

Status: Point in time view as at 15/09/2016.

Changes to legislation: Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

SCHEDULES

SCHEDULE 1

Section 2.

ANNUAL RATES OF DUTY

PART I

GENERAL

^{F1}(1) ^{F2}Except in the case of a vehicle having an engine with a cylinder capacity not exceeding ^{F3}1,549 cubic centimetres], the] annual rate of vehicle excise duty applicable to a vehicle in respect of which no other annual rate is specified by this Schedule is ^{F4}the general rate].

(2) The general rate is ^{F5}£235].

[In the case of a vehicle having an engine with a cylinder capacity not exceeding ^{F6}(2A) ^{F7}1,549 cubic centimetres], the general rate is ^{F8}£145].]

[For the purposes of this Schedule the cylinder capacity of an engine shall be ^{F9}(2B) calculated in accordance with regulations made by the Secretary of State.]

^{F10}(3)

^{F10}(4)

^{F10}(5)

Textual Amendments

- F1** By 1995 c. 4, s. 19, Sch. 4 Pt. III paras. 6(1), 16 it is provided that Sch. 1 para. 1 is substituted (with application to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act)
- F2** Words in Sch. 1 para. 1(2) substituted (27.7.1999 with effect as mentioned in s. 8(5) of the amending Act) by 1999 c. 16, s. 8(2)(5)
- F3** By 2001 c. 9, s. 8(1)(11)(12) it is provided (1.7.2001) that the words in Sch. 1 para. 1(2) are substituted
- F4** Words in Sch. 1 para. 1(1) substituted (29.4.1996 with effect as mentioned in s. 18(5) of the amending Act) for Sch. 1 para. 1(1)(a)(b) by 1996 c. 8, s. 18(2)(a)(5)
- F5** Word in Sch. 1 para. 1(2) substituted (with effect in accordance with s. 150(6) of the amending Act) by Finance Act 2016 (c. 24), s. 150(2)
- F6** Sch. 1 para. 1(2A) inserted (27.7.1999 with effect as mentioned in s. 8(5) of the amending Act) by 1999 c. 16, s. 8(3)(5)
- F7** Words in Sch. 1 para. 1(2A) substituted (1.7.2001) by 2001 c. 9, s. 8(1)(11)(12)
- F8** Sum in Sch. 1 para. 1(2A) substituted (with effect in accordance with s. 81(6) of the amending Act) by Finance Act 2014 (c. 26), s. 81(2)(b)
- F9** Sch. 1 para. 1(2B) inserted (24.7.2002) by Finance Act 2002 (c. 23), s. 20(1) (with s. 20(3))

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F10 Sch. 1 para. 1(3)-(5) repealed (29.4.1996 with effect as mentioned in s. 18(5) of the amending Act) by 1996 c. 8, ss. 18(2)(b)(5), 205, **Sch. 41 Pt. II(3)** Note

- [^{F11}1ZA] (1) The annual rate of vehicle excise duty applicable to a vehicle to which this paragraph applies is 50 per cent of the rate which (but for this paragraph) would be applicable.
- (2) This paragraph applies to a vehicle when it is being used, or kept for use, by or for the purposes of a disabled person who is in receipt of personal independence payment by virtue of entitlement to the mobility component at the standard rate if—
- (a) the vehicle is registered under this Act in the name of the disabled person, and
 - (b) no other vehicle registered in his or her name under this Act is—
 - (i) a vehicle for which a vehicle licence taken out at a rate of duty reduced in accordance with sub-paragraph (1) is in force, or
 - (ii) an exempt vehicle under paragraph 19 of Schedule 2 or paragraph 7 of Schedule 4.
- (3) This paragraph has effect as if a person were in receipt of personal independence payment by virtue of entitlement to the mobility component at the standard rate in any case where the person would be in receipt of that payment by virtue of that entitlement but for—
- (a) regulations under section 86(1) of the Welfare Reform Act 2012 (treatment as in-patient in hospital or similar institution), or
 - (b) corresponding provision having effect in Northern Ireland.
- (4) For the purposes of sub-paragraph (2), a vehicle is to be treated as registered under this Act in the name of a person in receipt of personal independence payment by virtue of entitlement to the mobility component at the standard rate if it is so registered in the name of—
- (a) an appointee, or
 - (b) a person nominated for the purposes of this paragraph by the person or an appointee.
- (5) In sub-paragraph (4) “appointee” means a person appointed pursuant to regulations made under (or having effect as if made under) the Social Security Administration Act 1992 or the Social Security Administration (Northern Ireland) Act 1992 to exercise any of the rights and powers of a person in receipt of personal independence payment.]

Textual Amendments

F11 Sch. 1 para. 1ZA inserted (retrospective to 8.4.2013) by **Finance Act 2013 (c. 29)**, **Sch. 37 paras. 5, 7**

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[^{F12}PART IA

LIGHT PASSENGER VEHICLES [^{F13}REGISTERED BEFORE 1 APRIL 2017]: GRADUATED RATES OF DUTY

Textual Amendments

F12 Pts. 1A, 1B inserted (28.7.2000) by 2000 c. 17, s. 22, Sch. 3

F13 Words in Sch. 1 Pt. 1A heading inserted (18.11.2015) by Finance (No. 2) Act 2015 (c. 33), s. 46(2)(a)

Vehicles to which this Part applies

- 1A (1) This Part of this Schedule applies to a vehicle which—
- (a) is first registered[^{F14}, under this Act or under the law of a country or territory outside the United Kingdom,]^{F15}, after 28 February 2001 but before 1 April 2017], and
 - (b) is so registered on the basis of an EC certificate of conformity or UK approval certificate that—
 - (i) identifies the vehicle as having been approved as a light passenger vehicle, and
 - (ii) specifies a CO₂ emissions figure in terms of grams per kilometre driven.
- (2) In sub-paragraph (1)(b)(i) a “light passenger vehicle” means a vehicle within Category M1 of Annex II to Council Directive 70/156/EEC (vehicle with at least four wheels used for carriage of passengers and comprising no more than 8 seats in addition to the driver’s seat).
- (3) For the purposes of this Part of this Schedule “the applicable CO₂ emissions figure” is—
- (a) where the EC certificate of conformity or UK approval certificate specifies only one CO₂ emissions figure, that figure, and
 - (b) where it specifies more than one, the figure specified as the CO₂ emissions (combined) figure.
- (4) Where the car is registered on the basis of an EC certificate of conformity, or UK approval certificate, that specifies separate CO₂ emissions figures in terms of grams per kilometre driven for different fuels, “the applicable CO₂ emissions figure” is the lowest figure specified or, in a case within sub-paragraph (3)(b), the lowest CO₂ emissions (combined) figure specified.
- (5) If a vehicle is on first registration[^{F16}, under this Act or under the law of a country or territory outside the United Kingdom,] a vehicle to which this Part of this Schedule applies—
- (a) its status as such a vehicle, and
 - (b) the applicable CO₂ emissions figure,
- are not affected by any subsequent modification of the vehicle.

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Textual Amendments

- F14** Words in Sch. 1 para. 1A(1)(a) inserted (with effect in accordance with Sch. 4 para. 7 of the amending Act) by [Finance Act 2009 \(c. 10\)](#), [Sch. 4 para. 5\(2\)\(a\)](#)
- F15** Words in Sch. 1 para. 1A(1)(a) substituted (18.11.2015) by [Finance \(No. 2\) Act 2015 \(c. 33\)](#), [s. 46\(2\)\(b\)](#)
- F16** Words in Sch. 1 para. 1A(5) inserted (with effect in accordance with Sch. 4 para. 7 of the amending Act) by [Finance Act 2009 \(c. 10\)](#), [Sch. 4 para. 5\(2\)\(b\)](#)

Graduated rates of duty

- ^{F17}1B The annual rate of vehicle excise duty applicable to a vehicle to which this Part of this Schedule applies shall be determined in accordance with ^{F18}the following ^{F19}tables]] by reference to—
- the applicable CO₂ emissions figure, ^{F20}...
 - whether the vehicle qualifies for the reduced rate of duty ^{F21}or is liable to the standard] rate of duty, ^{F22}and
 - whether or not the duty is payable on the first vehicle licence for the vehicle.]

^{F23}Table 1

RATES PAYABLE ON FIRST VEHICLE LICENCE FOR VEHICLE

<i>CO₂ emissions figure</i>		<i>Rate</i>	
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>
<i>Exceeding</i>	<i>Not exceeding</i>	<i>Reduced rate</i>	<i>Standard rate</i>
<i>g/km</i>	<i>g/km</i>	<i>£</i>	<i>£</i>
130	140	120	130
140	150	135	145
150	165	175	185
165	175	290	300
175	185	345	355
185	200	490	500
200	225	640	650
225	255	875	885
255		1110	1120

Table 2

RATES PAYABLE ON ANY OTHER VEHICLE LICENCE FOR VEHICLE

<i>CO₂ emissions figure</i>	<i>Rate</i>
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(1) Exceeding g/km	(2) Not exceeding g/km	(3) Reduced rate £	(4) Standard rate £
100	110	10	20
110	120	20	30
120	130	100	110
130	140	120	130
140	150	135	145
150	165	175	185
165	175	200	210
175	185	220	230
185	200	260	270
200	225	285	295
225	255	490	500
255		505	515]

[^{F24}Table 2 has effect in relation to vehicles first registered, under this Act or under the law of a country or territory outside the United Kingdom, before 23 March 2006 as if—

[^{F25}(a) in column (3), in the last two rows, “285” were substituted for “490” and “505”, and

(b) in column (4), in the last two rows, “295” were substituted for “500” and “515”]]].

Textual Amendments

- F17** Sch. 1 para. 1B substituted (19.7.2006 with effect as mentioned in s. 13(10) of the amending Act) by [Finance Act 2006 \(c. 25\), s. 13\(3\)](#)
- F18** Words in Sch. 1 para. 1B substituted (with effect as mentioned in s. 11(10) of the amending Act) by [Finance Act 2007 \(c. 11\), s. 11\(3\)\(4\)](#)
- F19** Word in Sch. 1 para. 1B substituted (with effect in accordance with s. 14(10) of the amending Act) by [Finance Act 2009 \(c. 10\), s. 14\(4\)](#)
- F20** Word in Sch. 1 para. 1B(a) omitted (with effect in accordance with s. 14(10) of the amending Act) by virtue of [Finance Act 2009 \(c. 10\), s. 14\(5\)](#)
- F21** Words in Sch. 1 para. 1B substituted (with effect as mentioned in s. 11(10) of the amending Act) by [Finance Act 2007 \(c. 11\), s. 11\(3\)\(5\)](#)
- F22** Sch. 1 para. 1B(c) and preceding word inserted (with effect in accordance with s. 14(10) of the amending Act) by [Finance Act 2009 \(c. 10\), s. 14\(6\)](#)
- F23** [Sch. 1 para. 1B](#) Tables 1, 2 substituted (with effect in accordance with s. 150(6) of the amending Act) by [Finance Act 2016 \(c. 24\), s. 150\(3\)\(a\)](#)
- F24** Words following Sch. 1 para. 1B Table substituted (with effect in accordance with s. 14(10) of the amending Act) by [Finance Act 2009 \(c. 10\), s. 14\(7\)](#)
- F25** Words in [Sch. 1 para. 1B](#) substituted (with effect in accordance with s. 150(6) of the amending Act) by [Finance Act 2016 \(c. 24\), s. 150\(3\)\(b\)](#)

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The reduced rate

1C (1) A vehicle qualifies for the reduced rate of duty if condition A, B or C below is met.

