



Information Item	RUC Section
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RUC Section

In addition to the swept path travel time exemption criteria changes that came in to force with the introduction of the Rule, there was also the introduction of a new tyre classification being “single mega tyre”.

With the introduction of the new tyre classification, TSL identified a benefit for cranes running on 1600 R25 or large single tyres (including metric equivalents).

The introduction of the single mega tyre classification results in an increased VDAM weight and subsequently an increase in weight covered by a vehicle’s RUC distance licence.

With an increase in a vehicle’s distance licence, there is a follow-on effect where the additional RUC licence can be reduced proportionate to the increase of the vehicle’s RUC distance licence, which varies depending how many axles the crane has (provided the additional RUC licence was purchased correctly).

Negotiation with NZTA took some time for them to agree. However, eventually they acknowledged that cranes with single mega tyres were eligible for the additional weight covered by their RUC distance licence due to the single mega tyre introduction.

Upon acknowledgement, TSL identified that eligible cranes would also be due a refund of overpaid RUC’s back to the introduction date of the Rule, again provided the additional RUC licence was purchased correctly.

An application form was developed so the changes could be loaded into NZTA’s database. Successful applications have yielded \$473,912 in rebates. Some crane owners had been underpaying their RUC’s and have been required to pay this shortfall, which amounts to \$68,292.

TSL found some anomalies where the VDAM and RUC weight of some cranes were much lower than the previous 2002 rule allowed. The error comes down to the vehicle details being incorrectly entered into the NZTA database at time of first registration.

In these cases, the applicable vehicle was due a refund of overpaid RUC’s back to its date of first registration.

If you have not had your cranes checked, please contact us and we can review your vehicles RUC’s to ensure you are not overpaying.

So far, we have processed 89 applications of cranes fitted with single mega tyres, and suggest there are approximately 100 more eligible cranes nationwide that have not been processed.

Rough Terrain cranes, Registration WoF or Cof and RUC's

Should rough terrain cranes be paying RUC's?

One development we are noting in recent times is for rough terrain cranes to be registered to operate on public roads. We continue to be asked to register rough terrain cranes on a MR2b as a mobile machine registration, which mean they operate on a WOF instead of a COF.

To meet these criteria, a crane must be:

- Incapable of highway speed (highway speed is considered 50kph),
- Designed principally for off-road use,
- and runs on wheels **without** cushioning suspension.

If a vehicle meets the above criteria, then it could be registered under MR2b. However, if the vehicle has a distance recorder – or a distance recorder can be fitted, and the vehicle uses the road – it still needs to have RUC vehicle type and is subject to RUC.

If a vehicle does meet the criteria above, then they shall be registered on a MR2a as a special purpose vehicle (type13) and subject to full certification and compliance.

The Road User Charges Act 2012 is a different requirement from vehicle licensing and all heavy vehicles are required to pay RUCs if operated on public roads. Many companies also assume that cranes registered on an MR2b and issued with WOF are not subject to RUC charges when in fact they are.

Mike Brown
Transport Specifications Ltd

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