-2000	2 545	1 732	1 366	625	587	229	3 400	257	10 741
2000-01	2 535	1 791	1 432	646	608	230	3 329	224	10 795
2001-02	2 166	1 528	1 236	500	457	205	3 117	231	9 440

Table A-1 NUMBER OF LIGHT VEHICLES BY VEHICLE TYPE (continued)

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Aust
Total vehicles excluding Australian Government, diplomatic and consular vehicles									
1997-98	4 007 395	3 464 150	2 499 152	1 472 099	1 172 081	380 537	213 911	111 798	13 321 123
1998-99	4 174 982	3 524 110	2 617 682	1 537 524	1 226 751	376 380	212 703	114 868	13 784 999
1999-2000	4 172 817	3 625 640	2 723 907	1 561 790	1 231 826	384 557	216 650	116 764	14 033 950
2000-01	4 256 769	3 700 888	2 752 918	1 598 668	1 256 167	389 444	224 942	117 322	14 297 117
2001-02	4 375 383	3 807 339	2 895 878	1 642 164	1 274 233	396 849	231 038	119 640	14 742 524

Source: ABS, *Motor Vehicle Census, Cat No 9309.0*, various editions;
ABS, unpublished data.

Table A-2 WEIGHTED NUMBER OF LIGHT VEHICLES BY VEHICLE TYPE

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Aust
Plant and equipment with GVM less than 4.5 tonnes									
1997-98	0	0	0	0	0	0	0	0	0
1998-99	0	0	0	0	0	0	0	0	0
1999-2000	0	0	0	0	0	0	0	0	0
2000-01	0	0	0	0	0	0	0	0	0
2001-02	0	0	0	0	0	0	0	0	0
Caravans									
1997-98	57 017	93 408	39 821	36 727	28 586	5 207	1 387	675	262 828
1998-99	58 866	92 447	41 392	37 752	29 509	5 151	1 350	663	267 130
1999-2000	58 574	92 962	42 778	38 119	29 730	5 253	1 421	654	269 491
2000-01	59 671	92 098	43 989	38 862	30 909	5 426	1 521	630	273 106
2001-02	61 763	93 752	50 464	39 629	31 871	5 585	1 561	798	285 423
Trailers with GVM less than 4.5 tonnes									
1997-98	527 693	344 497	379 401	216 759	181 103	59 861	23 081	18 734	1 751 129
1998-99	548 605	352 180	400 145	227 604	196 071	60 367	23 481	19 282	1 827 735
1999-2000	548 415	366 765	421 923	234 123	197 952	62 090	24 426	20 007	1 875 701
2000-01	562 170	386 451	430 659	243 859	204 616	64 955	26 312	20 392	1 939 414
2001-02	575 838	399 014	475 776	251 735	209 800	66 989	27 498	21 522	2 028 172
Motor cycles									
1997-98	32 239	32 108	26 656	15 727	11 498	3 032	2 400	1 579	125 240
1998-99	35 403	32 930	28 108	16 764	11 163	3 285	2 337	1 548	131 538
1999-2000	34 222	35 182	29 288	17 134	10 452	3 428	2 352	1 457	133 513
2000-01	36 294	37 896	29 728	17 896	11 176	3 371	2 573	1 438	140 372
2001-02	38 260	41 106	31 458	18 612	11 358	3 524	2 710	1 366	148 393

Table A-2 WEIGHTED NUMBER OF LIGHT VEHICLES BY VEHICLE TYPE
(continued)

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Aust
Passenger vehicles									
1997-98	6 825 398	6 052 354	3 858 046	2 296 555	1 923 818	577 104	406 416	155 275	22 094 966
1998-99	7 105 464	6 179 090	4 033 711	2 409 814	2 003 671	570 108	402 194	160 106	22 864 159
1999-2000	7 111 550	6 347 909	4 178 570	2 443 286	2 012 364	582 881	408 346	162 139	23 247 046
2000-01	7 217 558	6 438 086	4 241 563	2 493 235	2 047 294	584 220	421 325	162 840	23 606 122
2001-02	7 411 997	6 610 219	4 407 670	2 557 517	2 069 837	591 413	430 349	164 458	24 243 458
Light commercial vehicles									
1997-98	1 102 759	926 177	866 705	490 658	290 050	142 126	42 120	56 731	3 917 326
1998-99	1 155 871	937 807	906 895	503 585	300 775	143 251	40 925	58 330	4 047 439
1999-2000	1 157 040	964 788	951 197	509 734	302 376	146 357	40 411	58 978	4 130 880
2000-01	1 203 998	985 937	981 504	518 933	307 027	149 494	41 323	58 783	4 246 999
2001-02	1 237 183	1 017 595	1 016 429	530 981	312 125	151 176	42 614	59 880	4 367 983
Non-freight carrying trucks with GVM less than 4.5 tonnes									
1997-98	18 144	19 440	11 798	16 258	11 998	7 294	1 498	528	86 957
1998-99	18 778	20 681	13 577	18 490	12 463	7 277	1 394	401	93 060
1999-2000	18 146	20 969	14 419	18 590	11 981	7 301	1 310	382	93 098
2000-01	18 103	20 626	15 101	18 307	11 479	7 534	1 253	312	92 714
2001-02	19 790	22 457	16 123	19 277	11 285	7 678	1 270	398	98 278
Rigid trucks with GVM less than 4.5 tonnes									
1997-98	61 826	37 764	29 782	16 092	8 052	3 427	1 409	1 018	159 370
1998-99	66 134	38 945	33 499	16 860	8 834	5 148	1 572	960	171 953
1999-2000	61 954	35 438	34 942	15 958	8 213	3 002	1 435	1 013	161 954
2000-01	62 678	32 419	33 559	15 761	8 172	2 969	1 409	929	157 896
2001-02	67 330	37 577	39 710	16 877	9 415	4 915	1 385	1 018	178 226
Australian Government, diplomatic and consular vehicles (deducted from base)									
1997-98	7 843	4 418	3 941	2 734	5 657	917	11 885	1 450	38 844
1998-99	7 339	5 518	4 195	2 357	2 971	989	10 022	1 313	34 704
1999-2000	6 108	4 157	3 278	1 500	1 409	550	8 160	617	25 778
2000-01	6 084	4 298	3 437	1 550	1 459	552	7 990	538	25 908
2001-02	5 198	3 667	2 966	1 200	1 097	492	7 481	554	22 656

Table A-2 WEIGHTED NUMBER OF LIGHT VEHICLES BY VEHICLE TYPE
(continued)

	NSW	Vic	Qld	WA	SA	Tas	ACT	NT	Aust
Total weighted number of vehicles = Revenue base									
1997-98	8 617 234	7 501 329	5 208 268	3 086 043	2 449 447	797 134	466 426	233 091	28 358 972
1998-99	8 981 782	7 648 562	5 453 133	3 228 511	2 559 516	793 598	463 231	239 977	29 368 310
1999-2000	8 983 793	7 859 856	5 669 838	3 275 444	2 571 658	809 762	471 541	244 013	29 885 905
2000-01	9 154 389	7 989 215	5 772 666	3 345 303	2 619 214	817 416	487 726	244 786	30 430 715
2001-02	9 406 962	8 218 052	6 034 663	3 433 428	2 654 594	830 788	499 906	248 885	31 327 277