[^{F26}(2) Condition A is that the vehicle—

- (a) is constructed—
 - (i) so as to be propelled by a relevant type of fuel, or
 - (ii) so as to be capable of being propelled by any of a number of relevant types of fuel, or
- (b) is constructed or modified—
 - (i) so as to be propelled by a prescribed type of fuel, or
 - (ii) so as to be capable of being propelled by any of a number of prescribed types of fuel,

and complies with any other requirements prescribed for the purposes of this condition.]

(3) Condition B is that the vehicle—

- (a) incorporates before its first registration [^{F27}, under this Act or under the law of a country or territory outside the United Kingdom,] equipment enabling it to meet such vehicle emission standards as may be prescribed for the purposes of this condition, and
- (b) has incorporated such equipment since [^{F28}that] first registration.

(4) Condition C is that the vehicle is of a description certified by the Secretary of State, before the vehicle's first registration [^{F29}under this Act], as meeting such vehicle emission standards as may be prescribed for the purposes of this condition.

(5) The Secretary of State may make provision by regulations—

- (a) for the making of an application to the Secretary of State for the issue of a certificate under sub-paragraph (4);
- (b) for the manner in which any determination of whether to issue such a certificate on such an application is to be made;
- (c) for the examination of one or more vehicles of the description to which the application relates, for the purposes of the determination mentioned in paragraph (b), by such persons, and in such manner, as may be prescribed;
- (d) for a fee to be paid for such an examination;
- (e) for the form and content of such a certificate;
- (f) for the revocation, cancellation or surrender of such a certificate;
- (g) for the fact that such a certificate is, or is not, in force in respect of a description of vehicle to be treated as having conclusive effect for the purposes of this Act as to such matters as may be prescribed; and
- (h) for appeals against any determination not to issue such a certificate.

[In this paragraph—

^{F30}(6) “bioethanol” has the meaning given in section 2AB of the Hydrocarbon Oil Duties Act 1979,

“relevant type of fuel” means—

- (a) bioethanol, or
- (b) a mixture of bioethanol and unleaded petrol, if the proportion of bioethanol by volume is at least 85%, and

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“unleaded petrol” has the meaning given in section 1(3C) of the Hydrocarbon Oil Duties Act 1979.

(7) The Secretary of State may, with the consent of the Treasury, by regulations amend sub-paragraph (6).]

Textual Amendments

- F26** Sch. 1 para. 1C(2) substituted (19.7.2006 with effect as mentioned in s. 13(10) of the amending Act) by Finance Act 2006 (c. 25), s. 13(4)(a)
- F27** Words in Sch. 1 para. 1C(3)(a) inserted (with effect in accordance with Sch. 4 para. 7 of the amending Act) by Finance Act 2009 (c. 10), Sch. 4 para. 5(3)(a)
- F28** Word in Sch. 1 para. 1C(3)(b) substituted (with effect in accordance with Sch. 4 para. 7 of the amending Act) by Finance Act 2009 (c. 10), Sch. 4 para. 5(3)(b)
- F29** Words in Sch. 1 para. 1C(4) inserted (with effect in accordance with Sch. 4 para. 7 of the amending Act) by Finance Act 2009 (c. 10), Sch. 4 para. 5(3)(c)
- F30** Sch. 1 para. 1C(6)(7) inserted (19.7.2006 with effect as mentioned in s. 13(10) of the amending Act) by Finance Act 2006 (c. 25), s. 13(4)(b)

[^{F31} The standard rate]

Textual Amendments

- F31** Sch. 1 para. 1D substituted (with effect as mentioned in s. 11(10) of the amending Act) for Sch. 1 paras. 1D 1E by Finance Act 2007 (c. 11), s. 11(7)

[^{F31}1D A vehicle is liable to the standard rate of duty if it does not qualify for the reduced rate of duty.]

The premium rate

.....

Meaning of “prescribed”

1F In this Part of this Schedule “prescribed” means prescribed by regulations made by the Secretary of State with the consent of the Treasury.

Meaning of “EC certificate of conformity” and “UK approval certificate”

1G (1) References in this Part of this Schedule to an “EC certificate of conformity” are to a certificate of conformity issued by a manufacturer under any provision of the law of a Member State implementing Article 6 of Council Directive 70/156/EEC, as amended.

(2) References in this Part of this Schedule to a “UK approval certificate” are to a certificate issued under—

- (a) section 58(1) or (4) of the ^{M1}Road Traffic Act 1988, or
- (b) Article 31A(4) or (5) of the ^{M2}Road Traffic (Northern Ireland) Order 1981.]

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Marginal Citations

- M1** 1988 c. 52.
M2 S.I. 1981/154 (N.I. 1).

[^{F33}PART 1AA

LIGHT PASSENGER VEHICLES REGISTERED ON OR AFTER 1 APRIL 2017

Textual Amendments

- F33** Sch. 1 Pt. 1AA inserted (18.11.2015) by [Finance \(No. 2\) Act 2015 \(c. 33\)](#), s. 46(2)(c)

Vehicles to which this Part applies etc

- 1GA (1) This Part of this Schedule applies to a vehicle which—
- (a) is first registered, under this Act or under the law of a country or territory outside the United Kingdom, on or after 1 April 2017, and
 - (b) is so registered on the basis of an EU certificate of conformity or UK approval certificate that—
 - (i) identifies the vehicle as having been approved as a light passenger vehicle, and
 - (ii) specifies a CO₂ emissions figure in terms of grams per kilometre driven.
- (2) In sub-paragraph (1)(b)(i) a “light passenger vehicle” has the meaning given by paragraph 1A(2).
- (3) The following provisions of Part 1A of this Schedule apply for the purposes of this Part of this Schedule as they apply for the purposes of that Part—
- (a) paragraph 1A(3) and (4) (meaning of “the applicable CO₂ emissions figure”);
 - (b) paragraph 1A(5) (effect of subsequent modifications);
 - (c) paragraphs 1C and 1D (the reduced rate and the standard rate);
 - (d) paragraph 1G (meaning of “EU certificate of conformity” and “UK approval certificate”).

Exemption from paying duty on first vehicle licence for certain vehicles

- 1GB (1) No vehicle excise duty shall be paid on the first vehicle licence for a vehicle to which this Part of this Schedule applies if the vehicle is within sub-paragraph (2) or (3).
- (2) A vehicle is within this sub-paragraph if—
- (a) its applicable CO₂ emissions figure is 0 g/km, and
 - (b) it is not an exempt vehicle by reason of paragraph 25(4) of Schedule 2 (because of sub-paragraph (5) of that paragraph).
- (3) A vehicle is within this sub-paragraph if—

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- (a) its applicable CO₂ emissions figure exceeds 0 g/km but does not exceed 50 g/km, and
- (b) condition A, B or C in paragraph 1C is met.

Graduated rates of duty payable on first vehicle licence

1GC For the purpose of determining the rate at which vehicle excise duty is to be paid on the first vehicle licence for a vehicle to which this Part of this Schedule applies, the annual rate of duty applicable to the vehicle shall be determined in accordance with the following table by reference to—

- (a) the applicable CO₂ emissions figure, and
- (b) whether the vehicle qualifies for the reduced rate of duty or is liable to the standard rate of duty.

<i>CO₂ emissions figure</i>		<i>Rate</i>	
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>
<i>Exceeding g/km</i>	<i>Not exceeding g/km</i>	<i>Reduced rate</i>	<i>Standard rate</i>
0	50		10
50	75	15	25
75	90	90	100
90	100	110	120
100	110	130	140
110	130	150	160
130	150	190	200
150	170	490	500
170	190	790	800
190	225	1190	1200
225	255	1690	1700
255		1990	2000

Rates of duty payable on any other vehicle licence for vehicle

1GD (1) For the purpose of determining the rate at which vehicle excise duty is to be paid on any other vehicle licence for a vehicle to which this Part of this Schedule applies, the annual rate of vehicle excise applicable to the vehicle is—

- (a) the reduced rate of £130, if the vehicle qualifies for the reduced rate, or
- (b) the standard rate of £140, if the vehicle is liable to the standard rate.

(2) But sub-paragraph (1) does not apply where paragraph 1GE(2) or (4) applies.

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Higher rates of duty: vehicles with a price exceeding £40,000

- 1GE (1) Sub-paragraph (2) applies for the purpose of determining the rate at which vehicle excise duty is to be paid on any other vehicle licence for a vehicle to which this Part applies if—
- (a) the price of the vehicle exceeds £40,000,
 - (b) the vehicle was first registered, under this Act or under the law of a country or territory outside the United Kingdom, less than six years before the date on which the licence has effect, and
 - (c) the vehicle's applicable CO₂ emissions figure exceeds 0 g/km.
- (2) The annual rate of vehicle excise duty applicable to the vehicle is—
- (a) £440, if the vehicle qualifies for the reduced rate, or
 - (b) £450, if the vehicle is liable to the standard rate.
- (3) Sub-paragraph (4) applies for the purpose of determining the rate at which vehicle excise duty is to be paid on any other vehicle licence for a vehicle to which this Part applies if—
- (a) the price of the vehicle exceeds £40,000;
 - (b) the vehicle was first registered, under this Act or under the law of a country or territory outside the United Kingdom, less than six years before the date on which the licence has effect, and
 - (c) the vehicle's applicable CO₂ emissions figure is 0 g/km.
- (4) The annual rate of vehicle excise duty applicable to the vehicle is £310.

Calculating the price of a vehicle

- 1GF (1) For the purposes of paragraph 1GE(1)(a) and (3)(a) the price of a vehicle is—
- (a) in a case where the vehicle has a list price, the sum of—
 - (i) that price, and
 - (ii) the price of any non-standard accessory which is attached to the vehicle when it is first registered under this Act, or
 - (b) in a case where the vehicle does not have a list price, its notional price.
- (2) The reference in sub-paragraph (1)(a)(ii) to the price of a non-standard accessory is to—
- (a) its list price, if it has one, or
 - (b) its notional price, if it has no list price.
- (3) Sections 123, 124, 125 and 127 to 130 of the Income Tax (Earnings and Pensions) Act 2003 apply for the purpose of defining terms used in this paragraph as they apply for the purpose of defining terms used in Chapter 6 of Part 3 of that Act, but with the modifications specified in sub-paragraph (4).
- (4) The modifications are as follows—
- (a) references to a car are to be read as references to a vehicle;
 - (b) references to relevant taxes are to be read as not including references to vehicle excise duty;
 - (c) in section 124(1)(f) for the words from “qualifying” to the end substitute “accessories attached to the vehicle when it was first registered under VERA 1994”;

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- (d) in section 125 omit subsection (1) and (2)(a);
- (e) in section 127—
 - (i) in subsection (1) omit “initial extra”;
 - (ii) omit subsection (2).]

PART IB

LIGHT GOODS VEHICLES

Vehicles to which this Part applies

- 1H (1) This Part of this Schedule applies to a vehicle which—
- (a) is first registered^[F34], under this Act or under the law of a country or territory outside the United Kingdom,] on or after 1st March 2001, and
 - (b) is so registered on the basis of an EC certificate of conformity or UK approval certificate that identifies the vehicle as having been approved as a light goods vehicle.
- (2) In sub-paragraph (1)(b) a “light goods vehicle” means a vehicle within Category N1 of Annex II to Council Directive 70/156/EEC (vehicle with four or more wheels used for carriage of goods and having a maximum mass not exceeding 3.5 tonnes).
- (3) If a vehicle is on first registration^[F35], under this Act or under the law of a country or territory outside the United Kingdom,] a vehicle to which this Part of this Schedule applies its status as such a vehicle is not affected by a subsequent modification of the vehicle.
- (4) In this paragraph “EC certificate of conformity” and “UK approval certificate” have the same meaning as in Part IA of this Schedule.

Textual Amendments

- F34** Words in Sch. 1 para. 1H(1)(a) inserted (with effect in accordance with Sch. 4 para. 7 of the amending Act) by [Finance Act 2009 \(c. 10\)](#), [Sch. 4 para. 5\(4\)\(a\)](#)
- F35** Words in Sch. 1 para. 1H(3) inserted (with effect in accordance with Sch. 4 para. 7 of the amending Act) by [Finance Act 2009 \(c. 10\)](#), [Sch. 4 para. 5\(4\)\(b\)](#)

Annual rate of duty

- ^[F36]1J The annual rate of vehicle excise duty applicable to a vehicle to which this Part of this Schedule applies is—
- (a) if the vehicle is not a ^[F37]pre-2007 or post-2008] lower-emission van, ^[F38]£230];
 - (b) if the vehicle is a ^[F39]pre-2007 or post-2008] lower-emission van, ^[F40]£140].

Textual Amendments

- F36** Sch. 1 paras. 1J-1L substituted for Sch. 1 para. 1J (24.7.2002 with application as mentioned in s. 16(2) of the amending Act) by [Finance Act 2002 \(c. 23\)](#), [s. 16\(1\)](#)
- F37** Words in Sch. 1 para. 1J(a) inserted (21.7.2008) by [Finance Act 2008 \(c. 9\)](#), [s. 146\(2\)](#)

Status: Point in time view as at 15/09/2016.

Changes to legislation: Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

- F38** Words in Sch. 1 para. 1J(a) substituted (with effect in accordance with s. 150(6) of the amending Act) by [Finance Act 2016 \(c. 24\), s. 150\(4\)](#)
- F39** Words in Sch. 1 para. 1J(b) inserted (21.7.2008) by [Finance Act 2008 \(c. 9\), s. 146\(2\)](#)
- F40** Sum in Sch. 1 para. 1J(b) substituted (with effect in accordance with s. 187(6) of the amending Act) by [Finance Act 2013 \(c. 29\), s. 187\(4\)\(b\)](#)

- 1K For the purposes of paragraph 1J, a vehicle to which this Part of this Schedule applies is a “[^{F41}pre-2007 lower-emission van]” if—
- (a) the vehicle is first registered [^{F42}, under this Act or under the law of a country or territory outside the United Kingdom,] on or after 1st March 2003 [^{F43}and before 1st January 2007], and
- (b) the limit values given for the vehicle by the Table (which is extracted from the new table inserted in section 5.3.1.4 of Annex I of Council Directive [70/220/EEC](#) by Directive [98/69/EC](#) of the European Parliament and of the Council) are not exceeded during a Type I test.

<i>Reference mass of vehicle</i>		<i>Limit values for types of emissions by reference to vehicle type</i>							
		<i>CO</i>		<i>HC</i>		<i>NO_x</i>		<i>HC + PM NO_x</i>	
<i>Exceeding</i>	<i>Not exceeding</i>	<i>Petrol</i>	<i>Diesel</i>	<i>Petrol</i>	<i>Petrol</i>	<i>Diesel</i>	<i>Diesel</i>	<i>Diesel</i>	<i>Diesel</i>
<i>kg</i>	<i>kg</i>	<i>g/km</i>	<i>g/km</i>	<i>g/km</i>	<i>g/km</i>	<i>g/km</i>	<i>g/km</i>	<i>g/km</i>	<i>g/km</i>
–	1,305	1.0	0.5	0.1	0.08	0.25	0.3	0.025	
1,305	1760	1.81	0.63	0.13	0.1	0.33	0.39	0.04	
1,760	3,500	2.27	0.74	0.16	0.11	0.39	0.46	0.06	

Textual Amendments

- F36** Sch. 1 paras. 1J-1L substituted for Sch. 1 para. 1J (24.7.2002 with application as mentioned in s. 16(2) of the amending Act) by [Finance Act 2002 \(c. 23\), s. 16\(1\)](#)
- F41** Words in Sch. 1 para. 1K substituted (21.7.2008) by [Finance Act 2008 \(c. 9\), s. 146\(3\)](#)
- F42** Words in Sch. 1 para. 1K(a) inserted (with effect in accordance with Sch. 4 para. 7 of the amending Act) by [Finance Act 2009 \(c. 10\), Sch. 4 para. 5\(5\)](#)
- F43** Words in Sch. 1 para. 1K(a) inserted (19.7.2006 with effect as mentioned in s. 13(10) of the amending Act) by [Finance Act 2006 \(c. 25\), s. 13\(6\)](#)

- 1L In paragraph 1K—

“Type I test” means a test as described in section 5.3 of Annex I to Council Directive [70/220/EEC](#) as amended (test for simulating/verifying the average tailpipe emissions after a cold start and carried out using the procedure described in Annex III of that Directive as amended);

“the reference mass” of a vehicle means the mass of the vehicle with bodywork and, in the case of a towing vehicle, with coupling device, if fitted by the manufacturer, in running order, or mass of the chassis or chassis with cab, without bodywork and/or coupling device if the manufacturer does not fit the bodywork and/or coupling device (including liquids and tools, and spare wheel if fitted, and with the fuel tank filled to 90% and the

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other liquid containing systems, except those for used water, to 100% of the capacity specified by the manufacturer), increased by a uniform mass of 100 kilograms;

“CO” means mass of carbon monoxide;

“HC” means mass of hydrocarbons;

“NO_x” means mass of oxides of nitrogen;

“PM” means mass of particulates (for compression ignition engines).]

Textual Amendments

F36 Sch. 1 paras. 1J-1L substituted for Sch. 1 para. 1J (24.7.2002 with application as mentioned in s. 16(2) of the amending Act) by [Finance Act 2002 \(c. 23\), s. 16\(1\)](#)

[^{F44}1M For the purposes of paragraph 1J, a vehicle to which this Part of this Schedule applies is a “post-2008 lower-emission van” if—

- (a) the vehicle is first registered[^{F45}, under this Act or under the law of a country or territory outside the United Kingdom,] on or after 1 January 2009 and before 1 January 2011,
- (b) it is a vehicle to which Regulation [\(EC\) No 715/2007](#) of the European Parliament and of the Council applies (see Article 2 of that Regulation),
- (c) it is powered by a compression ignition engine, and
- (d) the emissions from it do not exceed any of the emission limit values specified in Table 1 of Annex 1 to that Regulation in relation to vehicles so powered.]

Textual Amendments

F44 Sch. 1 para. 1M inserted (21.7.2008) by [Finance Act 2008 \(c. 9\), s. 146\(4\)](#)

F45 Words in Sch. 1 para. 1M(a) inserted (with effect in accordance with Sch. 4 para. 7 of the amending Act) by [Finance Act 2009 \(c. 10\), Sch. 4 para. 5\(6\)](#)

PART II

MOTORCYCLES

2 [^{F46}(1) The annual rate of vehicle excise duty applicable to a motorcycle that does not exceed 450 kilograms in weight unladen is—

- (a) if the cylinder capacity of the engine does not exceed 150 cubic centimetres, [^{F47}£17];
- (b) if the vehicle is a motorbicycle and the cylinder capacity of the engine exceeds 150 cubic centimetres but does not exceed 400 cubic centimetres, [^{F48}£39];
- (c) if the vehicle is a motorbicycle and the cylinder capacity of the engine exceeds 400 cubic centimetres but does not exceed 600 cubic centimetres, [^{F49}£60];
- (d) in any other case, [^{F50}£82].]

Status: Point in time view as at 15/09/2016.

Changes to legislation: Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

^{F51}(2)

(3) In this paragraph—

“motorcycle” means a motorbicycle or a motortricycle [^{F52}but does not include an electrically propelled vehicle],

“motorbicycle” includes a two-wheeled motor scooter, a bicycle with an attachment for propelling it by mechanical power and a motorbicycle to which a side-car is attached, and

“motortricycle” includes a three-wheeled motor scooter and a tricycle with an attachment for propelling it by mechanical power.

^{F53}(4)

Textual Amendments

- F46** Sch. 1 para. 2(1) substituted for Sch. 1 para. 2(1)-(1B) (24.7.2002 with application as mentioned in s. 18(3) of the amending Act) by [Finance Act 2002 \(c. 23\), s. 18\(1\)](#)
- F47** Word in Sch. 1 para. 2(1)(a) substituted (with effect in accordance with s. 187(6) of the amending Act) by [Finance Act 2013 \(c. 29\), s. 187\(5\)\(a\)](#)
- F48** Word in Sch. 1 para. 2(1)(b) substituted (with effect in accordance with s. 150(6) of the amending Act) by [Finance Act 2016 \(c. 24\), s. 150\(5\)\(a\)](#)
- F49** Word in Sch. 1 para. 2(1)(c) substituted (with effect in accordance with s. 150(6) of the amending Act) by [Finance Act 2016 \(c. 24\), s. 150\(5\)\(b\)](#)
- F50** Word in Sch. 1 para. 2(1)(d) substituted (with effect in accordance with s. 150(6) of the amending Act) by [Finance Act 2016 \(c. 24\), s. 150\(5\)\(c\)](#)
- F51** Sch. 1 para. 2(2) repealed (29.4.1996 with effect as mentioned in s. 18(5) of the amending Act) by 1996 c. 8, ss. 18(2)(5), 205, [Sch. 41 Pt. II\(3\)](#) Note
- F52** Sch. 1 para. 2(3): words in the definition of “motorcycle” inserted (*retrospectively* 1.4.2001 with application as mentioned in s. 13(4) of the amending Act) by 2001 c. 9, s. 13(2)(b)(11)(14)
- F53** Sch. 1 para. 2(4) repealed (24.7.2002) by [Finance Act 2002 \(c. 23\)](#), ss. 20(2)(a), 141, [Sch. 40 Pt. 1\(5\)](#) (with s. 20(3))

[^{F54}PART III

BUSES

Textual Amendments

- F54** By 1995 c. 4, s. 19, [Sch. 4 paras. 8, 16](#) it is provided that Sch. 1 Pt. III is substituted (with application to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act)

- ^{F553} (1) The annual rate of vehicle excise duty applicable to a bus ^{F56}... is—
- (a) if its seating capacity is nine to sixteen, the same as the basic goods vehicle rate;
 - (b) if its seating capacity is seventeen to thirty-five, 133 per cent. of the basic goods vehicle rate;
 - (c) if its seating capacity is thirty-six to sixty, 200 per cent. of the basic goods vehicle rate;

Status: Point in time view as at 15/09/2016.

Changes to legislation: Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

- (d) if its seating capacity is over sixty, 300 per cent. of the basic goods vehicle rate.

^{F57}(1A)

- (2) In this paragraph “bus” means a vehicle which—
 - (a) is a public service vehicle (within the meaning given by section 1 of the ^{M3}Public Passenger Vehicles Act 1981), and
 - (b) is not an excepted vehicle [^{F58}which is not a concessionary vehicle and which is].
- (3) For the purposes of this paragraph an excepted vehicle is—
 - (a) a vehicle which has a seating capacity under nine,
 - (b) a vehicle which is a community bus,
 - (c) a vehicle used under a permit granted under section 19 of the ^{M4}Transport Act 1985 (educational and other bodies) and used in circumstances where the requirements mentioned in subsection (2) of that section are met, or
 - (d) a vehicle used under a permit granted under section 10B of the ^{M5}Transport Act (Northern Ireland) 1967 (educational and other bodies) and used in circumstances where the requirements mentioned in subsection (2) of that section are met.
- (4) In sub-paragraph (3)(b) “community bus” means a vehicle—
 - (a) used on public roads solely in accordance with a community bus permit (within the meaning given by section 22 of the ^{M6}Transport Act 1985), and
 - (b) not used for providing a service under an agreement providing for service subsidies (within the meaning given by section 63(10)(b) of that Act).
- (5) For the purposes of this paragraph the seating capacity of a vehicle shall be determined in accordance with regulations made by the Secretary of State.
- (6) In sub-paragraph (1) references to the basic goods vehicle rate are to the rate applicable, by virtue of sub-paragraph (1) of paragraph 9, to a rigid goods vehicle [^{F59}which—
 - (a) is not a vehicle with respect to which the reduced pollution requirements are satisfied; and
 - (b) falls]within column (3) of the table in that sub-paragraph and has a revenue weight exceeding 3,500 kilograms and not exceeding 7,500 kilograms.
- (7) Where an amount arrived at in accordance with sub-paragraph (1)(b), (c) or (d) is an amount—
 - (a) which is not a multiple of £10, and
 - (b) which on division by ten does not produce a remainder of £5,the rate is the amount arrived at rounded (either up or down) to the nearest amount which is a multiple of £10.
- (8) Where an amount arrived at in accordance with sub-paragraph (1)(b), (c) or (d) is an amount which on division by ten produces a remainder of £5, the rate is the amount arrived at increased by £5.]

Status: Point in time view as at 15/09/2016.

Changes to legislation: Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

Textual Amendments

- F55** By 1995 c. 4, s. 19, Sch. 4 paras. 8, 16 it is provided that Sch. 1 Pt. III is substituted (with application to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act)
- F56** Words in Sch. 1 para. 3(1) omitted (with effect in accordance with Sch. 18 paras. 14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 4(a)
- F57** Sch. 1 para. 3(1A) omitted (with effect in accordance with Sch. 18 paras. 14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 4(b)
- F58** Words in Sch. 1 para. 3(2)(b) inserted (29.4.1996 with application in relation to licences taken out after 28.11.1995) by 1996 c. 8, s. 16(2)(8)
- F59** Sch. 1 para. 3(6)(a)(b) and preceding word substituted for words in Sch. 1 para. 3(6) (in relation to licences issued on or after 1.1.1999) by 1998 c. 36, s. 16, Sch. 1 para. 3(3); S.I. 1998/3092, art. 2

Marginal Citations

- M3** 1981 c. 14.
M4 1985 c. 67.
M5 1967 c. 37 (N.I.).
M6 1985 c. 67.

PART IV

[^{F60}SPECIAL VEHICLES]

Textual Amendments

- F60** Sch. 1 Pt. IV: heading substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, s. 19, Sch. 4 paras. 9(1)(2), 16

- 4 (1) The annual rate of vehicle excise duty applicable to a [^{F61}special vehicle is the same as the basic goods vehicle rate].
- (2) In sub-paragraph (1) [^{F62}“special vehicle” means a vehicle which has a revenue weight exceeding 3,500 kilograms [^{F63}which is not a special concessionary vehicle]]—
- ^{F64}(a)
- ^{F64}(b)
- [^{F65}(bb) a vehicle falling within sub-paragraph (2A) or (2B),]
- (c) a digging machine,
- (d) a mobile crane,
- [^{F66}(dd) mobile pumping vehicle,]
- (e) a works truck, or
- [^{F67}(ee) a road roller.]
- (f)

[^{F68}(2A) A vehicle falls within this sub-paragraph if—

Status: Point in time view as at 15/09/2016.

Changes to legislation: Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

- (a) it is designed or adapted for use for the conveyance of goods or burden of any description; but
 - (b) it is not so used or is not so used for hire or reward or for or in connection with a trade or business.
- (2B) A vehicle falls within this sub-paragraph if—
- (a) it is designed or adapted for use with a semi-trailer attached; but
 - (b) it is not so used or, if it is so used, the semi-trailer is not used for the conveyance of goods or burden of any description.]
- (3)
- (4) In sub-paragraph (2)(c) “digging machine” means a vehicle which is designed, constructed and used for the purpose of trench digging, or any kind of excavating or shovelling work, and which—
- (a) is used on public roads only for that purpose or for the purpose of proceeding to and from the place where it is to be or has been used for that purpose, and
 - (b) when so proceeding does not carry any load except such as is necessary for its propulsion or equipment.
- (5) In sub-paragraph (2)(d) “mobile crane” means a vehicle which is designed and constructed as a mobile crane and which—
- (a) is used on public roads only as a crane in connection with work carried on on a site in the immediate vicinity or for the purpose of proceeding to and from a place where it is to be or has been used as a crane, and
 - (b) when so proceeding does not carry any load except such as is necessary for its propulsion or equipment.
- [^{F69}(5A) In sub-paragraph (2)(dd) “mobile pumping vehicle” means a vehicle—
- (a) which is constructed or adapted for use and used for the conveyance of a pump and a jib satisfying the requirements specified in sub-paragraph (5B),
 - (b) which is used on public roads only—
 - (i) when the vehicle is stationary and the pump is being used to pump material from a point in the immediate vicinity to another such point, or
 - (ii) for the purpose of proceeding to and from a place where the pump is to be or has been used, and
 - (c) which, when so proceeding, does not carry—
 - (i) the material that is to be or has been pumped, or
 - (ii) any other load except such as is necessary for the propulsion or equipment of the vehicle or for the operation of the pump.
- (5B) The requirements are that each of the pump and the jib is—
- (a) built in as part of the vehicle, and
 - (b) designed so that material pumped by the pump is delivered to a desired height or depth through piping that—
 - (i) is attached to the pump and the jib, and
 - (ii) is raised or lowered to that height or depth by operation of the jib.]
- (6) In sub-paragraph (2)(e) “works truck” means a goods vehicle which is—
- (a) designed for use in private premises, and
 - (b) used on public roads only—

Status: Point in time view as at 15/09/2016.

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- (i) for carrying goods between private premises and a vehicle on a road in the immediate vicinity,
- (ii) in passing from one part of private premises to another or between private premises and other private premises in the immediate vicinity, or
- (iii) in connection with road works at or in the immediate vicinity of the site of the works.

[^{F70}(7) In sub-paragraph (1) the reference to the basic goods vehicle rate is to the rate applicable, by virtue of sub-paragraph (1) of paragraph 9, to a rigid goods vehicle [^{F71}which—

- (a) is not a vehicle with respect to which the reduced pollution requirements are satisfied; and
- (b) falls]

within column (3) of the table in that sub-paragraph and has a revenue weight exceeding 3,500 kilograms and not exceeding 7,500 kilograms.]

Textual Amendments

- F61** Words in Sch. 1 para. 4(1) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) by [1995 c. 4, s. 19, Sch. 4 paras. 9\(3\), 16](#)
- F62** Words in Sch. 1 para. 4(2) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) by [1995 c. 4, s. 19, Sch. 4 paras. 9\(4\)\(a\), 16](#)
- F63** Words in Sch. 1 para. 4(2) substituted (29.4.1996 with application in relation to licences taken out after 28.11.1995) by [1996 c. 8, s. 16\(3\)\(8\)](#)
- F64** Sch. 1 para. 4(a)(b)(f) repealed (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) by [1995 c. 4, s. 19, 162, Sch. 4 paras. 9\(4\)\(b\), 16, Sch. 29 Pt. V\(2\)](#) Note
- F65** Sch. 1 para. 4(2)(bb) inserted (29.4.1996 with application in relation to licences taken out after 28.11.1995) by [1996 c. 8, s. 17\(2\)\(11\)](#) (with [s. 17\(13\)](#))
- F66** Sch. 1 para. 4(2)(dd) inserted (11.5.2001 with application as mentioned in [s. 12\(5\)](#) of the amending Act) by [2001 c. 9, s. 12\(2\)\(5\)](#)
- F67** Sch. 1 para. 4(2)(ee) inserted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) by [1995 c. 4, s. 19, Sch. 4 paras. 9\(4\)\(c\), 16](#)
- F68** Sch. 1 para. 4(2A)(2B) inserted (29.4.1996 with application in relation to licences taken out after 28.11.1995) by [1996 c. 8, s. 17\(3\)\(11\)](#) (with [s. 17\(13\)](#))
- F69** Sch. 1 para. 4(5A)(5B) inserted (11.5.2001 with application as mentioned in [s. 12\(5\)](#) of the amending Act) by [2001 c. 9, s. 12\(3\)](#)
- F70** Sch. 1 para. 4(7) inserted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) by [1995 c. 4, s. 19, Sch. 4 paras. 9\(6\), 16](#)
- F71** Sch. 1 para. 4(7)(a)(b) and preceding word substituted (in relation to licences issued on or after 1.1.1999) for words in Sch. 1 para. 4(7) by [1998 c. 36, s. 16, Sch. 1 para. 4; S.I. 1998/3092, art. 2](#)

Status: Point in time view as at 15/09/2016.

Changes to legislation: Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

F72 PART IVA

Textual Amendments

F72 Sch. 1 Pt. IVA (paras. 4A-4H) repealed (*retrospectively* to 1.4.2001) by 2001 c. 9, s. 110, **Sch. 33 Pt. 1(3)**, note 2

-
- 4A (1) The annual rate of vehicle excise duty applicable to a special concessionary vehicle is 25 per cent. of the general rate specified in paragraph 1(2).
- (2) Where an amount arrived at in accordance with sub-paragraph (1) is an amount—
- (a) which is not a multiple of £5, and
 - (b) which on division by five does not produce a remainder of £2.50,
- the rate is the amount arrived at rounded (either up or down) to the nearest amount which is a multiple of £5.
- (3) Where an amount arrived at in accordance with sub-paragraph (1) is an amount which on division by five produces a remainder of £2.50, the rate is the amount arrived at increased by £2.50.

-
- 4B (1) A vehicle is a special concessionary vehicle if it is—
- (a) an agricultural tractor, or
 - (b) an off-road tractor.
- (2) In sub-paragraph (1) “agricultural tractor” means a tractor used on public roads solely for purposes relating to agriculture, horticulture, forestry or activities falling within sub-paragraph (3).
- (3) The activities falling within this sub-paragraph are—
- (a) cutting verges bordering public roads;
 - (b) cutting hedges or trees bordering public roads or bordering verges which border public roads.
- (4) In sub-paragraph (1) “off-road tractor” means a tractor which is not an agricultural tractor (within the meaning given by sub-paragraph (2)) and which is—
- (a) designed and constructed primarily for use otherwise than on roads, and
 - (b) incapable by reason of its construction of exceeding a speed of twenty-five miles per hour on the level under its own power.

-
- 4C (1) A vehicle is a special concessionary vehicle if it is a light agricultural vehicle.
- (2) In sub-paragraph (1) “light agricultural vehicle” means a vehicle which—
- (a) has a revenue weight not exceeding 1,000 kilograms,
 - (b) is designed and constructed so as to seat only the driver,
 - (c) is designed and constructed primarily for use otherwise than on roads, and
 - (d) is used solely for purposes relating to agriculture, horticulture or forestry.

Status: Point in time view as at 15/09/2016.

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.....
4D An agricultural engine is a special concessionary vehicle.

.....
4E A mowing machine is a special concessionary vehicle.

.....
4EE A steam powered vehicle is a special concessionary vehicle.

.....
4F (1) An electrically propelled vehicle other than a motorcycle (within the meaning of Part II of this Schedule) is a special concessionary vehicle.

(2)

.....
4G A vehicle is a special concessionary vehicle when it is—

- (a) being used,
- (b) going to or from the place where it is to be or has been used, or
- (c) being kept for use,

for the purpose of clearing snow from public roads by means of a snow plough or similar device (whether or not forming part of the vehicle).

.....
4H A vehicle is a special concessionary vehicle if it is constructed or adapted, and used, solely for the conveyance of machinery for spreading material on roads to deal with frost, ice or snow (with or without articles or material used for the purposes of the machinery).

PART V

RECOVERY VEHICLES

5 (1) The annual rate of vehicle excise duty applicable to a recovery vehicle [^{F84}is—
[if it has a revenue weight exceeding 3,500 kilograms and not exceeding
^{F85}(a) 25,000 kilograms, the same as the basic goods vehicle rate;]
(c) if it has a revenue weight exceeding 25,000 kilograms, [^{F86}250] per cent. of the basic goods vehicle rate.]

(2) In sub-paragraph (1) “recovery vehicle” means a vehicle which is constructed or permanently adapted primarily for any one or more of the purposes of lifting, towing and transporting a disabled vehicle.

(3) A vehicle is not a recovery vehicle if at any time it is used for a purpose other than—
(a) the recovery of a disabled vehicle,

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- (b) the removal of a disabled vehicle from the place where it became disabled to premises at which it is to be repaired or scrapped,
 - (c) the removal of a disabled vehicle from premises to which it was taken for repair to other premises at which it is to be repaired or scrapped,
 - (d) carrying fuel and other liquids required for its propulsion and tools and other articles required for the operation of, or in connection with, apparatus designed to lift, tow or transport a disabled vehicle, and
 - (e) any purpose prescribed for the purposes of this sub-paragraph by regulations made by the Secretary of State.
- (4) At any time when a vehicle is being used for either of the purposes specified in paragraphs (a) and (b) of sub-paragraph (3), use for—
- (a) the carriage of a person who, immediately before the vehicle became disabled, was the driver of or a passenger in the vehicle,
 - (b) the carriage of any goods which, immediately before the vehicle became disabled, were being carried in the vehicle, or
 - (c) any purpose prescribed for the purposes of this sub-paragraph by regulations made by the Secretary of State,
- shall be disregarded in determining whether the vehicle is a recovery vehicle.
- (5) A vehicle is not a recovery vehicle if at any time the number of vehicles which it is used to recover exceeds a number specified for the purposes of this sub-paragraph by an order made by the Secretary of State.

^{F87}(5A)

^{F88}(6) In sub-paragraph (1) references to the basic goods vehicle rate are to the rate applicable, by virtue of sub-paragraph (1) of paragraph 9, to a rigid goods vehicle ^{F89}which—

- (a) is not a vehicle with respect to which the reduced pollution requirements are satisfied; and
- (b) falls] within column 3 of the table in that sub-paragraph and has a revenue weight exceeding 3,500 kilograms and not exceeding 7,500 kilograms

^{F88}(7) Where an amount arrived at in accordance with sub-paragraph (1)(b) or (c) is an amount—

- (a) which is not a multiple of £10, and
- (b) which on division by ten does not produce a remainder of £5,

the rate is the amount arrived at rounded (either up or down) to the nearest amount which is a multiple of £10.

^{F88}(8) Where an amount arrived at in accordance with sub-paragraph (1)(b) or (c) is an amount which on division by ten produces a remainder of £5, the rate is the amount arrived at increased by £5.]

Textual Amendments

F84 Sch. 1 para. 5(1)(a)-(c) and preceding word substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) for words in Sch. 1 para. 5(1) by [1995 c. 4, s. 19](#), [Sch. 4 paras. 11\(1\)\(2\), 16](#)

F85 Sch. 1 para. 5(1)(a) substituted for para. 5(1)(a)(b) (11.5.2001 with application as mentioned in s. 11(4) of the amending act) by [2001 c. 9, s. 11\(2\)\(4\)](#)

Status: Point in time view as at 15/09/2016.

Changes to legislation: *Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

- F86** Words in Sch. 1 para. 5(1)(c) substituted (11.5.2001 with application as mentioned in s. 11(4) of the amending Act) by 2001 c. 9, s. 11(3)(4)
- F87** Sch. 1 Pt. V para. 5(5A) repealed (*retrospectively* to 1.4.2001) by 2001 c. 9, s. 110, Sch. 33 Pt. 1(3)
- F88** Sch. 1 para. 5(6)-(8) inserted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, s. 19, Sch. 4 paras. 11(1)(3), 16
- F89** Sch. 1 para. 5(6)(a) and preceding word and “(b) falls” substituted (in relation to licences issued on or after 1.1.1999) for words in Sch. 1 para. 5(6) by 1998 c. 36, s. 16, Sch. 1 para. 5; S.I. 1998/3092, art. 2

PART VI

VEHICLES USED FOR EXCEPTIONAL LOADS

- 6 (1) This paragraph applies to a vehicle which is—
 - (a) a heavy motor car used for the carriage of exceptional loads, or
 - (b) a heavy locomotive, light locomotive or motor tractor used to draw trailers carrying exceptional loads.

[^{F90}and which is not a special concessionary vehicle.]
- (2) The annual rate of vehicle excise duty applicable to a vehicle to which this paragraph applies in respect of use for the carriage of exceptional loads, or to draw trailers carrying exceptional loads, which is authorised by virtue of an order under—
 - (a) section 44 of the ^{M7}Road Traffic Act 1988, or
 - [^{F91}(b) Article 60 of the Road Traffic (Northern Ireland) Order 1995,]

is [^{F92}the rate specified in sub-paragraph (2A)].
- ^{F93}[(2A) The rate referred to in sub-paragraph (2) is—
 - (a) ^{F94} ... [^{F95}£1,585]; ^{F96} ...
 - ^{F97}(b)]
- (3) For the purposes of this paragraph an exceptional load is a load which—
 - (a) by reason of its dimensions cannot be carried by a heavy motor car or trailer, or a combination of a heavy motor car and trailer, which complies in all respects with requirements of regulations under section 41 of the Road Traffic Act 1988 or (in Northern Ireland) [^{F98}Article 55 of the Road Traffic (Northern Ireland) Order 1995], or
 - (b) by reason of its weight cannot be carried by a heavy motor car or trailer, or a combination of a heavy motor car and trailer, which has a total laden weight of not more than [^{F99}41,000] kilograms and which complies in all respects with such requirements.

^{F100}(3A)
- (4) Expressions used in this paragraph and in the Road Traffic Act 1988 or the [^{F101}the Road Traffic (Northern Ireland) Order 1995] have the same meanings in this paragraph as in that Act or Order.

Status: Point in time view as at 15/09/2016.

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Textual Amendments

- F90** Words in Sch. 1 para. 6(1) inserted (29.4.1996 with application in relation to licences taken out after 28.11.1995) by 1996 c. 8, s. 16(5)(8)
- F91** Sch. 1 para. 6(2)(b) substituted (29.4.1996) by 1996 c. 8, s. 22(5)
- F92** Words in Sch. 1 para. 6(2) substituted (in relation to licences issued on or after 1.1.1999) by 1998 c. 36, s. 16, Sch. 1 para. 6(1); S.I. 1998/3092, art. 2
- F93** Sch. 1 para. 6(2A) inserted (in relation to licences issued on or after 1.1.1999) by 1998 c. 36, s. 16, Sch. 1 para. 6(2); S.I. 1998/3092, art. 2
- F94** Words in Sch. 1 para. 6(2A)(a) omitted (with effect in accordance with Sch. 18 paras. 12, 14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 5(a)
- F95** Word in Sch. 1 para. 6(2A)(a) substituted (with effect in accordance with s. 83(10) of the amending Act) by Finance Act 2014 (c. 26), s. 83(2)
- F96** Word in Sch. 1 para. 6(2A) omitted (with effect in accordance with Sch. 18 paras. 12, 14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 5(b)
- F97** Sch. 1 para. 6(2A)(b) omitted (with effect in accordance with Sch. 18 paras. 12, 14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 5(c)
- F98** Words in Sch. 1 para. 6(3)(a) substituted (29.4.1996) by 1996 c. 8, s. 22(6)(a)
- F99** Words in Sch. 1 para. 6(3)(b) substituted (27.7.1999 with effect as mentioned in Sch. 1 para. 9 of the amending Act) by 1999 c. 16, s. 9, Sch. 1 para. 2(2)
- F100** Sch. 1 para. 6(3A) repealed (in relation to licences issued on or after 1.1.1999) by 1998 c. 36, ss. 16, 165, Sch. 1 para. 6(3), Sch. 27 Pt. I(3)
- F101** Words in Sch. 1 para. 6(4) substituted (29.4.1996) by 1996 c. 8, s. 22(6)(b)

Marginal Citations

- M7** 1988 c. 52.

PART VII

HAULAGE VEHICLES

- 7 (1) The annual rate of vehicle excise duty applicable to a haulage vehicle is—
- ^{F102}(a) if it is a showman’s vehicle, the same as the basic goods vehicle rate;
 - (b) in any other case, ^{F103}the rate specified in sub-paragraph (3A)].
- (2) In sub-paragraph (1) “haulage vehicle” means a vehicle (other than a vehicle to which Part IV, ^{F104}... V or VI applies) which is constructed and used on public roads solely for haulage and not for the purpose of carrying or having superimposed on it any load except such as is necessary for its propulsion or equipment.
- ^{F105}(3) In sub-paragraph (1) the reference to the basic goods vehicle rate is to the rate applicable, by virtue of sub-paragraph (1) of paragraph 9, to a rigid goods vehicle ^{F106}which—
- (a) is not a vehicle with respect to which the reduced pollution requirements are satisfied; and
 - (b) falls] within column (3) of the table in that sub-paragraph and has a revenue weight exceeding 3,500 kilograms and not exceeding 7,500 kilograms
- ^{F107}(3A) The rate referred to in sub-paragraph (1)(b) is £350.]
- ^{F108}(4)

Status: Point in time view as at 15/09/2016.

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F108 (5)
 F108 (6)]

Textual Amendments

- F102** Sch. 1 para. 7(1)(a)(b) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, s. 19, Sch. 4 paras. 13(1)(2), 16
- F103** Words in Sch. 1 para. 7(1)(b) substituted (in relation to licences issued on or after 1.1.1999) by 1998 c. 36, s. 16, Sch. 1 para. 7(1); S.I. 1998/3092, art. 2
- F104** Words in Sch. 1 Pt. VII para. 7(2) repealed (*retrospectively* to 1.4.2001) by 2001 c. 9, Pt. 5, s. 110, Sch. 33 Pt. 1(3), notes
- F105** Sch. 1 para. 7(3)-(6) inserted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, s. 19, Sch. 4 paras. 13(1)(3), 16
- F106** Sch. 1 para. 7(3)(a) and preceding word and “(b) falls” substituted (in relation to licences issued on or after 1.1.1999) for words in Sch. 1 para. 7(3) by 1998 c. 36, s. 16, Sch. 1 para. 7(2); S.I. 1998/3092, art. 2
- F107** Sch. 1 para. 7(3A) substituted (with effect in accordance with Sch. 18 paras. 14, 16 of the amending Act) by Finance Act 2014 (c. 26), Sch. 18 para. 6
- F108** Sch. 1 para. 7(4)-(6) repealed (in relation to licences issued on or after 1.1.1999) by 1998 c. 36, ss. 16, 165, Sch. 1 para. 7(4), Sch. 27 Pt. I(3); S.I. 1998/3092, art. 2

PART VIII

GOODS VEHICLES

Basic rate

F1098

Textual Amendments

- F109** Sch. 1 para. 8 repealed (1.5.1995 with application as in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, ss. 19, 162, Sch. 4 Pt. III paras. 14(1)(2), 16, Sch. 29 Pt. V(2) Note

[^{F110}Rigid goods vehicles exceeding 3,500 kgs revenue weight]

Textual Amendments

- F110** Sch. 1 para. 9 cross-heading substituted (with effect in accordance with s. 83(10) of the amending Act) by Finance Act 2014 (c. 26), s. 83(5)

9 (1) [^{F111}Subject to sub-paragraphs (2) and (3) [^{F112}and paragraph 11D],] the annual rate of vehicle excise duty applicable to a rigid goods vehicle which ^{F113}... has [^{F114}a revenue weight exceeding 3,500 kilograms] shall be determined in accordance with the following table by reference to—

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- (a) the [^{F115}the revenue weight] of the vehicle, and
- (b) the number of axles on the vehicle.

^{F116} Revenue weight of vehicle		Rate		
(1)	(2)	(3)	(4)	(5)
Exceeding	Not exceeding	Two axle vehicle	Three axle vehicle	Four or more axle vehicle
kgs	kgs	£	£	£
3,500	7,500	165	165	165
7,500	11,999	200	200	200
11,999	14,000	95	95	95
14,000	15,000	105	95	95
15,000	19,000	300	95	95
19,000	21,000	300	125	95
21,000	23,000	300	210	95
23,000	25,000	300	300	210
25,000	27,000	300	300	300
27,000	44,000	300	300	560]

- [^{F117}(2) The annual rate of vehicle excise duty applicable—
 - (a) to any rigid goods vehicle which is a showman’s goods vehicle with a revenue weight exceeding 3,500 kilograms but not exceeding 44,000 kilograms, ^{F118}...
 - (b) to any rigid goods vehicle which is an island goods vehicle with a revenue weight exceeding 3,500 kilograms, [^{F119}and
 - (c) to any rigid goods vehicle which is used loaded only in connection with a person learning to drive the vehicle or taking a driving test,]
 shall be the basic goods vehicle rate.
- (3) The annual rate of vehicle excise duty applicable to a rigid goods vehicle [^{F120}which—
 - ^{F121}(a)
 - (b) has a revenue weight exceeding 44,000 kilograms, and
 - (c) is not an island goods vehicle,
 shall be [^{F122}£1,585].]
- (4) In sub-paragraph (2) the reference to the basic goods vehicle rate is to the rate applicable, by virtue of sub-paragraph (1), to a rigid goods vehicle [^{F123}which—
 - ^{F124}(a)
 - (b) falls] within column (3) of the table in that sub-paragraph and has a revenue weight exceeding 3,500 kilograms and not exceeding 7,500 kilograms
- ^{F125}(5)

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Textual Amendments

- F111** Words in Sch. 1 para. 9(1) inserted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, s. 19, Sch. 4 paras. 14(1)(3)(a), 16
- F112** Words in Sch. 1 para. 9(1) inserted (with effect in accordance with s. 22(6) of the amending Act) by Finance Act 2011 (c. 11), s. 22(2)(a)
- F113** Words in Sch. 1 para. 9(1) omitted (with effect in accordance with Sch. 18 paras. 12-14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 10(d)(i)
- F114** Words in Sch. 1 para. 9(1) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, s. 19, Sch. 4 paras. 14(1)(3)(b), 16
- F115** Words in Sch. 1 para. 9(1)(a) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, s. 19, Sch. 4 paras. 14(1)(3)(c), 16
- F116** Sch. 1 para. 9(1) Table substituted (with effect in accordance with s. 83(10) of the amending Act) by Finance Act 2014 (c. 26), s. 83(3)
- F117** Sch. 1 para. 9(2)-(5) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) for Sch. 1 para. 9(2) by 1995 c. 4, s. 19, Sch. 4 paras. 14(1)(5), 16
- F118** Word immediately preceding Sch. 1 para. 9(2)(b) repealed (29.4.1996 with effect in accordance with s. 17 of the amending Act) by 1996 c. 8, ss. 17, 205, Sch. 41 Pt. II(2) Note
- F119** Sch. 1 para. 9(2)(c) and preceding word inserted (29.4.1996 with application in relation to licences taken out after 28.11.1995) by 1996 c. 8, s. 17(4)(11)
- F120** Sch. 1 para. 9(3)(a)-(c) and words after and preceding them substituted (in relation to licences issued on or after 1.1.1999) for words in Sch. 1 para. 9(3) by 1998 c. 36, s. 16, Sch. 1 para. 8(2); S.I. 1998/3092, art. 2
- F121** Sch. 1 para. 9(3)(a) omitted (with effect in accordance with Sch. 18 paras. 12-14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 10(d)(ii)
- F122** Word in Sch. 1 para. 9(3) substituted (with effect in accordance with s. 83(10) of the amending Act) by Finance Act 2014 (c. 26), s. 83(4)
- F123** Sch. 1 para. 9(4)(a)(b) and preceding word substituted (in relation to licences issued on or after 1.1.1999) for words in Sch. 1 para. 9(5) by 1998 c. 36, s. 16, Sch. 1 para. 8(3); S.I. 1998/3092, art. 2
- F124** Sch. 1 para. 9(4)(a) and word omitted (with effect in accordance with Sch. 18 paras. 12-14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 10(d)(iii)
- F125** Sch. 1 para. 9(5) repealed (in relation to licences issued on or after 1.1.1999) by 1998 c. 36, ss. 16, 165, Sch. 1 para. 8(4), Sch. 27 Pt. I(3); S.I. 1998/3092, art. 2

F126^{9A}

Textual Amendments

- F126** Sch. 1 paras. 9A, 9B omitted (with effect in accordance with Sch. 18 paras. 13, 14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 7

F126^{9B}

Textual Amendments

- F126** Sch. 1 paras. 9A, 9B omitted (with effect in accordance with Sch. 18 paras. 13, 14, 16 of the amending Act) by virtue of Finance Act 2014 (c. 26), Sch. 18 para. 7

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- [^{F127}10(1) This paragraph applies to relevant rigid goods vehicles.
- (2) A “relevant rigid goods vehicle” is a rigid goods vehicle which—
- has a revenue weight exceeding 11,999 kgs,
 - is not a vehicle falling within paragraph 9(2), and
 - is used for drawing a trailer which has a plated gross weight exceeding 4,000 kgs and when so drawn is used for the conveyance of goods or burden.
- (3) The annual rate of vehicle excise duty applicable to a relevant rigid goods vehicle is to be determined in accordance with the following tables by reference to—
- whether or not the vehicle has road-friendly suspension,
 - the number of axles on the vehicle,
 - the appropriate HGV road user levy band for the vehicle (see column (1) in the tables),
 - the plated gross weight of the trailer (see columns (2) and (3) in the tables), and
 - the total of the revenue weight for the vehicle and the plated gross weight of the trailer (the “total weight”) (see columns (4) and (5) in the tables).
- (4) For the purposes of this paragraph a vehicle does not have road-friendly suspension if any driving axle of the vehicle has neither —
- an air suspension (that is, a suspension system in which at least 75% of the spring effect is caused by an air spring), nor
 - a suspension which is regarded as being equivalent to an air suspension for the purposes under Annex II of Council Directive [96/53/EC](#).
- (5) The “appropriate HGV road user levy band” in relation to a vehicle means the band into which the vehicle falls for the purposes of calculating the rate of HGV road user levy that is charged in respect of the vehicle (see Schedule 1 to the HGV Road User Levy Act 2013).
- (6) The tables are arranged as follows—
- table 1 applies to relevant rigid goods vehicles with road-friendly suspension on which there are 2 axles;
 - table 2 applies to relevant rigid goods vehicles with road-friendly suspension on which there are 3 axles;
 - table 3 applies to relevant rigid goods vehicles with road-friendly suspension on which there are 4 or more axles;
 - table 4 applies to relevant rigid goods vehicles which do not have road-friendly suspension and on which there are 2 axles;
 - table 5 applies to relevant rigid goods vehicles which do not have road-friendly suspension and on which there are 3 axles;
 - table 6 applies to relevant rigid goods vehicles which do not have road-friendly suspension and on which there are 4 or more axles.

TABLE 1

VEHICLES WITH ROAD-FRIENDLY SUSPENSION AND 2 AXLES

<i>Appropriate HGV road</i>	<i>Plated gross weight of trailer</i>	<i>Total weight</i>	<i>Rate</i>
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<i>user levy band</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>	<i>(5)</i>	<i>(6)</i>
<i>(1)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>£</i>
B(T)	4,000	12,000		27,000	230
B(T)	12,000			33,000	295
B(T)	12,000		33,000	36,000	401
B(T)	12,000		36,000	38,000	319
B(T)	12,000		38,000		444
D(T)	4,000	12,000		30,000	365
D(T)	12,000			38,000	430
D(T)	12,000		38,000		444

TABLE 2

VEHICLES WITH ROAD-FRIENDLY SUSPENSION AND 3 AXLES

<i>Appropriate HGV road user levy band</i>	<i>Plated gross weight of trailer</i>	<i>gross weight of</i>	<i>Total weight</i>	<i>Rate</i>	
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>	<i>(5)</i>	
<i>(1)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>	<i>(5)</i>	
<i>(1)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	
B(T)	4,000	12,000		33,000	230
B(T)	12,000			38,000	295
B(T)	12,000		38,000	40,000	392
B(T)	12,000		40,000		295
C(T)	4,000	12,000		35,000	305
C(T)	12,000			38,000	370
C(T)	12,000		38,000	40,000	392
C(T)	12,000		40,000		370
D(T)	4,000	10,000		33,000	365
D(T)	4,000	10,000	33,000	36,000	401
D(T)	10,000	12,000		38,000	365
D(T)	12,000				430

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TABLE 3

VEHICLES WITH ROAD-FRIENDLY
 SUSPENSION AND 4 OR MORE AXLES

<i>Appropriate HGV road user levy band</i>	<i>Plated gross weight of trailer</i>	<i>gross weight of</i>	<i>Total weight</i>		<i>Rate</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>	<i>(5)</i>	<i>(6)</i>
	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>£</i>
B(T)	4,000	12,000		35,000	230
B(T)	12,000				295
C(T)	4,000	12,000		37,000	305
C(T)	12,000				370
D(T)	4,000	12,000		39,000	365
D(T)	12,000				430
E(T)	4,000	12,000			535
E(T)	12,000				600

TABLE 4

VEHICLES WITHOUT ROAD-FRIENDLY SUSPENSION WITH 2 AXLES

<i>Appropriate HGV road user levy band</i>	<i>Plated gross weight of trailer</i>	<i>gross weight of</i>	<i>Total weight</i>		<i>Rate</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>	<i>(5)</i>	<i>(6)</i>
	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>£</i>
B(T)	4,000	12,000		27,000	230
B(T)	12,000			31,000	295
B(T)	12,000		31,000	33,000	401
B(T)	12,000		33,000	36,000	609
B(T)	12,000		36,000	38,000	444
B(T)	12,000		38,000		604
D(T)	4,000	12,000		30,000	365

Status: Point in time view as at 15/09/2016.

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D(T)	12,000		33,000	430
D(T)	12,000	33,000	36,000	609
D(T)	12,000	36,000	38,000	444
D(T)	12,000	38,000		604

TABLE 5

VEHICLES WITHOUT ROAD-FRIENDLY SUSPENSION WITH 3 AXLES

<i>Appropriate HGV road user levy band</i>	<i>Plated gross weight of trailer</i>	<i>gross weight of</i>	<i>Total weight</i>		<i>Rate</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>	<i>(5)</i>	<i>(6)</i>
	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>£</i>
B(T)	4,000	10,000		29,000	230
B(T)	4,000	10,000	29,000	31,000	289
B(T)	10,000	12,000		33,000	230
B(T)	12,000			36,000	295
B(T)	12,000		36,000	38,000	392
B(T)	12,000		38,000		542
C(T)	4,000	10,000		31,000	305
C(T)	4,000	10,000	31,000	33,000	401
C(T)	10,000	12,000		35,000	305
C(T)	12,000			36,000	370
C(T)	12,000		36,000	38,000	392
C(T)	12,000		38,000		542
D(T)	4,000	10,000		31,000	365
D(T)	4,000	10,000	31,000	33,000	401
D(T)	4,000	10,000	33,000	35,000	609
D(T)	10,000	12,000		36,000	365
D(T)	10,000	12,000	36,000	37,000	392
D(T)	12,000			38,000	430
D(T)	12,000		38,000		542

Status: Point in time view as at 15/09/2016.

Changes to legislation: Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

TABLE 6

VEHICLES WITHOUT ROAD-FRIENDLY
 SUSPENSION WITH 4 OR MORE AXLES

<i>Appropriate HGV road user levy band</i>	<i>Plated gross weight of trailer</i>	<i>gross weight of</i>	<i>Total weight</i>		<i>Rate</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>	<i>(5)</i>	<i>(6)</i>
	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>Exceeding (kgs)</i>	<i>Not exceeding (kgs)</i>	<i>£</i>
B(T)	4,000	12,000		35,000	230
B(T)	12,000				295
C(T)	4,000	12,000		37,000	305
C(T)	12,000				370
D(T)	4,000	10,000		36,000	365
D(T)	4,000	10,000	36,000	37,000	444
D(T)	10,000	12,000		39,000	365
D(T)	12,000				430
E(T)	4,000	10,000		38,000	535
E(T)	4,000	10,000	38,000		604
E(T)	10,000	12,000			535

(7) The annual rate of vehicle excise duty for a relevant rigid goods vehicle which does not fall within any of tables 1 to 6 is £609.]

Textual Amendments

F127 Sch. 1 para. 10 substituted (with effect in accordance with s. 82(3) of the amending Act) by [Finance Act 2014 \(c. 26\), s. 82\(1\)](#)

Tractive units exceeding 7,500 kilograms train weight

- 11 (1) [^{F128}Subject to sub-paragraphs (2) and (3),][^{F129}and [^{F130}paragraphs 11C and 11D]] the annual rate of vehicle excise duty applicable to a tractive unit which ^{F131}... has [^{F132}a revenue weight exceeding 3,500 kilograms] shall be determined in accordance with the following [^{F133}tables] by reference to—
- the [^{F134}revenue weight] of the tractive unit,
 - the number of axles on the tractive unit, and
 - the types of semi-trailers, distinguished according to the number of their axles, which are to be drawn by it.

Status: Point in time view as at 15/09/2016.

Changes to legislation: Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

[F135]TABLE 1

TRACTIVE UNIT WITH TWO AXLES

<i>Revenue weight of vehicle</i>		<i>Rate</i>		
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>	<i>(5)</i>
<i>Exceeding</i>	<i>Not exceeding</i>	<i>Any no of semi-trailer axles</i>	<i>2 or more semi-trailer axles</i>	<i>3 or more semi-trailer axles</i>
<i>kgs</i>	<i>kgs</i>	<i>£</i>	<i>£</i>	<i>£</i>
3,500	11,999	165	165	165
11,999	22,000	80	80	80
22,000	23,000	84	80	80
23,000	25,000	151	80	80
25,000	26,000	265	100	80
26,000	28,000	265	146	80
28,000	31,000	300	300	80
31,000	33,000	560	560	210
33,000	34,000	560	609	210
34,000	38,000	690	690	560
38,000	44,000	850	850	850

TABLE 2

TRACTIVE UNIT WITH THREE OR MORE AXLES

<i>Revenue weight of vehicle</i>		<i>Rate</i>		
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>	<i>(5)</i>
<i>Exceeding</i>	<i>Not exceeding</i>	<i>Any no of semi-trailer axles</i>	<i>2 or more semi-trailer axles</i>	<i>3 or more semi-trailer axles</i>
<i>kgs</i>	<i>kgs</i>	<i>£</i>	<i>£</i>	<i>£</i>
3,500	11,999	165	165	165
11,999	25,000	80	80	80
25,000	26,000	100	80	80
26,000	28,000	146	80	80
28,000	29,000	210	80	80
29,000	31,000	289	80	80
31,000	33,000	560	210	80

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33,000	34,000	609	300	80
34,000	36,000	609	300	210
36,000	38,000	690	560	300
38,000	44,000	850	850	560]

- [^{F136}(2) The annual rate of vehicle excise duty applicable—
- (a) to any tractive unit which is a showman’s goods vehicle with a revenue weight exceeding 3,500 kilograms but not exceeding 44,000 kilograms,
^{F137}...
 - (b) to any tractive unit which is an island goods vehicle with a revenue weight exceeding 3,500 kilograms, [^{F138}and
 - (c) to any tractive unit to which a semi-trailer is attached which is used loaded only in connection with a person learning to drive the tractive unit or taking a driving test.]
- shall be the basic goods vehicle rate.
- ^{F136}(3) The annual rate of vehicle excise duty applicable to a tractive unit [^{F139}which—
- ^{F140}(a)
 - (b) has a revenue weight exceeding 44,000 kilograms, and
 - (c) is not an island goods vehicle,
- shall be [^{F141}£1,585].]
- ^{F136}(4) In sub-paragraph (2) the reference to the basic goods vehicle rate is to the rate applicable, by virtue of sub-paragraph (1) of paragraph 9, to a rigid goods vehicle [^{F142}which—
- ^{F143}(a)
 - (b) falls] within column (3) of the table in that sub-paragraph and has a revenue weight exceeding 3,500 kilograms and not exceeding 7,500 kilograms.
- ^{F144}(5)

Textual Amendments

- F128** Words in Sch. 1 para. 11(1) inserted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) by [1995 c. 4, s. 19, Sch. 4 paras. 14\(11\)\(a\), 16](#)
- F129** Words in Sch. 1 para. 11(1) inserted (28.7.2000 with effect as mentioned in [s. 24\(2\)](#) of the amending Act) by [2000 c. 17, s. 24\(1\), Sch. 5 para. 6\(1\)\(a\)](#)
- F130** Words in Sch. 1 para. 11(1) substituted (with effect in accordance with [s. 22\(6\)](#) of the amending Act) by [Finance Act 2011 \(c. 11\), s. 22\(3\)\(a\)](#)
- F131** Words in Sch. 1 para. 11(1) omitted (with effect in accordance with [Sch. 18 paras. 12-14, 16](#) of the amending Act) by virtue of [Finance Act 2014 \(c. 26\), Sch. 18 para. 10\(e\)\(i\)](#)
- F132** Words in Sch. 1 para. 11(1) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) by [1995 c. 4, s. 19, Sch. 4 paras. 14\(11\)\(b\), 16](#)
- F133** Word in Sch. 1 para. 11(1) substituted (with effect in accordance with [s. 83\(10\)](#) of the amending Act) by [Finance Act 2014 \(c. 26\), s. 83\(6\)\(a\)](#)

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- F134** Words in Sch. 1 para. 11(1)(a) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) by [1995 c. 4, s. 19, Sch. 4 paras. 14\(11\)\(c\), 16](#)
- F135** Sch. 1 para. 11(1) Tables 1, 2 substituted for Sch. 1 para. 11(1) Table (with effect in accordance with s. 83(10) of the amending Act) by [Finance Act 2014 \(c. 26\), s. 83\(6\)\(b\)](#)
- F136** Sch. 1 para. 11(2)-(5) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) for Sch. 1 para. 11(2) by [1995 c. 4, s. 19, Sch. 4 paras. 14\(13\), 16](#)
- F137** Word immediately preceding Sch. 1 para. 11(2)(b) substituted (29.4.1996 with effect in accordance with s. 17 of the amending Act) by [1996 c. 8, ss. 17, 205, Sch. 41 Pt. II\(2\)](#) Note
- F138** Sch. 1 para. 11(2)(c) and preceding word inserted (29.4.1996 with application in relation to licences taken out after 28.11.1995) by [1996 c. 8, s. 18\(6\)\(11\)](#)
- F139** Sch. 1 para. 11(3)(a)-(c) and words preceding and after them substituted (in relation to licences issued on or after 1.1.1999) for words in Sch. 1 para. 11(3) by [1998 c. 36, s. 16, Sch. 1 para. 11\(2\); S.I. 1998/3092, art. 2](#)
- F140** Sch. 1 para. 11(3)(a) omitted (with effect in accordance with Sch. 18 paras. 12-14, 16 of the amending Act) by virtue of [Finance Act 2014 \(c. 26\), Sch. 18 para. 10\(e\)\(ii\)](#)
- F141** Word in Sch. 1 para. 11(3) substituted (with effect in accordance with s. 83(10) of the amending Act) by [Finance Act 2014 \(c. 26\), s. 83\(7\)](#)
- F142** Sch. 1 para. 11(4)(a) and preceding word and “(b) falls” substituted (in relation to licences issued on or after 1.1.1999) for words in Sch. 1 para. 11(4) by [1998 c. 36, s. 16, Sch. 1 para. 11\(3\); S.I. 1998/3092, art. 2](#)
- F143** Sch. 1 para. 11(4)(a) and word omitted (with effect in accordance with Sch. 18 paras. 12-14, 16 of the amending Act) by virtue of [Finance Act 2014 \(c. 26\), Sch. 18 para. 10\(e\)\(iii\)](#)
- F144** Sch. 1 para. 11(5) repealed (in relation to licences issued on or after 1.1.1999) by [1998 c. 36, ss. 16, 165, Sch. 1 para. 11\(4\), Sch. 27 Pt. I\(3\)](#) Note; [S.I. 1998/3092, art. 2](#)

F145 11A

Textual Amendments

- F145** Sch. 1 paras. 11A, 11B omitted (with effect in accordance with Sch. 18 paras. 13, 14, 16 of the amending Act) by virtue of [Finance Act 2014 \(c. 26\), Sch. 18 para. 8](#)

F145 11B

Textual Amendments

- F145** Sch. 1 paras. 11A, 11B omitted (with effect in accordance with Sch. 18 paras. 13, 14, 16 of the amending Act) by virtue of [Finance Act 2014 \(c. 26\), Sch. 18 para. 8](#)

F146 11(1) This paragraph applies to a tractive unit that—

- (a) has a revenue weight exceeding 41,000 kilograms but not exceeding 44,000 kilograms,
- (b) has 3 or more axles and is used exclusively for the conveyance of semi-trailers with 3 or more axles,
- (c) is of a type that could lawfully be used on a public road immediately before 21st March 2000, and
- (d) complies with the requirements in force immediately before that date for use on a public road.

Status: Point in time view as at 15/09/2016.

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- (2) ^{F147}[^{F148} ... The] annual rate of vehicle excise duty applicable to a vehicle to which this paragraph applies is—
- (a) ^{F149} ... [^{F150}£10];
- ^{F151}(b)

Textual Amendments

- F146** Sch. 1 para. 11C inserted (28.7.2000 with effect as mentioned in s. 24(2) of the amending Act) by 2000 c. 17, s. 24(1), **Sch. 5 para. 6(2)**
- F147** Words in Sch. 1 para. 11C(2) omitted (with effect in accordance with s. 83(10) of the amending Act) by virtue of **Finance Act 2014 (c. 26), s. 83(8)(a)**
- F148** Words in Sch. 1 para. 11C(2) substituted (with effect in accordance with s. 22(6) of the amending Act) by **Finance Act 2011 (c. 11), s. 22(4)**
- F149** Words in Sch. 1 para. 11C(2)(a) omitted (with effect in accordance with Sch. 18 paras. 13, 14, 16 of the amending Act) by virtue of **Finance Act 2014 (c. 26), Sch. 18 para. 9(a)**
- F150** Word in Sch. 1 para. 11C(2)(a) substituted (with effect in accordance with s. 83(10) of the amending Act) by **Finance Act 2014 (c. 26), s. 83(8)(b)**
- F151** Sch. 1 para. 11C(2)(b) omitted (with effect in accordance with Sch. 18 paras. 13, 14, 16 of the amending Act) by virtue of **Finance Act 2014 (c. 26), Sch. 18 para. 9(b)**

.....
^{F152}11D

Textual Amendments

- F152** Sch. 1 para. 11D and cross-heading omitted (with effect in accordance with s. 83(10) of the amending Act) by virtue of **Finance Act 2014 (c. 26), s. 83(9)**

Farmers' goods vehicles and showmen's goods vehicles

^{F153}12

Textual Amendments

- F153** Sch. 1 para. 12 repealed (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in **Sch. 4 para. 16(2)** of the amending Act) by 1995 c. 4, ss. 19, 162, **Sch. 4 paras. 14(14), 16, Sch. 29 Pt. V(2)** Note

Vehicles with reduced plated weights

- 13 (1) The Secretary of State may by regulations provide that, on an application relating to a goods vehicle which is made in accordance with the regulations, the vehicle is treated for the purposes of this Part as if [^{F154}its revenue weight were such lower weight as may be specified] in the application.
- (2) The regulations may provide that the treatment of the vehicle as being of a lower weight is subject to—
- (a) conditions prescribed by the regulations, or

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- (b) such further conditions as the Secretary of State may think fit to impose in any particular case.

Textual Amendments

F154 Words in Sch. 1 para. 13(1) substituted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, ss. 19, Sch. 4 paras. 14(15), 16

Vehicles for conveying machines

- 14 A vehicle which—
- (a) is constructed or adapted for use and used for the conveyance of a machine or device and no other load except articles used in connection with the machine or device,
 - ^{F155}(b)
 - ^{F155}(c)
- is chargeable with vehicle excise duty at the rate which would be applicable to it if the machine or device were burden even if it is built in as part of the vehicle.

Textual Amendments

F155 Sch. 1 para. 14(b)(c) repealed (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in Sch. 4 para. 16(2) of the amending Act) by 1995 c. 4, ss. 19, 162, Sch. 4 paras. 14(16), 16, Sch. 29 Pt. V(2) Note

Goods vehicles used partly for private purposes

^{F156}15

Textual Amendments

F156 Sch. 1 para. 15 repealed (29.4.1996 with effect in accordance with s. 17 of the amending Act) by 1996 c. 8, ss. 17(15), 205, Sch. 41 Pt. II(2) Note

Exceptions

- 16 (1) This Part does not apply to—
- (a) a vehicle to which Part II, IV, ^{F157} . . . V or VII applies, ^{F158} . . .
 - ^{F158}(b)
- (2) This Part applies to a goods vehicle which is a vehicle to which paragraph 6 applies only if it is used on a public road and the use is not such as is mentioned in sub-paragraph (2) of that paragraph.

Textual Amendments

F157 Words in Sch. 1 para. 16(1)(a) repealed (*retrospectively* 1.4.2001) by 2001 c. 9, s. 110, Sch. 33 Pt. 1(3)

Status: Point in time view as at 15/09/2016.

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F158 Sch. 1 para. 16(1)(b) and preceding word repealed (29.4.1996 with effect in accordance with s. 17 of the amending Act) by 1996 c. 8, ss. 17(7)(11), 205, **Sch. 41 Pt. II(2)** Note

Meaning of “trailer”

- 17 (1) In this Part “trailer” does not include—
- (a) an appliance constructed and used solely for the purpose of distributing on the road loose gritting material, [^{F159}or]
 - (b) a snow plough,
 - ^{F160}(c)
 - ^{F160}(d)
 - ^{F160}(e)
- ^{F160}(2)

Textual Amendments

F159 Word in Sch. 1 para. 17(1)(a) inserted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in **Sch. 4 para. 16(2)** of the amending Act) by 1995 c. 4, s. 19, **Sch. 4 paras. 14(17)(a), 16**

F160 Sch. 1 para. 17(1)(c)-(e)(2) repealed (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in **Sch. 4 para. 16(2)** of the amending Act) by 1995 c. 4, s. 19, **Sch. 4 para. 14(17)(b)(18), 16, Sch. 29 Pt. V(2)** Note

^{F161} Meaning of “island goods vehicle”

Textual Amendments

F161 Sch. 1 para. 18 and preceding cross-heading inserted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in **Sch. 4 para. 16(2)** of the amending Act) by 1995 c. 4, s. 19, **Sch. 4 paras. 14(19), 16**

- ^{F162}18 (1) In this Part “island goods vehicle” means any goods vehicle which—
- (a) is kept for use wholly or partly on the roads of one or more small islands; and
 - (b) is not kept or used on any mainland road, except in a manner authorised by sub-paragraph (2) or (3).
- (2) The keeping or use of a goods vehicle on a mainland road is authorised by this sub-paragraph if—
- (a) the road is one used for travel between a landing place and premises where vehicles disembarked at that place are loaded or unloaded, or both;
 - (b) the length of the journey, using that road, from that landing place to those premises is not more than five kilometres;
 - (c) the vehicle in question is one which was disembarked at that landing place after a journey by sea which began on a small island; and
 - (d) the loading or unloading of that vehicle is to take place, or has taken place, at those premises.

Status: Point in time view as at 15/09/2016.

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- (3) The keeping or use of a goods vehicle on a mainland road is authorised by this sub-paragraph if—
- (a) that vehicle has a revenue weight not exceeding 17,000 kilograms;
 - (b) that vehicle is normally kept at a base or centre on a small island; and
 - (c) the only journeys for which that vehicle is used are ones that begin or end at that base or centre.
- (4) References in this paragraph to a small island are references to any such island falling within sub-paragraph (5) as may be designated as a small island by an order made by the Secretary of State.
- (5) An island falls within this sub-paragraph if—
- (a) it has an area of 230,000 hectares or less; and
 - (b) the absence of a bridge, causeway, tunnel, ford or other way makes it at all times impracticable for road vehicles to be driven under their own power from that island as far as the mainland.
- (6) The reference in sub-paragraph (5) to driving a road vehicle as far as the mainland is a reference to driving it as far as any public road in the United Kingdom which is not on an island with an area of 230,000 hectares or less and is not a road connecting two such islands.
- (7) In this paragraph—
- “island” includes anything that is an island only when the tide reaches a certain height;
- “landing place” means any place at which vehicles are disembarked after sea journeys;
- “mainland road” means any public road in the United Kingdom, other than one which is on a small island or which connects two such islands; and
- “road vehicles” means vehicles which are designed or adapted primarily for being driven on roads and which do not have any special features for facilitating their being driven elsewhere;
- and references in this paragraph to the loading or unloading of a vehicle include references to the loading or unloading of its trailer or semi-trailer.]

Textual Amendments

F162 Sch. 1 para. 18 and preceding cross-heading inserted (1.5.1995 with application in relation to licences taken out on or after 1.7.1995 and with application as mentioned in [Sch. 4 para. 16\(2\)](#) of the amending Act) by [1995 c. 4, s. 19](#), [Sch. 4 paras. 14\(19\), 16](#)

^{F163} Other expressions

Textual Amendments

F163 Sch. 1 para. 19 and preceding cross-heading inserted (29.4.1996 with application in relation to licences taken out after 28.11.1995) by [1996 c. 8, s. 17\(8\)\(11\)](#)

^{F164}19 (1) In this Part “driving test” means any test of competence to drive mentioned in section 89(1) of the ^{M8}Road Traffic Act 1988.

Status: Point in time view as at 15/09/2016.

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- (2) For the purposes of this Part a vehicle or a semi-trailer is used loaded if the vehicle or, as the case may be, the semi-trailer is used for the conveyance of goods or burden of any description.]

Textual Amendments

F164 Sch. 1 para. 19 and preceding cross-heading inserted (29.4.1996 with application in relation to licences taken out after 28.11.1995) by [1996 c. 8, s. 17\(8\)\(11\)](#)

Marginal Citations

M8 [1988 c. 52.](#)

Status:

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Changes to legislation:

Vehicle Excise and Registration Act 1994, SCHEDULE 1 is up to date with all changes known to be in force on or before 26 January 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations.