

Nagħti l-kunsens tiegħi.

(L.S.)

GEORGE ABELA
President

16 ta' Lulju, 2010

ATT Nru. XI tal-2010

ATT biex jemenda l-Att dwar ir-Registrazzjoni u l-Liċenzjar ta' Vetturi bil-Mutur u Liġijiet Oħra

IL-PRESIDENT bil-parir u l-kunsens tal-Kamra tad-Deputati, imlaqqgħa f'dan il-Parlament, u bl-awtorità tal-istess, hareġ b'liġi dan li ġej:-

1. (1) It-titolu fil-qosor ta' dan l-Att huwa l-Att tal-2010 li jemenda l-Att dwar ir-Registrazzjoni u l-Liċenzjar ta' Vetturi bil-Mutur u Liġijiet Oħra.

Titolu fil-qosor u bidu fis-sehħ.

(2) Dan l-Att għandu jidhol fis-sehħ fl-1 ta' Jannar, 2010.

TAQSIMA I

2. Din it-Taqsima temenda l-Att dwar ir-Registrazzjoni u l-Liċenzjar ta' Vetturi bil-Mutur, u għandha tinqara u tiftiehem haġa waħda mal-Att dwar ir-Registrazzjoni u l-Liċenzjar ta' Vetturi bil-Mutur, hawnhekk iżjed 'il quddiem imsejjaħ "l-Att prinċipali".

Emenda tal-Att dwar ir-Registrazzjoni u l-Liċenzjar ta' Vetturi bil-Mutur.
Kap. 368.

3. L-artikolu 2 tal-Att prinċipali għandu jġi emendat kif ġej:

Emenda tal-artikolu 2 tal-Att prinċipali.

(a) it-tifsira "Bord ta' l-Appelli dwar it-Trasport" għandha tithassar;

(b) minnufih wara t-tifsira "ċertifikat ta' konformità" għandha tidhol it-tifsira ġdida li ġejja:

“cc” tfisser iċ-ċilindrata tal-magna ta’ vettura bil-mutur;”;

(ċ) minnufih wara t-tifsira “Direttiva 80/1268/KEE”, għandha tizzied it-tifsira għida li ġejja:

“ “Direttiva 88/77/KEE” tfisser id-Direttiva tal-Kunsill 88/77/KEE tat-3 ta’ Diċembru 1987 dwar l-approssimazzjoni tal-liġijiet tal-Istati Membri li għandhom x’jaqsmu mal-miżuri li għandhom jittieħdu kontra l-emissjoni ta’ tniġġis minn gassijiet minn makni bid-*diesel* li jintużaw fil-vetturi;”;

(d) minnufih wara t-tifsira “cc”, għandhom jiżdiedu t-tifsiriet godda li ġejjin:

“ “Direttiva 1999/96/KE” tfisser id-Direttiva tal-Kunsill 1999/96/KE tal-Parlament Ewropew u tal-Kunsill tat-13 ta’ Diċembru, 1999 dwar l-approssimazzjoni tal-liġijiet tal-Istati Membri f’dawk li huma miżuri li għandhom jittieħdu kontra l-ħruġ ta’ tniġġis forma ta’ gass jew partiċelli minn *compression ignition engines* għall-użu f’ingenji, u l-ħruġ ta’ gassijiet li jniġġsu minn *positive ignition engines* li jaħdmu b’gass naturali jew gass tal-pitrolju likwidu għall-użu f’ingenji u li jemenda d-Direttiva tal-Kunsill 88/77/KEE;

“Direttiva 2005/55/KE” tfisser id-Direttiva tal-Kunsill 2005/55/KE tal-Parlament Ewropew u tal-Kunsill tat-28 ta’ Settembru, 2005 dwar l-approssimazzjoni tal-liġijiet tal-Istati Membri f’dawk li huma miżuri li għandhom jittieħdu kontra l-ħruġ ta’ tniġġis forma ta’ gass jew partiċelli minn *compression ignition engines* għall-użu f’ingenji, u l-ħruġ ta’ gassijiet li jniġġsu minn *positive ignition engines* li jaħdmu b’gass naturali jew gass tal-pitrolju likwidu għall-użu f’ingenji;”;

(e) minnufih wara t-tifsira “importata f’Malta” għandha tidhol it-tifsira għida li ġejja:

“ “kumitat għall-klassifikazzjoni ta’ vettura vintage” tfisser kumitat magħmul minn chairman u żewġ membri maħtura mill-Awtorità, li kollha għandu jkollhom il-kompetenza teknika meħtieġa, li l-funzjoni tiegħu tkun li –

(a) jikklassifika vetturi bħala vetturi *vintage* jew *classic* jew *veteran* skont kriterji stabbiliti minn qabel; u

(b) jikkalkula l-valur ta' registrazzjoni ta' vetturi bħal dawk għall-fini li tiġi kkalkulata t-taxxa tar-registrazzjoni, ibbażat fuq –

(i) il-valur li jkun jidher fuq il-fattura, jew

(ii) il-valur medju tas-suq ta' vetturi bil-mutur identiċi, ekwivalenti, jew simili fuq is-suq internazzjonali meta l-valur fuq il-fattura jkun meqjus mill-kumitat li hu baxx b'mod sporporzjonat;”;

(f) minnufih wara t-tifsira “emissjonijiet CO₂” għandha tidhol it-tifsira ġdida li ġejja:

“ “Euro 2”, “Euro 3”, Euro 4 u aktar”, “Euro II”, “Euro III”, u “Euro IV u aktar” tfisser *standards* ta' emissjonijiet stabbiliti għall-vetturi bil-mutur kollha taħt id-Direttiva 70/220/KEE, id-Direttiva 88/77/KEE, id-Direttiva 1999/96/KE, id-Direttiva 2005/55/KE u r-Regolament 595/2009;”;

(g) it-tifsira “karrozzi bil-mutur u vetturi oħra bil-mutur iddisinjati prinċipalment għall-ġarr ta' persuni” għandha tithassar;

(h) minnufih wara t-tifsira “*limousine*” għandha tidhol it-tifsira ġdida li ġejja:

“massa massima awtorizzata” tfisser il-massa massima teknikament permissibbli meta l-vettura bil-mutur tkun mgħobbija kif dikjarata mill-manifattur;”;

(i) minnufih wara t-tifsira “*motor cycle*” għandha tidhol it-tifsira ġdida li ġejja:

“ “*motor route bus*” tfisser vettura għall-ġarr tal-passiġġieri li jkollha licenza biex tagħti servizz ta' trasport pubbliku għall-passiġġieri;”;

(j) minnufih wara t-tifsira “*motor route bus*” għandha tidhol it-tifsira ġdida li ġejja:

“ “Regolament 595/2009” tfisser ir-Regolament (KE) Nru 595/2009 tal-Parlament Ewropew u tal-Kunsill tat-18 ta’ Ġunju, 2009 dwar l-approvazzjoni tat-tip ta’ vetturi bil-mutur u magni rigward l-emissjonijiet minn vetturi *heavy-duty* (Euro VI) u dwar l-aċċess għal informazzjoni dwar it-tiswija u l-manutenzjoni tal-vetturi;”;

(k) minnufih wara t-tifsira “Regolament tal-Kunsill (KEE) Nru 684/92” għandha tidhol it-tifsira ġdida li ġejja:

“ “servizz tat-trasport pubbliku għall-passiġġieri” tfisser is-servizzi ta’ transport regolari għall-passiġġieri ta’ interess ġenerali ekonomiku mogħti lill-pubbliku fuq bażi kontinwa u li ma tkunx tiddiskrimina;”;

(l) minnufih wara t-tifsira “taxxa ta’ registrazzjoni” għandha tidhol it-tifsira ġdida li ġejja:

“*tractor* agrikolu” tfisser *tractor* użat primarjament għal xogħol fuq l-art b’konnexjoni mal-agrikoltura;”;

(m) minnufih wara t-tifsira “*tractor* agrikolu” għandha tidhol it-tifsira ġdida li ġejja:

“ “Tribunal ta’ Revizjoni Amministrattiva” tfisser it-Tribunal ta’ Revizjoni Amministrattiva mwaqqaf bl-Att dwar il-Ġustizzja Amministrattiva;”;

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(n) fit-tifsira “vettura b’għan speċjali” minnufih wara l-kliem “passiġġeri jew merkanzija” għandhom jiżdiedu l-kliem “u jikkomprenđu dawġ elenkati fl-Ewwel Skeda li tinsab ma’ dan l-Att”;

(o) it-tifsira “vettura bil-mutur għall-ġarr ta’ merkanzija” għandha tithassar;

(p) fit-tifsira “vettura bil-mutur kummerċjali” il-kliem “bil-mutur” għandhom jithassru kull fejn dawn jinsabu;

(q) it-tifsira “vettura b’reġistrazzjoni temporanja” għandha tithassar;

(r) minnufih wara t-tifsira “vettura elettriċa” għandha tidhol it-tifsira ġdida li ġejja:

“ “vettura għall-ġarr ta’ merkanzija” tfisser kull vettura N1, N2 jew N3 kif imfissra f’dan l-artikolu;”;

(s) minnufih wara t-tifsira “vettura tat-tlielaq” għandha tidhol it-tifsira ġdida li ġejja:

“ “vetturi tal-kategorija M” tfisser vetturi bil-mutur b’għallanqas erba’ roti maħsuba u mibnija għall-ġarr ta’ passiġġieri, u jikkomprendu vetturi M1, M2 u M3;”;

(t) minflok it-tifsira “vettura misjuqa minn *chauffeur*” għandu jidhol dan li ġej:

“vettura misjuqa minn *chauffeur*” tfisser vettura M1 li tkun registrata u li jkollha liċenza biex tinkera minn garaxx ta’ servizz pubbliku biex tiġi misjuqa minn sid dak il-garaxx jew minn xi impjegat tiegħu;”.

4. L-artikolu 2A tal-Att prinċipali għandu jiġi emendat kif ġej:

Emenda tal-artikolu 2A tal-Att prinċipali.

(a) minflok il-paragrafu (b) tas-subartikolu (1) għandu jidhol dan li ġej:

“(b) il-vettura tkun registrata f’pajjiż ieħor u tkun tista’ tintuża temporanjament fit-toroq f’Malta skond l-artikolu 18 ta’ dan l-Att.”; u

(b) fis-subartikolu (2) minnufih wara l-kliem “taħt dan l-Att” għandhom jiżdiedu l-kliem “jew ikollha liċenza ta’ ċirkolazzjoni valida maħruġa minn awtorità kompetenti f’pajjiż ieħor”.

5. Fl-artikolu 3 tal-Att prinċipali minflok il-kliem “ma tkunx soġġetta għal xi eżenzjoni taħt dan l-Att” għandhom jidhlu l-kliem “ma tkunx soġġetta għal xi eżenzjoni taħt dan l-Att jew ma tkunx diġà registrata u liċenzjata f’pajjiż ieħor u tingieb jew tiġi impurtata temporanjament f’Malta skont id-disposizzjonijiet tal-artikolu 18 ta’ dan l-Att”.

Emenda tal-artikolu 3 tal-Att prinċipali.

6. Fl-artikolu 6 tal-Att prinċipali, minnufih wara s-subartikolu (2) għandu jiżdied is-subartikolu ġdid li ġej:

Emenda tal-artikolu 6 tal-Att prinċipali.

“(3) Kull vettura N1, N2, N3, M2 u M3 u kull vettur bil-mutur klassifikata bħala vettura b’għan speċjali li tkun giet importata jew miġjuba f’Malta jew li tkun manifatturata f’Malta għandha, għall-fini ta’ registrazzjoni, tkun akkumpanjata minn dokument maħruġ mill-manifattur li jkun jidentifika l-livell ta’ emissjonijiet tal-vettura:

Izda fejn l-imsemmi dokument ma jkunx jidentifika l-livell ta’ emissjoni tal-vettura bil-mutur, il-klassifikazzjoni tal-vettura tiġi bbażata fuq is-sena tal-manifattura tal-vettura, u t-taxxa li għandha tithallas fuqha għandha tkun bir-rata speċifikata fl-Ewwel u fit-Tieni Skeda li jinsabu ma’ dan l-Att.”.

Emenda tal-artikolu 7 tal-Att prinċipali.

7. L-artikolu 7 tal-Att prinċipali għandu jiġi emendat kif ġej:

(a) fis-subartikolu (1) tiegħu, minflok il-kliem “Meta vettura bil-mutur” għandhom jidhlu l-kliem “Meta vettura bil-mutur M1”;

(b) is-subartikoli (2) u (3) għandhom jiġu enumerati mill-ġdid bħala subartikoli (3) u (4) rispettivament;

(c) minnufih wara s-subartikolu (1) għandu jidhol dan is-subartikolu ġdid li ġej:

“(2) Meta vettura bil-mutur, li ma tkunx vettura bil-mutur M1, tiġi importata jew miġjuba f’Malta mingħajr magna, din għandha tiġi klassifikata proviżorjament taħt kategorija bħal dik li kienet tkun tapplika li kieku l-vettura bil-mutur giet importata jew miġjuba f’Malta b’ magna bil-massimu ta’ ċilindrata applikabbli.”.

Emenda tal-artikolu 8 tal-Att prinċipali.

8. L-artikolu 8 tal-Att prinċipali għandu jiġi emendat kif ġej:

(a) fis-subartikolu (1) tiegħu, minnufih wara l-kliem “It-taxxa ta’ registrazzjoni” għandhom jidhlu l-kliem “fuq vetturi M1, M2 u M3” u minflok il-kliem “l-Ewwel, it-Tieni jew it-Tielet Skeda” għandhom jidhlu l-kliem “it-Tieni Skeda”;

(b) is-subartikoli (2) u (3) għandhom jiġu enumerati mill-ġdid bħala subartikoli (3) u (4) rispettivament;

(ċ) minnufih wara s-subartikolu (1) għandu jidhhol is-subartikolu ġdid li ġej:

“(2) It-taxxa ta’ reġistrazzjoni fuq vetturi N1, N2 u N3 għandha tkun skont ir-rati jew ammonti speċifikati fl-Ewwel Skeda.”;

(d) fis-subartikolu (4) kif enumerati mill-ġdid, minflok il-kliem “Fejn vettura bil-mutur” għandhom jidhlu l-kliem “Meta vettura bil-mutur M1”, minflok il-kelma “manufacture” fit-test Inġliż, għandha tidhhol il-kelma “manufacturer”, u minnufih wara l-proviso għandu jżied il-proviso ġdid li ġej:

“Izda wkoll meta vettura bil-mutur bħal dik tkun giet reġistrata mal-Awtorità qabel l-1 ta’ Jannar, 2009, għandha tiġi klassifikata taħt is-*cc* rispettiv ta’ dik il-magna u u għandu japplika għaliha d-dritt tal-licenza ta’ ċirkolazzjoni adatt.”; u

(e) minnufih wara s-subartikolu (4) kif enumerat mill-ġdid għandu jżied dan is-subartikolu ġdid li ġej:

“(5) Meta vettura bil-mutur li ma tkunx vettura bil-mutur M1, titwaħħlilha magna ġdida, dik il-vettura tikkwalifika għad-dritt tal-licenza ta’ ċirkolazzjoni li jkun japplika għaċ-ċilindrata ta’ dik il-magna.”.

9. L-artikolu 9 tal-Att prinċipali għandu jiġi emendat kif ġej:

Emenda tal-artikolu 9 tal-Att prinċipali.

(a) fis-subartikolu (1) tiegħu minflok il-kliem “ta’ vettura bil-mutur ġdida” għandhom jidhlu l-kliem “ta’ vettura bil-mutur fil-kategorija M1 ġdida, *motor cycle*, *quad bike* jew kwadricikletta”; u

(b) fis-subartikolu (2) tiegħu minflok il-kliem “ta’ vettura bil-mutur użata” għandhom jidhlu l-kliem “ta’ vettura bil-mutur fil-kategorija M1 ġdida, *motor cycle*, *quad bike*, kwadricikletta jew vettura *classic*, *vintage* jew *veteran*”.

10. Minflok l-artikolu 11A tal-Att prinċipali għandu jidhhol dan li ġej:

Sostituzzjoni tal-artikolu 11A tal-Att prinċipali.

“11A. (1) Kull persuna li tkun ħallset jew li għandha tħallas taxxa fuq ir-reġistrazzjoni ta’ vettura tista’ tappella

kontra l-ammont ta' taxxa li tiġi imposta fi żmien wieġed u għoxrin gurnata mid-data meta dik il-persuna tiġi notifikata b'dak l-ammont.

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(2) Appell taħt dan l-artikolu għandu jsir lit-Tribunal ta' Revizzjoni Amministrattiva skont il-proċedura stabbilita taħt l-Att dwar il-Ġustizzja Amministrattiva u regolamenti magħmulin taħt dak l-Att.

(3) Meta t-Tribunal jiddeċiedi li l-ammont dovut fir-rigward ta' taxxa ta' reġistrazzjoni huwa inqas minn dak imħallas, l-Awtorità għandha, fi żmien disgħin gurnata minn meta tittieħed dik id-deċiżjoni, tħallas lura f'isem il-Gvern l-ammont imħallas żejjed lil dak l-appellant.

(4) Meta t-Tribunal jiddeċiedi li l-ammont dovut fir-rigward ta' taxxa ta' reġistrazzjoni huwa aktar minn dak imħallas, l-appellant għandu jħallas lill-Awtorità f'isem il-Gvern l-ammont imħallas anqas fi żmien disgħin gurnata minn dik id-deċiżjoni.

(5) Għandu jithallas imgħax ta' 8% fis-sena mill-Awtorità meta hija tonqos milli tissodisfa d-disposizzjonijiet tas-subartikolu (3) jew mill-appellant meta huwa jonqos milli jissodisfa d-disposizzjonijiet tas-subartikolu (4).”.

Emenda tal-artikolu
18 tal-Att prinċipali.

11. L-artikolu 18 tal-Att prinċipali għandu jiġi emendat kif ġej:

(a) is-subartikolu (1) tiegħu għandu jiġi emendat kif ġej:

(i) minnufih wara l-kliem “jew parti minnha” għandhom jiżdiedu l-kliem “u mingħajr il-ħtieġa li tiġi rreġistrata mal-Awtorità”;

(ii) fil-paragrafu (b) minflok il-kliem “li jkollha r-residenza normali tagħha barra minn Malta” għandhom jidhlu l-kliem “li tkun ilha tgħix barra minn Malta għal mill-anqas 185 gurnata”, u minflok il-kliem “ta' dik il-vettura;” għandhom jidhlu l-kliem “ta' dik il-vettura:

Izda dik il-persuna għandha tkun is-sid ta' dik il-vettura jew inkella jkollha l-vettura reġistrata f'isimha;”.

(iii) fil-paragrafu (ċ) minflok il-kliem “mill-awtoritajiet ta' l-edukazzjoni;” għandhom jidhlu l-kliem “mill-awtoritajiet tal-edukazzjoni:

Izda dak l-istudent għandu jkun is-sid ta' dik il-vettura jew inkella jkollu l-vettura reġistrata f'ismu;”;

(b) fis-subartikolu (3) tiegħu, minflok il-kliem “għandha tiġi eżentata mit-taxxa ta' reġistrazzjoni” għandhom jidhlu l-kliem “tista' tinsaq f'Malta mingħajr il-htieġa li tiġi reġistrata mal-Awtorità u mingħajr ma titħallas fuqha taxxa tar-reġistrazzjoni” u, fil-proviso li hemm mal-imsemmi subartikolu, minnufih wara l-kliem “hi għandha tiġi reġistrata ma' l-Awtorità” għandhom jidhlu l-kliem “u titħallas it-taxxa ta' reġistrazzjoni adatta fuqha”.

12. Is-subartikolu (3) tal-artikolu 19 tal-Att prinċipali għandu jiġi emendat kif ġej:

Emenda tal-artikolu 19 tal-Att prinċipali.

(a) fil-paragrafu (i), minflok il-kliem “f'Malta mill-individwu” għandhom jidhlu l-kliem “f'Malta minn dak l-individwu”;

(b) il-paragrafu (v) għandu jithassar; u

(ċ) il-paragrafi (vi) u (vii) għandhom jiġu enumerati mill-ġdid bħala l-paragrafi (v) u (vi) rispettivament.

13. L-artikolu 21 tal-Att prinċipali għandu jiġi emendat kif ġej:

Emenda tal-artikolu 21 tal-Att prinċipali.

(a) is-subartikolu (4) tiegħu għandu jiġi enumerat mill-ġdid bħala subartikolu (5); u

(b) u minnufih wara s-subartikolu (3) tiegħu għandu jidhlo is-subartikolu ġdid li ġej:

“(4) Meta persuna li timporta jew iġġib f'Malta vettura bil-mutur għall-użu tagħha tonqos, għal raġunijiet mhux ġustifikati, li tippreżenta lill-Awtorità

l-applikazzjoni għar-registrazzjoni ta' dik il-vettura flimkien mad-dokumenti meħtieġa fi żmien għoxrin ġurnata minn meta l-vettura bil-mutur tasal Malta, dik il-persuna tista' teħel multa amministrattiva ta' €30 għal kull ġurnata li l-vettura tibqa' ma tiġix registrata wara li jiskadu dawk l-għoxrin ġurnata, minkejja kull azzjoni oħra li tista' tittiehed taħt dan l-Att:

Iżda meta persuna tappella taħt l-artikolu 11A jew taħt regolamenti li jsiru taħt dan l-Att, dik l-applikazzjoni u dokumentazzjoni għandhom jiġu ppreżentati fi żmien għoxrin ġurnata mid-deċiżjoni tat-Tribunal:

Iżda wkoll meta persuna tapplika għal eżenzjoni taħt l-artikolu 19 ta' dan l-Att, dik il-persuna għandha tippreżenta l-applikazzjoni għar-registrazzjoni u d-dokumenti li jmorru magħha fi żmien għoxrin ġurnata min-notifika tad-deċiżjoni dwar l-applikazzjoni għal dik l-eżenzjoni".

Emenda tal-artikolu
23 tal-Att prinċipali.

14. Fil-paragrafu (e) tas-subartikolu (1) tal-artikolu 23 tal-Att prinċipali, minflok il-kliem "mill-Bord ta' l-Appell dwar it-Trasport" għandhom jidhlu l-kliem "mit-Tribunal ta' Reviżjoni Amministrattiva".

Emenda tal-artikolu
24 tal-Att prinċipali.

15. L-artikolu 24 tal-Att prinċipali għandu jiġi emendat kif ġej:

(a) fin-nota marginali tiegħu wara l-kliem "registrati fl-2008" għandhom jizdiedu l-kliem "u fl-2009";

(b) fis-subartikolu (1) tiegħu minflok il-kliem "tista' tagħzel" għandhom jidhlu l-kliem "tista', sat-30 ta' Marzu, 2010, tagħzel;

(c) is-subartikoli (4), (5) u (6) għandhom jithassru; u

(d) minnufih wara s-subartikolu (3) għandu jizdied dan li ġej:

"(4) (a) Importatur awtorizzat ta' vetturi bil-mutur jew bejjieġh ta' vetturi bil-mutur li sad-9 ta' Novembru, 2009, kellu għall-bejgħ jew kellu ordnati vetturi bil-mutur li mhumiex vetturi M1 jew *motor*

cycles, u li qabel l-1 ta' Diċembru, 2009, għadda lista tal-imsemmija vetturi lill-Awtorità –

(i) jitqies li jkun irregistra l-imsemmija vetturi qabel l-1 ta' Jannar, 2010 sakemm l-importatur awtorizzat jew bejjiegħ ma jiddeċidix xort'oħra; u

(ii) għandu jhallas it-taxxa ta' registrazzjoni dovuta fuqhom sal-31 ta' Diċembru, 2011:

Izda meta jirrizulta lill-Awtorità li vettura bil-mutur li tkun fil-lista li tkun giet ipprezentata lilha minn importatur awtorizzat ta' vetturi bil-mutur jew minn bejjiegħ ta' vettura bil-mutur, ma kinitx giet hekk ordnata jew ma kinitx għall-bejgħ, l-Awtorità għandha tikkunsidra dik il-vettura bħala li ma tkunx giet registrata skont dan is-subartikolu;

(b) fejn importatur awtorizzat jew bejjiegħ ta' vetturi N1, N2 jew N3 jagħzel li jitqies li jkun irregistra l-imsemmija vetturi qabel l-1 ta' Jannar, 2010, it-taxxa ta' registrazzjoni li għandha tiffallas fuq dawk il-vetturi għandha tkun bir-rata ta' 20 fil-mija tal-valur ta' registrazzjoni;

(ċ) fejn importatur awtorizzat jew bejjiegħ irregistra mal-Awtorità qabel id-9 ta' Novembru, 2009, vetturi N1 jew N2 jew N3 u dawk il-vetturi kienu għadhom ma nbighux sal-31 ta' Diċembru, 2009, dak l-importatur jew bejjiegħ jista' jitlob rifuzjoni mingħand l-Awtorità tad-differenza bejn it-taxxa tar-registrazzjoni diġà mħallsa fuq dawk il-vetturi u t-taxxa dovuta skont id-disposizzjonijiet tal-paragrafu ta' qabel dan kieku dawk il-vetturi kellhom jitqiesu li ġew registrati wara l-31 ta' Diċembru, 2009;

(d) il-ħlas tat-taxxa tar-registrazzjoni għandu jsir meta l-Awtorità toħroġ iċ-ċertifikat ta' registrazzjoni:

Izda l-Awtorità m'għandha taċċetta l-ebda ħlas wara d-data stipulata, u f'dak il-każ l-Awtorità għandha b'mod awtomatiku tħassar mir-registru kull vettura u r-registrazzjoni mill-ġdid tagħha għandha tiġi regolata skont dan l-Att;

(e) meta, minkejja li tkun saret registrazzjoni kif hemm provdut fil-paragrafu (a), importatur awtorizzat ta' vetturi bil-mutur jew minn bejjiegħ ta' vettura bil-mutur jagħżel li r-registrazzjoni ta' vettura bil-mutur li ma tkunx vettura M1 jew *motor cycle* tiġi regolata minn dan l-Att, l-Awtorità għandha tħassar lil dik il-vettura mir-registru u tirregistraha mill-ġdid skont id-disposizzjonijiet ta' dan l-Att.”.

(f) Meta persuna tkun xtrat vettura N1, N2 jew N3 minn pajjiż ieħor qabel id-9 ta' Novembru, 2009 u tipprova lill-Awtorità li dik il-vettura ma waslitx Malta qabel l-1 ta' Jannar, 2010, dik il-persuna tista' tressaq talba bil-miktub lill-Awtorità sal-31 ta' Ottubru, 2010, sabiex dik il-vettura tiġi meqjusa li giet registrata qabel l-1 ta' Jannar, 2010, u jekk dik-il persuna tressaq talba bħal dik, il-vettura għandha titqies li giet registrata mal-Awtorità qabel l-1 ta' Jannar, 2010.”.

Sostituzzjoni
tal-Ewwel Skeda
li tinsab mal-Att
prinċipali.

16. Minflok l-Ewwel Skeda li tinsab mal-Att prinċipali għandha tidhol din l-Iskeda ġdida li ġejja:

“L-EWWEL SEKDA
[Artikolu 6]

**L-ammont ta' taxxa li għandu jithallas fuq ir-registrazzjoni ta'
vetturi użati għall-ġarr ta' merkanzija u vetturi ohra**

Kategorija A: vetturi N1, N2 u N3, vetturi użati għal għan speċjali u tractor units

Vetturi N1, vetturi b'għan speċjali u tractor units

| Sa u inkluża I-Euro 2 | |
|---|---|
| vetturi b'massa massima awtorizzata sa 1,305 kg | $\text{Kg} \times 130\% + cc \times 130\% \times \text{€}1$ |
| vetturi b'massa massima awtorizzata ta' aktar minn 1,305 kg sa 1,706 kg | $\text{Kg} \times 135\% + cc \times 135\% \times \text{€}1$ |
| vetturi b'massa massima awtorizzata ta' aktar minn 1,706 kg sa 3,500 kg | $\text{Kg} \times 140\% + cc \times 140\% \times \text{€}1$ |
| Euro 3 | |
| vetturi b'massa massima awtorizzata sa 1,305 kg | $\text{Kg} \times 110\% + cc \times 110\% \times \text{€}1$ |
| vetturi b'massa massima awtorizzata ta' aktar minn 1,305 kg sa 1,706 kg | $\text{Kg} \times 115\% + cc \times 115\% \times \text{€}1$ |
| vetturi b'massa massima awtorizzata ta' aktar minn 1,706 kg sa 3,500 kg | $\text{Kg} \times 120\% + cc \times 120\% \times \text{€}1$ |
| Euro 4 jew aktar | |
| vetturi b'massa massima awtorizzata sa 1,305 kg | $\text{Kg} \times 50\% + cc \times 55\% \times \text{€}1$ |
| vetturi b'massa massima awtorizzata ta' aktar minn 1,305 kg sa 1,706 kg | $\text{Kg} \times 55\% + cc \times 60\% \times \text{€}1$ |
| vetturi b'massa massima awtorizzata ta' aktar minn 1,706 kg sa 3,500 kg | $\text{Kg} \times 60\% + cc \times 65\% \times \text{€}1$ |

Vetturi N2, vetturi b'għan speċjali u tractor units

| Sa u inkluża I-Euro II | |
|--|---|
| vetturi b'massa massima awtorizzata ta' aktar minn 3,500 kg sa 12,000 kg | $\text{Kg} \times 60\% + cc \times 75\% \times \text{€}1$ |
| Euro III | |
| vetturi b'massa massima awtorizzata ta' aktar minn 3,500 kg sa 12,000 kg | $\text{Kg} \times 25\% + cc \times 40\% \times \text{€}1$ |
| Euro IV u aktar | |
| vetturi b'massa massima awtorizzata ta' aktar minn 3,500 kg sa 12,000 kg | 0% |

Vetturi N3, vetturi b'ghan speċjali u tractor units

| | |
|---|--|
| Sa u inkluża I-Euro II | |
| vetturi b'massa massima awtorizzata ta' aktar minn 12,000 kg sa 25,000 kg | $Kg \times 30\% + cc \times 40\% \times \text{€}1$ |
| vetturi b'massa massima awtorizzata ta' aktar minn 25,000 kg | $Kg \times 35\% + cc \times 45\% \times \text{€}1$ |
| Euro III | |
| vetturi b'massa massima awtorizzata ta' aktar minn 12,000 kg sa 25,000 kg | $Kg \times 10\% + cc \times 15\% \times \text{€}1$ |
| vetturi b'massa massima awtorizzata ta' aktar minn 25,000 kg | $Kg \times 15\% + cc \times 20\% \times \text{€}1$ |
| Euro IV u aktar | |
| vetturi b'massa massima awtorizzata ta' aktar minn 12,000 kg | 0% |

Formula tar-rata tat-taxxa:

Meta jiġu applikati t-tabelli rilevanti hawn qabel, l-ammont totali tat-taxxa ta' reġistrazzjoni għandu jkun daqs is-somma totali tal-massa massima awtorizzata (kg) ta' vettura bil-mutur multiplikata bil-% indikat u ċ-cilindrata (cc) tal-magna tal-vettura multiplikata bil-% indikati multiplikati b'€1:

$$[(kg \times x\%) + (cc \times x\%)] \times \text{€}1$$

Għall-fini tat-taxxa tar-reġistrazzjoni, meta vetturi użati għall-garr ta' merkanzija (N1, N2 u N3), jew vetturi b'ghan speċjali jew *tractor unit*, li s-sena tal-manifattura tagħhom hi waħda mis-snin ta' manifattura li ġejjin, ma jkunux akkumpanjati minn ċertifikat li jkun juri l-livelli ta' emissjonijiet ekwivalenti għal *standards* tal-Euro, ir-rati tat-taxxa tar-reġistrazzjoni li għandhom jithallsu fuq dawk il-vetturi għandhom ikunu ekwivalenti għal dawk li jidhru taħt *standards* tal-Euro differenti:

Sena tal-manifattura li tigi qabel is-sena 2001: Euro II

Sena tal-manifattura mill-2001 sa, u inkluża, l-2005: Euro III

Sena tal-manifattura 2006 'il quddiem: Euro IV u aktar

Meta importatur jew bejjiegh jew sid ta' vettura bil-mutur jipprovdi ċertifikat kif approvat minn servizz tekniku akkreditat fi Stat Membru, li l-magna ta' dik il-vettura partikolari tkun tissodisfa livelli aktar baxxi ta' emissjonijiet minkejja s-sena tal-manifattura tagħha, dik il-vettura għandha, meta tkun qiegħda tigi reġistrata, tigi intaxxata r-rata li tappartjeni lill-istandard Euro li jkun ekwivalenti għaliha.

**Kategorija B: vetturi elettriċi, vetturi ibridi, vetturi N1, N2, N3,
vetturi b'ghan speċjali u tractor units**

| | |
|--|-----------|
| 1. vetturi elettriċi misjuqa bil-batterija..... | 0% |
| 2. vetturi elettriċi ibridi bil-petrol jew bid-dizil | 0% |

**Kategorija Ċ: vetturi *classic, vintage* u *veteran* użati
għall-ġarr tal-merkanzija**

Vetturi N1, vetturi b'għan speċjali u *tractor units* b'massa massima ta' mhux aktar minn 3.5 tunnelli u vetturi N2, vetturi b'għan speċjali u *tractor units* b'massa massima ta' aktar minn 3.5 tunnelli iżda mhux aktar minn 5 tunnelli

| | Rata ta' taxxa Percentwali ta' VR |
|--|---|
| 1. vetturi <i>classic, vintage</i> u <i>veteran</i> ċertifikati bħala awtentiċi mill-kumitat għall-klassifikazzjoni ta' vettura <i>vintage</i> : | |
| 1.1 vetturi ta' 50 sena jew aktar mid-data tal-manifattura | 10.5% |
| 1.2 vetturi ta' 35 sena jew aktar iżda anqas minn 50 sena mid-data tal-manifattura | 28.5% |

Vetturi N2, vetturi b'għan speċjali u *tractor units* b'massa massima ta' aktar minn 5 tunnelli iżda mhux aktar minn 12-il tunnelli

| | |
|--|-------|
| 1. vetturi <i>classic, vintage</i> u <i>veteran</i> ċertifikati bħala awtentiċi mill-kumitat għall-klassifikazzjoni ta' vettura <i>vintage</i> : | |
| 1.1 vetturi ta' 50 sena jew aktar mid-data tal-manifattura | 10.5% |
| 1.2 vetturi ta' 35 sena jew aktar iżda anqas minn 50 sena mid-data tal-manifattura | 28.5% |

Vetturi N3, vetturi b'għan speċjali u *tractor units* b'massa massima ta' aktar minn 12-il tunnelli

| | |
|--|-------|
| 1. vetturi <i>classic, vintage</i> u <i>veteran</i> ċertifikati bħala awtentiċi mill-kumitat għall-klassifikazzjoni ta' vettura <i>vintage</i> : | |
| 1.1 vetturi ta' 50 sena jew aktar mid-data tal-manifattura | 10.5% |
| 1.2 vetturi ta' 35 sena jew aktar iżda anqas minn 50 sena mid-data tal-manifattura | 28.5% |

Kategorija D: *tractors* agrikoli

Tractors agrikoli 0%

Kategorija E: vetturi użati f'inhawi magħluqin

Vetturi użati f'inhawi magħluqin, bħal tarznari jew ajruporti jew portijiet użati mill-bastimenti 0%

L-ammont totali tat-taxxa tar-registrazzjoni għall-Kategoriji B sa E għandu jkun il-valur ta' registrazzjoni (VR) multiplikat bil-% indikat [VR x%]".

17. It-Tieni Skeda li tinsab mal-Att prinċipali għandha tiġi emendata kif ġej:

Emenda tat-Tieni Skeda li tinsab mal-Att prinċipali.

(a) minflok il-kliem “(Artikolu 6(2))” għandhom jidhlu l-kliem “(Artikolu 6)”;

(b) fl-intestatura tagħha minflok il-kliem “reġistrazzjoni ta’ vetturi M1 u kwadriċikletti” għandhom jidhlu l-kliem “reġistrazzjoni ta’ vetturi bil-mutur tal-kategorija M, kwadriċikletti u *motor cycles*”;

(ċ) minflok il-kliem minn “L-ammont ta’ taxxa ta’ reġistrazzjoni li għandu jithallas” sal-kliem “it-tabelli li ġejjin” għandhom jidhlu l-kliem “Kategorija A: Vetturi bil-mutur M1 (inklużi vetturi li jkunu se jiġu reġistrati biex jintużaw bħala *taxicars*, vetturi *self-drive* u vetturi misjuqa minn *chauffeur*), *motor cycles*, kwadriċikletti u *quad bikes*, kemm jekk huma godda jew użati.”;

(d) fl-intestatura mill-kliem “Taxxa applikabbli minima għal vetturi użati M1” sal-kliem “skond l-artikolu 6(2) ta’ dan l-Att”, minflok il-kliem “Taxxa applikabbli minima għal vetturi użati M1” għandhom jidhlu l-kliem “Kategorija B: Vetturi bil-mutur M1 użati”;

(e) il-paragrafu mill-kliem “Vetturi bil-mutur użati li jkunu nġiebu jew li jkunu ġew impurtati jew ġew ordnati” sal-kliem “jiġu reġistrati sal-31 ta’ Dicembru, 2009”, taht il-Kategorija B, kif emendata, għandu jithassar;

(f) minflok l-intestatura “*Motor cycles*” għandhom jidhlu l-kliem “Kategorija Ċ: *Motor cycles*”;

(g) minflok l-intestatura “*Quad bikes*” għandhom jidhlu l-kliem “Kategorija D: *Quad bikes*”;

(h) fil-paragrafu (4) taht l-intestatura “Formula tar-rata tat-taxxa”, minflok il-kliem “fit-tabella bl-intestatura” sal-kliem “skond l-artikolu 6(2).” għandhom jidhlu l-kliem “fit-tabella taht il-Kategorija B.”;

(i) fl-intestatura mill-kliem “Taxxa fuq vetturi bil-Mutur M1” sal-kliem “li huma eżentati jew parzjalment eżentati”, minflok il-kliem “Taxxa fuq vetturi bil-mutur M1” għandhom jidhlu l-kliem “Kategorija E: Vetturi bil-

mutur M1”;

(j) fil-paragrafu (3) taht il-Kategorija E, kif emendata, minnufih wara l-kliem “li tkun giet registrata” ghandhom jidhlu l-kliem “qabel l-1 ta’ Jannar, 2010”;

(k) fil-paragrafu (4) taht il-Kategorija E, kif emendata, minnufih wara l-kliem “li tkun giet registrata” ghandhom jidhlu l-kliem “qabel l-1 ta’ Jannar, 2010”; u

(l) minnufih wara l-paragrafu (4) taht il-Kategorija E, kif emendata, ghandu jidhol dan il-paragrafu gdid li gej:

“(5) Meta *taxicar*, li meta tkun giet registrata ghall-ewwel darba qabel l-1 ta’ Jannar, 2010, kienet vettura gdida, tigi mibdula f’karrozza privata fi zmien 60 xahar mid-data tal-ewwel registrazzjoni taghha bhala *taxicar*, dik il-vettura ghandha tigi valutata mill-Awtorità u ghandha tithallas fuqha t-taxxa ta’ registrazzjoni applikabbli ghal vettura M1 taht it-Tieni Skeda bit-tnaqqis tal-20 fil-mija li kienu digà thallsu fuq l-ewwel registrazzjoni.”;

(m) minnufih wara l-paragrafu (5) gdid ghandhom jizdiedu l-kategoriji godda li gejjin:

“Kategorija F: vetturi bil-mutur M2 u M3 kemm godda jew uzati:

| Vetturi | | Rata ta’ taxxa Perċentwali ta’ VR | |
|---|---|---|-----------------|
| 1. <i>Motor Route Bus</i> | | 0% | |
| 2. Vetturi bil-mutur M2 u M3, inluzi ferroviji minghajr linji u vetturi bil-mutur anfibji | | | |
| | Sa u nkluza l-Euro II | Euro III | Euro IV u aktar |
| M2 | $\text{Kg} \times 60\% + cc \times 75\% \times \text{€}1$ | $\text{Kg} \times 25\% + cc \times 40\% \times \text{€}1$ | 0% |
| M3 | $\text{Kg} \times 50\% + cc \times 60\% \times \text{€}1$ | $\text{Kg} \times 10\% + cc \times 15\% \times \text{€}1$ | 0% |

Ghall-fini tat-taxxa tar-registrazzjoni, meta vetturi M2 jew M3, li s-sena tal-manifattura taghom hi wahda mis-snin ta’ manifattura li gejjin, ma jkunux akkumpanjati minn ċertifikat li jkun juri l-livelli ta’ emissjonijiet ekwivalenti ghal *standards* tal-Euro, ir-rati tat-taxxa tar-registrazzjoni li ghandhom jithallsu fuq dawk il-vetturi ghandhom ikunu ekwivalenti ghal dawk li jidhru taht *standards* tal-Euro differenti:

Sena tal-manifattura li tiġi qabel is-sena 2001: Euro II
 Sena tal-manifattura mill-2001 sa, u inkluża, l-2005: Euro III
 Sena tal-manifattura 2006 'il quddiem: Euro IV u aktar

Meta importatur jew bejjiegh jew sid ta' vettura bil-mutur jipprovdi ċertifikat kif approvat minn servizz tekniku akkreditat fi Stat Membru, li l-magna ta' dik il-vettura partikolari tkun tissodisfa livelli aktar baxxi ta' emissjonijiet minkejja s-sena tal-manifattura tagħha, dik il-vettura għandha, meta tkun qiegħda tiġi registrata, tiġi intaxxata r-rata li tappartjeni lill-istandard Euro li jkun ekivalenti għaliha.

| | Rata ta' taxxa Perċentwali ta' VR |
|--|---|
| 3. Vetturi M2 u M3 elettrici jew elettrici ibridi bil-petrol jew bid-dizil | 0% |

Kategorija Ġ: vetturi bil-mutur oħrajn

| | |
|--|-------|
| 1 Ambulanzi, kemm godda kemm użati | 0% |
| 2 Vetturi <i>light weight</i> bi tliet roti użati li għandhom karatteristiċi ta' vettura bil-mutur kemm godda jew użati | 21% |
| 3 Karozzi tat-tlielaq, <i>go-karts</i> , <i>quad bikes</i> u <i>motor cycles</i> li m'humiex attrezzati biex jintużaw fit-triq, kemm godda jew użati | 48.5% |
| 4 Karavani, u <i>motor homes</i> , kemm godda jew użati | 6.5% |
| 5 Vetturi bil-mutur għall-garr tal-mejtin (għodda biss) | 50% |
| | 30% |

Kategorija H: vetturi M1 *classic*, *vintage* u *veteran* u *motor cycles*

| | Rata ta' taxxa Perċentwali ta' VR |
|--|---|
| 1. Vetturi bil-mutur M1 li jkollhom 50 sena jew aktar mid-data tal-manifattura (vetturi <i>classic</i> , <i>vintage</i> u <i>veteran</i> ċertifikati bħala awtentiċi mill-kunitat għall-klassifikazzjoni ta' vettura <i>vintage</i> b'qawwa tal-magna ta': | |
| 1.032.082 1.1 mhux aktar minn 1000cc | 11% |
| 1.032.182 1.2 aktar minn 1000cc iżda ta' mhux aktar minn 1300 ... | 11% |
| 1.032.282 1.3 aktar minn 1300cc iżda ta' mhux aktar minn 1500 ... | 11% |
| 1.032.382 1.4 aktar minn 1500cc iżda ta' mhux aktar minn 1800 ... | 16.5% |
| 1.032.482 1.5 aktar minn 1800cc iżda ta' mhux aktar minn 2000 ... | 16.5% |
| 1.032.582 1.6 aktar minn 2000cc iżda ta' mhux aktar minn 2500 ... | 16.5% |
| 1.032.682 1.7 aktar minn 2500cc iżda ta' mhux aktar minn 3000 ... | 16.5% |
| 1.032.782 1.8 aktar minn 3000cc | 16.5% |
| 2. Vetturi bil-mutur M1 li jkollhom 35 sena jew aktar iżda inqas minn 50 sena mid-data tal-manifattura (vetturi <i>classic</i> , <i>vintage</i> u <i>veteran</i> ċertifikati bħala awtentiċi mill-kunitat għall-klassifikazzjoni ta' vettura <i>vintage</i> b'qawwa tal-magna ta': | |
| 1.032.083 2.1 mhux aktar minn 1000cc | 25.5% |
| 1.032.183 2.2 aktar minn 1000cc iżda ta' mhux aktar minn 1300 ... | 25.5% |
| 1.032.283 2.3 aktar minn 1300cc iżda ta' mhux aktar minn 1500 ... | 26.5% |
| 1.032.383 2.4 aktar minn 1500cc iżda ta' mhux aktar minn 1800 ... | 30% |
| 1.032.483 2.5 aktar minn 1800cc iżda ta' mhux aktar minn 2000 ... | 32.5% |
| 1.032.583 2.6 aktar minn 2000cc iżda ta' mhux aktar minn 2500 ... | 37.5% |
| 1.032.683 2.7 aktar minn 2500cc iżda ta' mhux aktar minn 3000 ... | 37.5% |
| 1.032.783 2.8 aktar minn 3000cc | 37.5% |

3. *Motor cycles* li jkollhom 50 sena jew aktar mid-data tal-manifattura (vetturi *classic*, *vintage* u *veteran* ċertifikati bħala awtentiċi mill-kumitat għall-klassifikazzjoni ta' vettura *vintage* b'qawwa tal-magna ta':

| | | |
|-----------|---|------|
| 1.111.022 | 3.1 mhux aktar minn 50cc | 6.5% |
| 1.112.032 | 3.2 aktar minn 50cc iżda ta' mhux aktar minn 125cc | 6.5% |
| 1.112.042 | 3.3 aktar minn 125cc iżda ta' mhux aktar minn 250cc | 6.5% |
| 1.113.002 | 3.4 aktar minn 250cc iżda ta' mhux aktar minn 500cc | 6.5% |
| 1.114.002 | 3.5 aktar minn 500cc iżda ta' mhux aktar minn 800cc | 6.5% |
| 1.115.002 | 3.6 aktar minn 800cc | |

4. *Motor cycles* li jkollhom 35 sena jew aktar iżda inqas minn 50 sena mid-data tal-manifatturi (vetturi *classic*, *vintage* u *veteran* ċertifikati bħala awtentiċi mill-kumitat għall-klassifikazzjoni ta' vettura *vintage* b'qawwa tal-magna ta':

| | | |
|-----------|---|-------|
| 1.111.023 | 4.1 mhux aktar minn 50cc | 14.5% |
| 1.112.033 | 4.2 aktar minn 50cc iżda ta' mhux aktar minn 125cc | 14.5% |
| 1.112.043 | 4.3 aktar minn 125cc iżda ta' mhux aktar minn 250cc | 21% |
| 1.113.003 | 4.4 aktar minn 250cc iżda ta' mhux aktar minn 500cc | 21% |
| 1.114.003 | 4.5 aktar minn 500cc iżda ta' mhux aktar minn 800cc | 21% |
| 1.115.003 | 14.6 aktar minn 800cc | 21% |

18. Fit-Tielet Skeda li tinsab mal-Att prinċipali minflok il-kliem "€232" għandhom jidhlu l-kliem "€235".

Emenda għat-Tielet Skeda li tinsab mal-Att prinċipali.

19. Ir-Raba' Skeda li tinsab mal-Att prinċipali għandha tiġi emendata kif ġej:

Emenda għar-Raba' Skeda li tinsab mal-Att prinċipali.

(a) fil-partita 1, minnufih wara l-kliem "b'aktar minn 3000cc fir-rigward ta' vetturi b'makna *diesel*" għandhom jiżdiedu l-kliem " , registrati qabel l-1 ta' Jannar, 2010";

(b) fil-partita 2, minnufih wara l-kliem "mhux aktar minn 3000cc fir-rigward ta' vetturi b'makna *diesel*" għandhom jiżdiedu l-kliem " , registrati qabel l-1 ta' Jannar, 2010";

(c) minflok il-partita 9 għandu jidhol dan li ġej:

"9. Għall-użu ta' vetturi b'għan speċjali185;
u

(d) minflok il-partiti 10 u 11 għandu jidhol dan li ġej:

"10. Id-drittijiet għal liċenza ta' ċirkolazzjoni li ġejjin għandhom jithallsu kull sena għal perijodu ta' erba' snin sal-31 ta' Dicembru, 2013, għall-użu ta' vetturi bil-mutur użati għall-garr tal-merkanzija li jkunu ġew registrati mal-Awtorità qabel l-1 ta' Jannar, 2010.

10.1 Għall-użu ta' tractor/ghaqda ta' tractor-trailer, fis-sena:

| Nru ta' fusien | Massa massima awtorizzata Kilogrammi | Driving axle(s) b'suspension tal- arja jew ekwivalenti rikonoxxut € | Driving axle(s) b'sistemi ta' suspension ohra € |
|----------------|---|--|--|
| 2+1 | sa 11,999 | 93 | 93 |
| | minn 12,000 sa 13,999 | 93 | 93 |
| | minn 14,000 sa 15,999 | 93 | 93 |
| | minn 16,000 sa 17,999 | 93 | 93 |
| | minn 18,000 sa 19,999 | 93 | 93 |
| | minn 20,000 sa 21,999 | 93 | 93 |
| | minn 22,000 sa 22,999 | 93 | 98 |
| | minn 23,000 sa 24,999 | 97 | 177 |
| 2+2 | 25,000 u aktar | 177 | 307 |
| | minn 23,000 sa 24,999 | 93 | 93 |
| | minn 25,000 sa 25,999 | 93 | 116 |
| | minn 26,000 sa 27,999 | 116 | 170 |
| | minn 28,000 sa 28,999 | 170 | 205 |
| | minn 29,000 sa 30,999 | 205 | 335 |
| | minn 31,000 sa 32,999 | 335 | 466 |
| | minn 33,000 sa 35,999 | 466 | 708 |
| 2+3 | 36,000 u aktar | 466 | 708 |
| | minn 36,000 sa 37,999 | 370 | 517 |
| 3+2 | 38,000 u aktar | 517 | 701 |
| | minn 36,000 sa 37,999 | 328 | 454 |
| | minn 38,000 sa 39,999 | 454 | 629 |
| 3+3 | 40,000 u aktar | 629 | 929 |
| | minn 36,000 sa 37,999 | 186 | 226 |
| | minn 38,000 sa 39,999 | 226 | 338 |
| 3+4 | 40,000 u aktar | 338 | 536 |
| | 40,000 u aktar | 338 | 536 |
| 4+3 | 40,000 u aktar | 338 | 536 |

10.2. Għall-użu ta' vetturi bil-mutur N1, N2 u N3 esklużi tractors/ghaqdiet ta' tractor trailers u vetturi b'għan speċjali, fis-sena:

| Nru ta' fusien | Massa massima awtorizzata Kilogrammi | Driving axle(s) b'suspension tal- arja jew ekwivalenti rikonoxxut € | Driving axle(s) b'sistemi ta' suspension ohra € |
|----------------|---|--|--|
| 2 | sa 3,500 | 185 | 185 |
| | minn 3,501 sa 5,000 | 185 | 185 |
| | minn 5,001 sa 11,999 | 185 | 185 |
| | minn 12,000 sa 12,999 | 185 | 185 |
| | minn 13,000 sa 13,999 | 185 | 185 |
| | minn 14,000 sa 14,999 | 185 | 185 |
| | 15,000 u aktar | 230 | 370 |
| 3 | minn 15,000 sa 16,999 | 185 | 185 |
| | minn 17,000 sa 18,999 | 185 | 185 |
| | minn 19,000 sa 20,999 | 210 | 210 |
| | minn 21,000 sa 22,999 | 210 | 300 |
| | minn 23,000 sa 24,999 | 295 | 460 |
| 25,000 u aktar | 295 | 460 | |

| | | | |
|---|-----------------------|-----|-----|
| 4 | minn 23,000 sa 24,999 | 205 | 210 |
| | minn 25,000 sa 26,999 | 205 | 320 |
| | minn 27,000 sa 28,999 | 320 | 510 |
| | minn 29,000 sa 30,999 | 510 | 740 |
| | 31,000 u aktar | 510 | 740 |
| 5 | 32,000 u aktar | 510 | 740 |

11. Id-drittijiet għal liċenza ta' ċirkolazzjoni li ġejjin għandhom jithallsu kull sena għall-użu ta' vetturi bil-mutur użati għall-garr tal-merkanzija li jiġu registrati mal-Awtorità wara l-31 ta' Diċembru, 2009. Mill-1 ta' Jannar, 2014, dawn id-drittijiet għal liċenza għandhom jibdeu jithallsu wkoll għall-użu ta' vetturi bil-mutur li jintużaw għall-garr tal-merkanzija li jkunu ġew registrati mal-Awtorità qabel l-1 ta' Jannar, 2010, f'liema każ id-dritt għal-liċenza jkun dak li jkun jikkorrispondi mas-sena tal-manifattura tal-vettura; izda dak id-dritt m'għandux inkun anqas minn dak li diġà jkun qed jithallas għal dik il-vettura.

11.1 Vetturi għall-garr tal-merkanzija (eskluzi għaqdiet ta' vetturi – vetturi magħqudin u ferroviji tat-triq)

11.1.1 *Driving axle(s) b'suspension* tal-arja jew ekwivalenti rikonoxxut

| Nru ta' fusien | Massa massima awtorizzata (Kilogrammi) | Sena | | | | | | | |
|----------------|--|--------|--------|--------|--------|--------|--------|--------|--------|
| | | 0 € | 1 € | 2 € | 3 € | 4 € | 5 € | 6 € | 7 € |
| 2 | sa 3,500 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 3,500 sa 5,000 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 5,000 sa 11,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 11,999 sa 12,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 12,999 sa 13,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 13,999 sa 14,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 14,999 | 126 | 126 | 126 | 126 | 126 | 157 | 173 | 190 |
| 3 | minn 15,000 sa 16,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 16,999 sa 18,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 18,999 sa 20,999 | 115 | 115 | 115 | 115 | 115 | 143 | 158 | 174 |
| | aktar minn 20,999 sa 22,999 | 144 | 144 | 144 | 144 | 144 | 157 | 170 | 184 |
| | aktar minn 22,999 sa 24,999 | 222 | 222 | 222 | 222 | 222 | 237 | 251 | 266 |
| | aktar minn 24,999 | 222 | 222 | 222 | 222 | 222 | 237 | 251 | 266 |
| 4 | minn 23,000 sa 24,999 | 144 | 144 | 144 | 144 | 144 | 156 | 168 | 181 |
| | aktar minn 24,999 sa 26,999 | 146 | 146 | 146 | 146 | 146 | 158 | 170 | 181 |
| | aktar minn 26,999 sa 28,999 | 228 | 228 | 228 | 228 | 228 | 246 | 265 | 283 |
| | aktar minn 28,999 sa 30,999 | 362 | 362 | 362 | 362 | 362 | 392 | 421 | 451 |
| | aktar minn 30,999 | 362 | 362 | 362 | 362 | 362 | 392 | 421 | 451 |
| 5 | 32,000 u aktar | 362 | 362 | 362 | 362 | 362 | 392 | 421 | 451 |

| Nru ta' fusien | Massa massima awtorizzata (Kilogrammi) | Sena | | | | | | |
|----------------|--|------|-----|-----|-----|-----|-----|-----|
| | | 8 | 9 | 10 | 11 | 12 | 13 | 14+ |
| | | € | € | € | € | € | € | € |
| 2 | sa 3,500 | 168 | 185 | 204 | 224 | 246 | 271 | 298 |
| | aktar minn 3,500 sa 5,000 | 168 | 185 | 204 | 224 | 246 | 271 | 298 |
| | aktar minn 5,000 sa 11,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 |
| | aktar minn 11,999 sa 12,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 |
| | aktar minn 12,999 sa 13,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 |
| | aktar minn 13,999 sa 14,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 |
| | aktar minn 14,999 | 209 | 230 | 253 | 278 | 306 | 337 | 370 |
| 3 | minn 15,000 sa 16,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 |
| | aktar minn 16,999 sa 18,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 |
| | aktar minn 18,999 sa 20,999 | 191 | 210 | 231 | 254 | 280 | 307 | 338 |
| | aktar minn 20,999 sa 22,999 | 197 | 210 | 231 | 254 | 280 | 307 | 338 |
| | aktar minn 22,999 sa 24,999 | 280 | 295 | 325 | 357 | 393 | 432 | 475 |
| | aktar minn 24,999 | 280 | 295 | 325 | 357 | 393 | 432 | 475 |
| 4 | minn 23,000 sa 24,999 | 193 | 205 | 226 | 248 | 273 | 300 | 330 |
| | aktar minn 24,999 sa 26,999 | 193 | 205 | 226 | 248 | 273 | 300 | 330 |
| | aktar minn 26,999 sa 28,999 | 302 | 320 | 352 | 387 | 426 | 469 | 515 |
| | aktar minn 28,999 sa 30,999 | 480 | 510 | 561 | 617 | 679 | 747 | 821 |
| | aktar minn 30,999 | 480 | 510 | 561 | 617 | 679 | 747 | 821 |
| 5 | 32,000 u aktar | 480 | 510 | 561 | 617 | 679 | 747 | 821 |

11.1.2 *Driving axle(s) b'sistemi ta' suspension ohra*

| Nru ta' fusien | Massa massima awtorizzata (Kilogrammi) | Sena | | | | | | | |
|----------------|--|------|-----|-----|-----|-----|-----|-----|-----|
| | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | € | € | € | € | € | € | € | € |
| 2 | sa 3,500 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 3,500 sa 5,000 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 5,000 sa 11,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 11,999 sa 12,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 12,999 sa 13,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 13,999 sa 14,999 | 121 | 121 | 121 | 121 | 121 | 134 | 147 | 159 |
| | aktar minn 14,999 | 274 | 274 | 274 | 274 | 274 | 293 | 312 | 332 |
| 3 | minn 15,000 sa 16,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | aktar minn 16,999 sa 18,999 | 111 | 111 | 111 | 111 | 111 | 126 | 141 | 155 |
| | aktar minn 18,999 sa 20,999 | 144 | 144 | 144 | 144 | 144 | 157 | 170 | 184 |
| | aktar minn 20,999 sa 22,999 | 222 | 222 | 222 | 222 | 222 | 238 | 253 | 269 |
| | aktar minn 22,999 sa 24,999 | 345 | 345 | 345 | 345 | 345 | 368 | 391 | 414 |
| | aktar minn 24,999 | 345 | 345 | 345 | 345 | 345 | 368 | 391 | 414 |
| 4 | minn 23,000 sa 24,999 | 146 | 146 | 146 | 146 | 146 | 159 | 172 | 184 |
| | aktar minn 24,999 sa 26,999 | 228 | 228 | 228 | 228 | 228 | 246 | 265 | 283 |
| | aktar minn 26,999 sa 28,999 | 362 | 362 | 362 | 362 | 362 | 392 | 421 | 451 |
| | aktar minn 28,999 sa 30,999 | 537 | 537 | 537 | 537 | 537 | 578 | 618 | 659 |
| | aktar minn 30,999 | 537 | 537 | 537 | 537 | 537 | 578 | 618 | 659 |
| 5 | 32,000 u aktar | 537 | 537 | 537 | 537 | 537 | 578 | 618 | 659 |

| | | | | | | | | | |
|-----|-----------------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| 2+2 | minn 23,000 sa 24,999 | 70 | 70 | 70 | 70 | 70 | 75 | 79 | 84 |
| | aktar minn 24,999 sa 25,999 | 115 | 115 | 115 | 115 | 115 | 115 | 116 | 116 |
| | aktar minn 25,999 sa 27,999 | 169 | 169 | 169 | 169 | 169 | 169 | 169 | 170 |
| | aktar minn 27,999 sa 28,999 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 205 |
| | aktar minn 28,999 sa 30,999 | 335 | 335 | 335 | 335 | 335 | 335 | 335 | 335 |
| | aktar minn 30,999 sa 32,999 | 465 | 465 | 465 | 465 | 465 | 465 | 465 | 466 |
| | aktar minn 32,999 sa 35,999 | 706 | 706 | 706 | 706 | 706 | 706 | 706 | 707 |
| 2+3 | minn 36,000 sa 37,999 | 515 | 515 | 515 | 515 | 515 | 515 | 516 | 516 |
| | aktar minn 37,999 | 700 | 700 | 700 | 700 | 700 | 700 | 700 | 701 |
| 3+2 | from 36,000 sa 37,999 | 454 | 454 | 454 | 454 | 454 | 454 | 454 | 454 |
| | aktar minn 37,999 sa 39,999 | 628 | 628 | 628 | 628 | 628 | 628 | 628 | 629 |
| | aktar minn 30,999 | 929 | 929 | 929 | 929 | 929 | 929 | 929 | 929 |
| 3+3 | minn 36,000 sa 37,999 | 225 | 225 | 225 | 225 | 225 | 225 | 225 | 226 |
| | aktar minn 37,999 sa 39,999 | 336 | 336 | 336 | 336 | 336 | 336 | 337 | 337 |
| | aktar minn 39,999 | 535 | 535 | 535 | 535 | 535 | 535 | 535 | 535 |
| 3+4 | 40,000 u aktar | 535 | 535 | 535 | 535 | 535 | 535 | 535 | 535 |
| 4+3 | 40,000 u aktar | 535 | 535 | 535 | 535 | 535 | 535 | 535 | 535 |

| Nru ta' fusien | Massa massima awtorizzata (Kilogrammi) | Sena | | | | | | | |
|----------------|--|------|-----|-------|-------|-------|-------|-------|--|
| | | 8 | 9 | 10 | 11 | 12 | 13 | 14+ | |
| 2+1 | sa 11,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | aktar minn 11,999 sa 13,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | aktar minn 13,999 sa 15,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | aktar minn 15,999 sa 17,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | aktar minn 17,999 sa 19,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | aktar minn 19,999 sa 21,999 | 90 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | aktar minn 21,999 sa 22,999 | 98 | 98 | 108 | 118 | 130 | 143 | 158 | |
| | aktar minn 22,999 sa 24,999 | 177 | 177 | 195 | 214 | 236 | 259 | 285 | |
| | aktar minn 24,999 | 307 | 307 | 338 | 372 | 409 | 450 | 495 | |
| 2+2 | minn 23,000 sa 24,999 | 89 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | aktar minn 24,999 sa 25,999 | 116 | 116 | 128 | 141 | 155 | 170 | 188 | |
| | aktar minn 25,999 sa 27,999 | 170 | 170 | 187 | 206 | 226 | 249 | 274 | |
| | aktar minn 27,999 sa 28,999 | 205 | 205 | 225 | 248 | 273 | 300 | 330 | |
| | aktar minn 28,999 sa 30,999 | 335 | 335 | 369 | 406 | 446 | 491 | 540 | |
| | aktar minn 30,999 sa 32,999 | 466 | 466 | 512 | 564 | 620 | 682 | 750 | |
| | aktar minn 32,999 sa 35,999 | 708 | 708 | 779 | 857 | 942 | 1,037 | 1,140 | |
| | aktar minn 35,999 | 708 | 708 | 779 | 857 | 942 | 1,037 | 1,140 | |
| 2+3 | minn 36,000 sa 37,999 | 517 | 517 | 569 | 626 | 688 | 757 | 833 | |
| | aktar minn 37,999 | 701 | 701 | 771 | 848 | 933 | 1,026 | 1,129 | |
| 3+2 | minn 36,000 sa 37,999 | 454 | 454 | 500 | 550 | 605 | 665 | 731 | |
| | aktar minn 37,999 sa 39,999 | 629 | 629 | 692 | 761 | 837 | 921 | 1,013 | |
| | aktar minn 30,999 | 929 | 929 | 1,022 | 1,125 | 1,237 | 1,361 | 1,497 | |
| 3+3 | minn 36,000 sa 37,999 | 226 | 226 | 249 | 273 | 301 | 331 | 364 | |
| | aktar minn 37,999 sa 39,999 | 337 | 338 | 372 | 409 | 450 | 494 | 544 | |
| | aktar minn 39,999 | 536 | 536 | 589 | 648 | 713 | 784 | 863 | |
| 3+4 | 40,000 u aktar | 536 | 536 | 589 | 648 | 713 | 784 | 863 | |
| 4+3 | 40,000 u aktar | 536 | 536 | 589 | 648 | 713 | 784 | 863 | |

(d) minflok il-partita 12 ghandu jidhol dan li ġej:

“12. Għall-użu ta’ *Motor Route Buses*, u vetturi M2 u M3 (inklużi ferroviji minghajr linji u vetturi bil-mutur anfibji):

| Vetturi | Sena | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| M2 | €80 | €80 | €80 | €80 | €80 | €85 | €90 | €95 |
| M3 | €150 | €150 | €150 | €150 | €150 | €200 | €250 | €300 |
| Motor Route Buses | €23 | €23 | €23 | €23 | €23 | €23 | €23 | €23 |
| | Sena | | | | | | | |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15+ | |
| M2 | €100 | €105 | €110 | €120 | €130 | €140 | €150 | |
| M3 | €350 | €400 | €450 | €450 | €450 | €450 | €450 | |
| Motor Route Buses | €23 | €23 | €23 | €23 | €23 | €23 | €23 | |

Mill-1 ta’ Jannar, 2015, id-dritt kull sena għal-liċenza ta’ ċikolazzjoni għall-użu ta’ vetturi M2 u M3 (inklużi ferroviji minghajr linji u vetturi bil-mutur anfibji) manifatturati fid-data jew qabel id-data li taħbat għoxrin sena qabel id-data tat-tigdid tal-liċenza tagħhom għandu jkun €300 u €750 rispettivament.”;

(e) il-partita 13 għandha tithassar;

(f) il-partita 14 għandha tiġi enumerata mill-ġdid bħala partita 13;

(g) il-partita 15 għandha tiġi enumerata mill-ġdid bħala partita 14, u minflok il-kliem “€11.65” għandhom jidhlu l-kliem “€12”;

(h) il-partita 16 għandha tiġi enumerata mill-ġdid bħala partita 15; u

(i) il-partita 17 għandha tiġi enumerata mill-ġdid bħala partita 16.

TAQSIMA II

Emenda għall-Att
dwar Awtorità għat-
Trasport f'Malta.
Kap. 499.

20. Din it-Taqsima temenda l-Att dwar Awtorità għat-
Trasport f'Malta, u għandha tinqara u tiftiehem haġa waħda mal-
Att dwar Awtorità għat-Trasport f'Malta, hawnhekk iżjed 'il
quddiem imsejjaħ "l-Att prinċipali".

Emenda tal-artikolu 2
tal-Att prinċipali.

21. L-artikolu 2 tal-Att prinċipali għandu jiġi emendat kif
gej:

(a) it-tifsira " "kumitat ta' tmexxija" jew "kumitat" " "
għandha tithassar u minflok il-kliem "kumitat ta' tmexxija"
jew "kumitati ta' tmexxija" kull fejn jinsab fl-Att prinċipali
għandhom jidhlu l-kliem "bord ta' sorveljanza" jew "bordijiet
ta' sorveljanza", skont ma jkun il-każ;

(b) minnufih wara t-tifsira "bdot" għandha tidhol it-
tifsira ġdida li ġejja:

" "bord ta' sorveljanza" tfisser bord ta' sorveljanza
mwaqqaf skont l-artikolu 39;" u

(ċ) il-proviso li hemm mat-tifsira "sena finanzjarja"
għandu jithassar."

Emenda tal-artikolu 6
tal-Att prinċipali.

22. Fil-paragrafu (e) tas-subartikolu (2) tal-artikolu 6 tal-
Att prinċipali, minnufih wara l-kliem "hemm il-ħsieb li jsiru
taħtu" għandhom jizdiedu l-kliem "jew liġijiet oħra li għandhom
x'jaqsmu mal-avjazzjoni, mal-marittimu jew mat-trasport fuq l-art
jew regolamenti li jsiru taħthom".

Emenda tal-artikolu
29 tal-Att prinċipali.

23. Fil-paragrafu (a) tas-subartikolu (2) tal-artikolu 29 tal-
Att prinċipali, il-kliem "jew sakemm ikun hemm l-approvazzjoni
tal-estimi għal dik is-sena mill-Kamra, skont liema tkun l-ewwel
data," għandhom jithassru.

Emenda tal-artikolu
35 tal-Att prinċipali.

24. Fl-artikolu 35 tal-Att prinċipali, minflok il-kliem "taxxa
tal-boll" għandhom jidhlu l-kliem "taxxa fuq id-dokumenti".

Emenda tal-artikolu
39 tal-Att prinċipali.

25. Fl-artikolu 39 tal-Att prinċipali, minflok il-kliem "għall-
kumitat" għandhom jidhlu l-kliem "għall-imsemmi bord".

Emenda tal-artikolu
40 tal-Att prinċipali.

26. L-artikolu 40 tal-Att prinċipali għandu jiġi emendat kif
gej:

(a) fil-paragrafu (a) tas-subartikolu (1) tiegħu, minflok il-kliem “li tirrevoka liċenza” għandhom jidhlu l-kliem “li tirrevoka awtorizzazzjoni, jew liċenza jew permiss”; u

(b) fis-subartikolu (2) tiegħu, minflok il-kliem “mill-1 ta’ Settembru, 2009” għandhom jidhlu l-kliem “mill-31 ta’ Marzu, 2010”.

Emenda tal-artikolu 46 tal-Att prinċipali.

27. Fl-artikolu 46 tal-Att prinċipali, minflok il-kelma “liċenza” kull fejn din tinsab għandhom jidhlu l-kliem “liċenza jew awtorizzazzjoni”.

Emenda tal-Ewwel Skeda li tinsab mal-Att prinċipali.

28. L-Ewwel Skeda li tinsab mal-Att prinċipali għandha tigi emendata kif ġej:

(a) fit-test Inġliż, minflok il-kliem “under article 7(2)” għandhom jidhlu l-kliem “under article 11”;

(b) fil-paragrafu 2 tagħha, fit-test Malti, minflok il-kliem “u l-Jottijiet” għandhom jidhlu l-kliem “u l-Yachting”;

(c) fil-paragrafu 4 tagħha, minflok il-kliem “Direttorat għat-Trasport Stradali”, għandhom jidhlu l-kliem “Direttorat għat-Trasport fuq l-Art”;

(d) fil-paragrafu 5 tagħha, minflok il-kliem “Direttorat għat-Toroq u t-Traffiku”, għandhom jidhlu l-kliem “Direttorat għat-Toroq u l-Infrastruttura”; u

(e) minnufih wara l-paragrafu 8 tagħha, għandu jidher dan il-paragrafu ġdid li ġej:

“9. Direttorat għat-Teknoloġija tal-Infurmazzjoni u l-Komunikazzjoni – li jkollu r-responsabbiltà għall-iżvilupp u l-implimentazzjoni tal-politika dwar it-Teknoloġija tal-Infurmazzjoni u l-Komunikazzjoni, tal-proċeduri u tat-teknoloġiji bil-ħsieb li titkabbar l-effiċjenza u l-qsim tal-infurmazzjoni, għat-tnaqqis tal-ispejjeż u biex jidher l-kontrolli, għat-tiżni tal-kontrolli u l-infurzar tar-regolamenti, u biex jgħin fil-promozzjoni ta’ trasport aktar sigur, nadif u effiċjenti.”.

TAQSIMA III

29. Din it-Taqsima temenda l-Ordinanza dwar ir-Regolament tat-Traffiku, u għandha tinqara u tiftiehem haġa waħda mal-Ordinanza dwar ir-Regolament tat-Traffiku, hawnhekk iżjed 'il quddiem imsejjaħ "il-ligi prinċipali".

Emenda għall-Ordinanza dwar ir-Regolament tat-Traffiku. Kap. 65.

30. Is-subartikolu (3) tal-artikolu 45 tal-ligi prinċipali għandu jiġihassar.

Emenda tal-artikolu 45 tal-ligi prinċipali.

Mgħoddi mill-Kamra tad-Deputati fis-Seduta Nru. 249 tat-30 ta' Ġunju, 2010.

MICHAEL FRENDU
Speaker

PAULINE ABELA
Skrivan tal-Kamra tad-Deputati

I assent.

(L.S.)

GEORGE ABELA
President

16th July, 2010

ACT No. XI of 2010

*AN ACT to amend the Motor Vehicles Registration and
Licensing Act and Other Laws*

BE IT ENACTED by the President, by and with the advice and consent of the House of Representatives in this present Parliament assembled, and by the authority of the same, as follows:—

Short title and commencement.

1. (1) The short title of this Act is the Motor Vehicles Registration and Licensing Act and Other Laws (Amendment) Act, 2010.

(2) This Act shall come into force on the 1st January, 2010.

PART I

Amendment of the Motor Vehicles Registration and Licensing Act.
Cap. 368.

2. This Part amends the Motor Vehicles Registration and Licensing Act, and it shall be read and construed as one with the Motor Vehicles Registration and Licensing Act, hereinafter in this Part referred to as “the principal Act”.

Amendment of article 2 of the principal Act.

3. Article 2 of the principal Act shall be amended as follows:

(a) immediately before the definition “Authority” there shall be inserted the following new definition:

“ “Administrative Review Tribunal” means the Administrative Review Tribunal established under the Administrative Justice Act;”;

Cap. 490.

(b) immediately after the definition “Administrative Review Tribunal” there shall be inserted the following new definition:

“agricultural tractor” means a tractor used primarily for work on land in connection with agriculture;”;

(c) immediately after the definition “business use” there shall be inserted the following new definition:

“ “category M vehicles” means motor vehicles with at least four wheels designed and constructed for the carriage of passengers, and they comprise M1, M2 and M3 vehicles;”;

(d) immediately after the definition “category M vehicles” there shall be inserted the following new definition:

“cc” means the cubic capacity of the engine of a motor vehicle;”;

(e) for the definition “chauffeur driven vehicle” there shall be substituted the following:

“chauffeur driven vehicle” means an M1 motor vehicle registered and licensed to be hired from a public service garage to be driven by the owner of such garage or by his employee;”;

(f) in the definition “commercial motor vehicle” the word “motor” shall be deleted wherever it appears;

(g) immediately after the definition “Directive 80/1268/EEC” there shall be inserted the following new definition:

“ “Directive 88/77/EEC” means Council Directive 88/77/EEC of 3 December 1987 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles;”;

(h) immediately after the definition “Directive 98/69/EC” there shall be inserted the following new definitions:

“ “Directive 1999/96/EC” means Directive 1999/96/EC of the European Parliament and of the Council of 13 December 1999 on the approximation of the laws of the Member States relating to measures to be taken against the emission of gaseous and particulate pollutants from compression ignition engines for use in vehicles, and the emission of gaseous pollutants from positive ignition engines fuelled with natural gas or liquified petroleum gas for use in vehicles and amending Council Directive 88/77/EEC;

“Directive 2005/55/EC” means Directive 2005/55/EC of the European Parliament and of the Council of 28 September 2005 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression ignition engines for use in vehicles, and the emission of gaseous pollutants from positive ignition engines fuelled with natural gas or liquified petroleum gas for use in vehicles;”;

(i) immediately after the definition “electric vehicle” there shall be inserted the following new definition:

“ “Euro 2”, “Euro 3”, Euro 4 and over”, “Euro II”, “Euro III”, and “Euro IV and over” mean the emission standards set for all motor vehicles under Directive 70/220/EEC, Directive 88/77/EEC, Directive 1999/96/EC, Directive 2005/55/EC and Regulation 595/2009;”;

(j) immediately after the definition “European Union” there shall be inserted the following new definition:

“ “goods carrying vehicle” means any N1, N2 or N3 motor vehicle as defined in this article;”;

(k) immediately after the definition “limousine” there shall be inserted the following new definition:

“maximum authorized mass” means the maximum technically permissible laden mass of a motor vehicle as stated by the manufacturer;”;

(l) the definition “motor cars and other motor vehicles principally designed for the transport of persons” shall be deleted;

(m) immediately after the definition “motor cycle” there shall be inserted the following new definition:

“ “motor route bus” means a passenger transport vehicle licensed to provide a public passenger transport service;”;

(n) the definition “motor vehicle for the transport of goods” shall be deleted;

(o) immediately after the definition “private motor vehicle” there shall be inserted the following definition:

“ “public passenger transport service” means the regular passenger transport services of general economic interest provided to the public on a continuous and non-discriminatory basis;”;

(p) immediately after the definition “registration tax” there shall be inserted the following new definition:

“ “Regulation 595/2009” means Regulation (EC) No. 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information;”;

(q) in the definition “special purpose vehicle” immediately after the words “persons or goods” there shall be added the words “and comprising those listed in the First Schedule to this Act”;

(r) the definition “temporary registered vehicle” shall be deleted;

(s) the definition “Transport Appeals Board” shall be deleted; and

(t) immediately after the definition “used motor vehicle” there shall be added the following new definition:

“vintage vehicle classification committee” means a committee comprising a chairman and two members appointed by the Authority, all of whom possessing the necessary technical competence, whose function shall be to –

(a) classify vehicles as vintage or classic or veteran vehicles in accordance with pre-established criteria; and

(b) calculate the registration value of any such vehicles for the purpose of calculating the registration tax, based on –

(i) the invoice value, or

(ii) the average market value of identical, equivalent, or similar motor vehicles on the international market when the invoice value is deemed by the committee to be unreasonably low.”.

Amendment of article 2A of the principal Act.

4. Article 2A of the principal Act shall be amended as follows:

(a) for paragraph (b) of subarticle (1) there shall be substituted the following:

“(b) the vehicle is registered in another country and may be used temporarily on the roads in Malta in accordance with the provisions of article 18 of this Act.”; and

(b) in subarticle (2) immediately after the words “under this Act” there shall be added the words “or has a valid circulation licence issued by the competent authority in another country”.

Amendment of article 3 of the principal Act.

5. In article 3 of the principal Act for the words “is subject to an exemption under this Act” there shall be substituted the words “is the subject of an exemption under this Act or is already registered and licensed in another country and is brought or imported temporarily into Malta in accordance with the provisions of article 18 of this Act”.

6. In article 6 of the principal Act, immediately after sub-article (2) there shall be added the following new sub-article: Amendment of article 6 of the principal Act.

“(3) Any N1, N2, N3, M2 and M3 vehicle and any motor vehicle classified as a special purpose motor vehicle imported or brought into Malta or manufactured in Malta shall, for registration purposes, be accompanied by a document issued by the manufacturer which identifies the emission level of the vehicle:

Provided that where the said document does not identify the emission level of the motor vehicle, the classification of the vehicle shall be based on the year of manufacture of the vehicle, and the tax to be levied thereon shall be at the rate specified in the First and Second Schedules to this Act.”.

7. Article 7 of the principal Act shall be amended as follows: Amendment of article 7 of the principal Act.

(a) in subarticle (1) thereof, for the words “Where a motor vehicle” there shall be substituted the words “Where an M1 motor vehicle”;

(b) subarticles (2) and (3) shall be renumbered as subarticles (3) and (4) respectively;

(c) immediately after subarticle (1) there shall be inserted the following new subarticle:

“(2) Where a motor vehicle, other than an M1 motor vehicle, is imported or brought into Malta without an engine, it shall be provisionally classified under such category which would have been applicable had the motor vehicle been imported or brought into Malta with an engine of the maximum applicable cc.”.

8. Article 8 of the principal Act shall be amended as follows: Amendment of article 8 of the principal Act.

(a) in subarticle (1) thereof, immediately after the words “Registration tax” there shall be inserted the words “on M1, M2 and M3 vehicles” and for the words “First, Second or Third Schedule” there shall be substituted the words “Second Schedule”;

(b) subarticles (2) and (3) shall be renumbered as subarticles (3) and (4);

(c) immediately after subarticle (1) there shall be inserted the following new subarticle:

“(2) Registration tax on N1, N2 and N3 vehicles shall be at the rates or amounts specified in the First Schedule.”;

(d) in subarticle (4) as renumbered, for the words “Where a motor vehicle” there shall be substituted the words “Where an M1 motor vehicle”, for the word “manufacture” in the English text, there shall be substituted the word “manufacturer”, and immediately after the proviso there shall be added the following new proviso:

“ Provided further that where such motor vehicle had been registered with the Authority prior to the 1st January, 2009, it shall be classified under the respective cc of that engine and the appropriate circulation licence fee shall apply.”; and

(e) immediately after subarticle (4) as renumbered there shall be added the following new sub-article:

“(5) Where a motor vehicle other than an M1 motor vehicle, is fitted with a new engine, that vehicle shall qualify for a circulation licence fee applicable to that engine’s cc.”.

Amendment of article 9 of the principal Act.

9. Article 9 of the principal Act shall be amended as follows:

(a) in subarticle (1) thereof for the words “of a new motor vehicle” there shall be substituted the words “of a new category M1 motor vehicle, motor cycle, quad bike or quadricycle”; and

(b) in subarticle (2) thereof for the words “of a used motor vehicle” there shall be substituted the words “of a used category M1 motor vehicle, motor cycle, quad bike, quadricycle or classic, vintage or veteran vehicle”.

Substitution of article 11A of the principal Act.

10. For article 11A of the principal Act there shall be substituted the following:

“11A. (1) Any person who has paid or who is liable to pay vehicle registration tax may appeal against the amount of tax charged within twenty-one days from the date that amount is communicated to that person.

(2) An appeal under this article shall be made to the Administrative Review Tribunal in accordance with the procedure laid down under the Administrative Justice Act and regulations prescribed thereunder. Cap. 490.

(3) Where the Tribunal determines that the amount due in respect of registration tax is less than the amount paid, the Authority shall, within ninety days from such decision, repay on account of the Government the amount overpaid to the appellant concerned.

(4) Where the Tribunal determines that the amount due in respect of the registration tax is greater than the amount paid, the appellant concerned shall pay the Authority on account of the Government the amount underpaid within ninety days from such decision.

(5) Interest at 8% per annum shall be payable to the Authority where it fails to comply with subarticle (3), or by the appellant where he fails to comply with subarticle (4).”.

11. Article 18 of the principal Act shall be amended as follows: Amendment of article
18 of the principal
Act.

(a) subarticle (1) thereof shall be amended as follows:

(i) immediately after the words “or part thereof” there shall be added the words “and without the need to be registered with the Authority”;

(ii) in paragraph (b) for the words “who has his normal residence in Malta” there shall be substituted the words “who has been residing outside Malta for at least 185 days”, and for the words “arrival in Malta;” there shall be substituted the words “arrival in Malta:

Provided that vehicle is owned or registered in that person’s name;”;

(iii) in paragraph (c), for the words “education authorities;” there shall be substituted the words “education authorities:

Provided that vehicle is owned or registered in the student’s name;”;

(b) in subarticle (3) thereof, for the words “shall be exempt from registration tax” there shall be substituted the words “may be driven in Malta without the need of being registered with the Authority and without any registration tax being paid thereon” and, in the proviso to the said subarticle, immediately after the words “it shall be registered with the Authority” there shall be inserted the words “and the appropriate registration tax paid thereon”.

Amendment of article 19 of the principal Act.

12. Subarticle (3) of article 19 of the principal Act shall be amended as follows:

(a) in paragraph (i), for the words “into Malta by the individual” there shall be substituted the words “into Malta by that individual”;

(b) paragraph (v) shall be deleted; and

(c) paragraphs (vi) and (vii) shall be renumbered as paragraphs (v) and (vi) respectively.

Amendment of article 21 of the principal Act.

13. Article 21 of the principal Act shall be amended as follows:

(a) subarticle (4) thereof shall be renumbered as subarticle (5); and

(b) immediately after subarticle (3) thereof there shall be inserted the following new subarticle:

“(4) Where a person who imports or brings into Malta a motor vehicle for his own use fails, for unjustified reasons, to submit to the Authority the application for the registration of the said motor vehicle together with the required documentation within twenty days following the motor vehicle’s arrival in Malta, that person shall be liable to an administrative fine of €30 for each day the vehicle remains not registered on the

expiry of the said twenty days notwithstanding any other action which may be taken under this Act:

Provided that where a person enters an appeal under article 11A or any regulations made under this Act, the said application and documentation shall be presented within twenty days from the decision of the Tribunal:

Provided further that where a person applies for an exemption under article 19 of this Act, that person shall present the said application for registration and the documentation accompanying it within twenty days from the notification of the decision on the application for the said exemption”.

14. In paragraph (e) of subarticle (1) of article 23 of the principal Act, for the words “Transport Appeals Board” there shall be substituted the words “Administrative Review Tribunal”. Amendment of article 23 of the principal Act.

15. Article 24 of the principal Act shall be amended as follows: Amendment of article 24 of the principal Act.

(a) in the marginal note thereto after the words “registered in 2008” there shall be added the words “and in 2009”;

(b) in subarticle (1) thereof for the words “may opt” there shall be substituted the words “may, until the 30th March, 2010, opt”;

(c) subarticles (4), (5) and (6) shall be deleted; and

(d) immediately after subarticle (3) there shall be added the following:

“(4) (a) An authorised motor vehicle importer or motor dealer who by the 9th November, 2009, has had in stock or had ordered motor vehicles other than M1 vehicles or motor cycles, and who had delivered a list of the said vehicles to the Authority before the 1st December, 2009 –

(i) shall be deemed to have registered the said vehicles prior to the 1st January, 2010, unless

the authorised motor vehicle importer or dealer decides otherwise; and

(ii) shall pay the registration tax thereof by the 31st December 2011:

Provided that where it results to the Authority that a motor vehicle which is on the list notified to it by an authorised motor vehicle importer or motor vehicle dealer, was not so ordered or was not in stock, the Authority shall consider the said motor vehicle not registered in terms of this subarticle;

(b) where an authorised importer or a dealer of N1, N2 and N3 vehicles opts to be deemed to have registered the said vehicles prior to the 1st January, 2010, the registration tax to be paid on the said vehicles shall be at the rate of 20 per cent of the registration value;”;

(c) where an authorised importer or a dealer had registered with the Authority, before the 9th November, N1 or N2 or N3 vehicles and those vehicles had not been sold by the 31st December, 2009, that importer or dealer may claim a refund from the Authority amounting to the difference between the registration tax already paid in respect of those vehicles and the tax would have to be paid in terms of the provisions of the preceding paragraph were the said vehicle be deemed to have been registered after the 31st December, 2009;”

(d) payment of registration tax shall be effected when the Authority issues the registration certificate:

Provided that no payment shall be accepted by the Authority beyond the stipulated date, in which case the Authority shall automatically de-register any vehicle and its re-registration shall be regulated under the terms of this Act;

(e) where, notwithstanding the registration effected in terms of paragraph (a), an authorised motor vehicle importer or motor vehicle dealer opts to have the

registration of a motor vehicle other than an M1 vehicle or a motor cycle regulated by this Act, the Authority shall de-register the said vehicle and re-register it under the terms of this Act.”; and

(f) where a person has purchased an N1, N2 or N3 vehicle from another country before the 9th November 2009 and provides proof to the Authority that the said vehicle has not arrived in Malta before the 1st January, 2010, that person may make a request in writing to the Authority by the 31st October, 2010, for that vehicle to be considered as having been registered before the 1st January, 2010, and where that person makes such a request, that vehicle shall be considered as having been registered with the Authority before the 1st January, 2010.”.

16. For the First Schedule to the principal Act there shall be substituted the following new Schedule:

Substitution of the
First Schedule to the
principal Act.

“FIRST SCHEDULE
[Article 6]

**Amount of tax to be paid on the registration of motor vehicles
used for the transport of goods and other vehicles**

Category A: N1, N2 and N3 vehicles, special purpose vehicles and tractor units

N1 vehicles, special purpose vehicles and tractor units

| Up to and including Euro 2 | |
|---|--|
| vehicles with a maximum authorised mass of up to 1,305 kg | $\text{Kg} \times 130\% + \text{cc} \times 130\% \times \text{€}1$ |
| vehicles with a maximum authorised mass exceeding 1,305 kg up to 1,706 kg | $\text{Kg} \times 135\% + \text{cc} \times 135\% \times \text{€}1$ |
| Vehicles with a maximum authorised mass exceeding 1,706 kg up to 3,500 kg | $\text{Kg} \times 140\% + \text{cc} \times 140\% \times \text{€}1$ |
| Euro 3 | |
| vehicles with a maximum authorised mass of up to 1,305 kg | $\text{Kg} \times 110\% + \text{cc} \times 110\% \times \text{€}1$ |
| vehicles with a maximum authorised mass exceeding 1,305 kg up to 1,706 kg | $\text{Kg} \times 115\% + \text{cc} \times 115\% \times \text{€}1$ |
| vehicles with a maximum authorised mass exceeding 1,706 kg up to 3,500 kg | $\text{Kg} \times 120\% + \text{cc} \times 120\% \times \text{€}1$ |
| Euro 4 and over | |
| vehicles with a maximum authorised mass of up to 1,305 kg | $\text{Kg} \times 50\% + \text{cc} \times 55\% \times \text{€}1$ |
| vehicles with a maximum authorised mass exceeding 1,305 kg up to 1,706 kg | $\text{Kg} \times 55\% + \text{cc} \times 60\% \times \text{€}1$ |
| vehicles with a maximum authorised mass exceeding 1,706 kg up to 3,500 kg | $\text{Kg} \times 60\% + \text{cc} \times 65\% \times \text{€}1$ |

N2 vehicles, special purpose vehicles and tractor units

| Up to and including Euro II | |
|--|--|
| vehicles with a maximum authorised mass exceeding 3,500 kg up to 12,000 kg | $\text{Kg} \times 60\% + \text{cc} \times 75\% \times \text{€}1$ |
| Euro III | |
| vehicles with a maximum authorised mass exceeding 3,500 kg up to 12,000 kg | $\text{Kg} \times 25\% + \text{cc} \times 40\% \times \text{€}1$ |
| Euro IV and over | |
| vehicles with a maximum authorised mass exceeding 3,500 kg up to 12,000 kg | 0% |

N3 vehicles, special purpose vehicles and tractor units

| | |
|---|--|
| Up to and including Euro II | |
| vehicles with a maximum authorised mass exceeding 12,000 kg up to 25,000 kg | $\text{Kg} \times 30\% + \text{cc} \times 40\% \times \text{€}1$ |
| vehicles with a maximum authorised mass exceeding 25,000 kg | $\text{Kg} \times 35\% + \text{cc} \times 45\% \times \text{€}1$ |
| Euro III | |
| vehicles with a maximum authorised mass exceeding 12,000 kg up to 25,000 kg | $\text{Kg} \times 10\% + \text{cc} \times 15\% \times \text{€}1$ |
| vehicles with a maximum authorised mass exceeding 25,000 kg | $\text{Kg} \times 15\% + \text{cc} \times 20\% \times \text{€}1$ |
| Euro IV and over | |
| vehicles with a maximum authorised mass exceeding 12,000 kg | 0% |

Tax rate formula:

Following the application of the relevant tables under the heading “The amount of registration tax to be paid on motor vehicles used for the transport of goods (N1, N2 and N3), special purpose vehicles and tractor units”, the total amount of the registration tax shall be equal to the sum total of the maximum authorised mass (kg) of a motor vehicle multiplied by the indicated % plus the cubic capacity (cc) of the engine of a motor vehicle multiplied by the indicated % multiplied by €1:

$$[(\text{kg} \times \text{x}\%) + (\text{cc} \times \text{x}\%)] \times \text{€}1$$

For the purpose of registration tax, where a vehicle used for the transport of goods (N1, N2 and N3), or a special purpose vehicle or a tractor unit, whose year of manufacture falls under any of the following years of manufacture, is not accompanied by a certificate showing the emission levels equivalent to Euro standards, the registration tax rates to be paid thereon shall be equivalent to those under the different Euro standards:

Year of manufacture prior to year 2001: up to Euro II

Year of manufacture from 2001 to, and including, 2005: Euro III

Year of manufacture from year 2006 onwards: Euro IV and over

Where an importer or dealer or owner of a motor vehicle provides a certificate as approved by an accredited technical service established within a Member State, that the engine of that particular vehicle meets lower emissions despite the vehicle's year of manufacture, that vehicle shall on registration be taxed the rate pertaining to its equivalent euro standard.

Category B: electric, hybrid N1, N2, N3 vehicles, special purpose vehicles and tractor units

| | |
|---|-----------|
| 1. battery driven electric vehicles..... | 0% |
| 2. petrol or diesel electric hybrid vehicles..... | 0% |

Category C: classic, vintage and veteran goods vehicles

N1 vehicles, special purpose vehicles and tractor units with a maximum mass not exceeding 3.5 tonnes and N2 vehicles, special purpose vehicles and tractor units with a maximum mass exceeding 3.5 tonnes but not exceeding 5 tonnes

| | Rate of Tax Percentage of RV |
|---|------------------------------------|
| 1. classic, vintage and veteran vehicles certified authentic by the vintage vehicle classification committee: | |
| 1.1 vehicles with an age of 50 years or over from date of manufacture | 10.5% |
| 1.2 vehicles with an age of 35 years or over but less than 50 years from date of manufacture | 28.5% |

N2 vehicles, special purpose vehicles and tractor units with a maximum mass exceeding 5 tonnes but not exceeding 12 tonnes

| | |
|---|-------|
| 1. classic, vintage and veteran vehicles certified authentic by the vintage vehicle classification committee: | |
| 1.1 vehicles with an age of 50 years or over from date of manufacture | 10.5% |
| 1.2 vehicles with an age of 35 years or over but less than 50 years from date of manufacture | 28.5% |

N3 vehicles, special purpose vehicles and tractor units with a maximum mass exceeding 12 tonnes

| | |
|---|-------|
| 1. classic, vintage and veteran vehicles certified authentic by the vintage vehicle classification committee: | |
| 1.1 vehicles with an age of 50 years or over from date of manufacture | 10.5% |
| 1.2 vehicles with an age of 35 years or over but less than 50 years from date of manufacture | 28.5% |

Category D: agricultural tractors

| | |
|-----------------------------|----|
| Agricultural tractors | 0% |
|-----------------------------|----|

Category E: vehicles used in enclosed areas

Motor vehicles used within enclosed areas, such as dock areas or airports or seaports 0%

The total amount of the registration tax for Categories B to E shall be the registration value (RV) multiplied by the indicated % [RV x %] ”.

17. The Second Schedule to the principal Act shall be amended as follows: Amendment of the Second Schedule to the principal Act.

(a) for the words “[Article 6(2)]” there shall be substituted the words “(Article 6)”;

(b) in the heading thereof for the words “registration of M1 motor vehicles and quadricycles” there shall be substituted the words “registration of category M motor vehicles, quadricycles and motor cycles”;

(c) for the words from “The amount of registration tax to be paid” to the words “the following tables” there shall be substituted the words “Category A: M1 motor vehicles (including vehicles to be registered to be used as taxicars, self-drive vehicles and chauffeur driven vehicles), motor cycles, quadricycles and quad bikes, whether new or used”;

(d) in the heading from the words “Minimum tax applicable to used M1 motor vehicles” to the words “in terms of article 6(2) of this Act”, for the words “Minimum tax applicable to used M1 motor vehicles” there shall be substituted the words “Category B: Used M1 motor vehicles”;

(e) the paragraph from the words “Used motor vehicles brought over or imported or which had been ordered” to the words “are registered by the 31st December, 2009”, under Category B, as amended, shall be deleted;

(f) for the heading “Motor cycles” there shall be substituted the words “Category C: Motor cycles”;

(g) for the heading “Quad bikes” there shall be substituted the words “Category D: Quad bikes”;

(h) in paragraph (4) under the heading “Tax rate formula”, for the words starting with “in the table bearing the heading” and ending with “in terms of article 6(2)” there shall be substituted the words “in the table under Category B.”;

(i) in the heading from the words “Tax on converted exempted or” to the words “and chauffeur driven motor vehicles”, for the words “Tax on converted” there shall be substituted the words “Category E: Converted”;

(j) in paragraph (3) under Category E, as amended, immediately after the words “by the letter K” there shall be inserted the words “prior to the 1st January, 2010”;

(k) in paragraph (4) under Category E, as amended, immediately after the words “by the letters GY” there shall be inserted the words “prior to the 1st January, 2010”; and

(l) immediately after paragraph (4) under Category E, as amended, there shall be added the following:

“(5) Where a taxicar, which on its first registration prior to the 1st January, 2010, was a new motor vehicle, is converted into a private car within 60 months from date of first registration as a taxicar, that vehicle shall be valued by the Authority and there shall be paid on it the registration tax applicable to M1 motor vehicles under the Second Schedule less the 20 per cent already paid on its first registration.”;

(m) immediately after the new paragraph (5) there shall be added the following new categories:

“Category F: M2 and M3 motor vehicles whether new or used:

| Vehicles | Rate of Tax Percentage of RV |
|---------------------------|------------------------------------|
| 1. Motor route buses..... | 0% |

2. M2 and M3 motor vehicles, including trackless trains and amphibious motor vehicles

| | Up to and including Euro II | Euro III | Euro IV and over |
|----|--|--|------------------|
| M2 | $\text{Kg} \times 60\% + \text{cc} \times 75\% \times \text{€}1$ | $\text{Kg} \times 25\% + \text{cc} \times 40\% \times \text{€}1$ | 0% |
| M3 | $\text{Kg} \times 50\% + \text{cc} \times 60\% \times \text{€}1$ | $\text{Kg} \times 10\% + \text{cc} \times 15\% \times \text{€}1$ | 0% |

For the purpose of registration tax, where an M2 or M3 vehicle, whose year of manufacture falls under any of the following years of manufacture, is not accompanied by a certificate showing the emission levels equivalent to Euro standards, the registration tax rates to be paid thereon shall be equivalent to those under the different Euro standards:

Year of manufacture prior to year 2001: up to Euro II

Year of manufacture from 2001 to, and including, 2005: Euro III

Year of manufacture from year 2006 onwards: Euro IV and over

Where an importer or dealer or owner of a motor vehicle provides a certificate as approved by an accredited technical service established within a Member State, that the engine of that particular vehicle meets lower emissions despite the vehicle's year of manufacture, that vehicle shall on registration be taxed the rate pertaining to its equivalent euro standard.

| | Rate of Tax Percentage of RV |
|---|------------------------------------|
| 3. Electric and electric petrol or diesel hybrid M2 and M3 vehicles | 0% |

Category G: other motor vehicles

| | |
|---|-------|
| 1 Ambulances, whether new or used | 0% |
| 2 New or used light weight three-wheeled vehicles having the characteristic of a motor vehicle | 21% |
| 3 New or used racing cards, go-karts, quad bikes and motor cycles not suitable to be used on the road | 48.5% |
| 4 Caravans and motor homes, whether new or used | 6.5% |
| 5 Hearses (new only) | 50% |
| | 30% |

Category H: Classic, vintage and veteran M1 vehicles and motor cycles

| | Rate of Tax Percentage of RV |
|--|------------------------------------|
| 1. M1 motor vehicles with an age of 50 years or over from date of manufacture (classic, vintage and veteran vehicles certified authentic by the vintage vehicle classification committee with an engine capacity of: | |
| 1.032.082 1.1 not exceeding 1000cc | 11% |
| 1.032.182 1.2 exceeding 1000cc but not exceeding 1300 | 11% |
| 1.032.282 1.3 exceeding 1300cc but not exceeding 1500 | 11% |
| 1.032.382 1.4 exceeding 1500cc but not exceeding 1800 | 16.5% |
| 1.032.482 1.5 exceeding 1800cc but not exceeding 2000 | 16.5% |
| 1.032.582 1.6 exceeding 2000cc but not exceeding 2500 | 16.5% |
| 1.032.682 1.7 exceeding 2500cc but not exceeding 3000 | 16.5% |
| 1.032.782 1.8 exceeding 3000cc | 16.5% |

2. M1 motor vehicles with an age of 35 years or over but less than 50 years from date of manufacture (classic, vintage and veteran vehicles certified authentic by the vintage vehicle classification committee with an engine capacity of:

| | | |
|-----------|---|-------|
| 1.032.083 | 2.1 not exceeding 1000cc | 25.5% |
| 1.032.183 | 2.2 exceeding 1000cc but not exceeding 1300 | 25.5% |
| 1.032.283 | 2.3 exceeding 1300cc but not exceeding 1500 | 26.5% |
| 1.032.383 | 2.4 exceeding 1500cc but not exceeding 1800 | 30% |
| 1.032.483 | 2.5 exceeding 1800cc but not exceeding 2000 | 32.5% |
| 1.032.583 | 2.6 exceeding 2000cc but not exceeding 2500 | 37.5% |
| 1.032.683 | 2.7 exceeding 2500cc but not exceeding 3000 | 37.5% |
| 1.032.783 | 2.8 exceeding 3000cc | 37.5% |

3. Motor cycles with an age of 50 years or over from date of manufacture (classic, vintage and veteran vehicles certified authentic by the vintage vehicle classification committee with an engine capacity of:

| | | |
|-----------|---|------|
| 1.111.022 | 3.1 not exceeding 50cc | 6.5% |
| 1.112.032 | 3.2 exceeding 50cc but not exceeding 125cc | 6.5% |
| 1.112.042 | 3.3 exceeding 125cc but not exceeding 250cc | 6.5% |
| 1.113.002 | 3.4 exceeding 250cc but not exceeding 500cc | 6.5% |
| 1.114.002 | 3.5 exceeding 500cc but not exceeding 800cc | 6.5% |
| 1.115.002 | 3.6 exceeding 800cc | |

4. Motor cycles with an age of 35 years or over but less than 50 years from date of manufacture (classic, vintage and veteran vehicles certified authentic by the vintage vehicle classification committee with an engine capacity of:

| | | |
|-----------|---|-------|
| 1.111.023 | 4.1 not exceeding 50cc | 14.5% |
| 1.112.033 | 4.2 exceeding 50cc but not exceeding 125cc | 14.5% |
| 1.112.043 | 4.3 exceeding 125cc but not exceeding 250cc | 21% |
| 1.113.003 | 4.4 exceeding 250cc but not exceeding 500cc | 21% |
| 1.114.003 | 4.5 exceeding 500cc but not exceeding 800cc | 21% |
| 1.115.003 | 4.6 exceeding 800cc | 21% |

- 18.** In Third Schedule to the principal Act for the words “€232” there shall be substituted the words “€235”. Amendment of the Third Schedule to the principal Act.
- 19.** The Fourth Schedule to the principal Act shall be amended as follows: Amendment of the Fourth Schedule to the principal Act.

(a) in item 1, immediately after the words “exceeding 3000cc in respect of vehicles with a diesel engine” there shall be added the words “, registered prior to the 1st January, 2010”;

(b) in item 2, immediately after the words “not exceeding 3000cc in respect of vehicles with a diesel engine” there shall be added the words “, registered prior to the 1st January, 2010”;

(c) for item 9 there shall be substituted the following:

“9. For the use of special purpose vehicles ...185;
and

(d) for items 10 and 11 there shall be substituted the following:

“10. The following annual licence fees shall be paid for a period of four years until the 31st December, 2013, for the use of goods carrying motor vehicles which have been registered with the Authority before the 1st January, 2010.

10.1 For the use of a tractor/tractor-trailer combination, *per annum*:

| No. of axles | Maximum authorised mass Kgs | Driving axle(s) with air suspension or recognised systems € | Other driving axle(s) suspension systems € |
|--------------|--------------------------------|--|---|
| 2+1 | up to 11,999 | 93 | 93 |
| | from 12,000 to 13,999 | 93 | 93 |
| | from 14,000 to 15,999 | 93 | 93 |
| | from 16,000 to 17,999 | 93 | 93 |
| | from 18,000 to 19,999 | 93 | 93 |
| | from 20,000 to 21,999 | 93 | 93 |
| | from 22,000 to 22,999 | 93 | 98 |
| | from 23,000 to 24,999 | 97 | 177 |
| 2+2 | 25,000 and over | 177 | 307 |
| | from 23,000 to 24,999 | 93 | 93 |
| | from 25,000 to 25,999 | 93 | 116 |
| | from 26,000 to 27,999 | 116 | 170 |
| | from 28,000 to 28,999 | 170 | 205 |
| | from 29,000 to 30,999 | 205 | 335 |
| | from 31,000 to 32,999 | 335 | 466 |
| | from 33,000 to 35,999 | 466 | 708 |
| 2+3 | 36,000 and over | 466 | 708 |
| | from 36,000 to 37,999 | 370 | 517 |
| 3+2 | 38,000 and over | 517 | 701 |
| | from 36,000 to 37,999 | 328 | 454 |
| | from 38,000 to 39,999 | 454 | 629 |
| 3+3 | 40,000 and over | 623 | 929 |
| | from 36,000 to 37,999 | 186 | 226 |
| | from 38,000 to 39,999 | 226 | 338 |
| 3+4 | 40,000 and over | 338 | 536 |
| 4+3 | 40,000 and over | 338 | 536 |

10.2. For the use of N1, N2 and N3 motor vehicles, excluding tractors/tractor trailer combinations and special purpose vehicles, *per annum*:

| No. of axles | Maximum authorised mass Kgs | Driving axle(s) with air suspension or recognised equivalent € | Other driving axle(s) suspension systems € |
|--------------|--------------------------------|---|---|
| 2 | Up to 3,500 | 185 | 185 |
| | from 3,501 to 5,000 | 185 | 185 |
| | from 5,001 to 11,999 | 185 | 185 |
| | from 12,000 to 12,999 | 185 | 185 |
| | from 13,000 to 13,999 | 185 | 185 |
| | from 14,000 to 14,999 | 185 | 185 |
| | 15,000 and over | 230 | 370 |
| 3 | from 15,000 to 16,999 | 185 | 185 |
| | from 17,000 to 18,999 | 185 | 185 |
| | from 19,000 to 20,999 | 210 | 210 |
| | from 21,000 to 22,999 | 210 | 300 |
| | from 23,000 to 24,999 | 295 | 460 |
| | 25,000 and over | 295 | 460 |
| 4 | from 23,000 to 24,999 | 205 | 210 |
| | from 25,000 to 26,999 | 205 | 320 |
| | from 27,000 to 28,999 | 320 | 510 |
| | from 29,000 to 30,999 | 510 | 740 |
| | 31,000 and over | 510 | 740 |
| 5 | 32,000 and over | 510 | 740 |

11. The following annual licence fees shall be paid for the use of goods carrying motor vehicles registered with the Authority after the 31st December, 2009. As from the 1st January, 2014, these licence fees shall also be paid for the use of goods carrying motor vehicles registered prior to the 1st January, 2010, in which case the licence fee shall be that which corresponds to the vehicle's year of manufacture; provided that the said fee shall not be lower than the current fee for that vehicle.

11.1 Goods carrying vehicles (excluding vehicle combinations - articulated vehicles and road trains)

11.1.1 Driving axle(s) with air suspension or recognised equivalent:

| No of axles | Maximum authorised mass (in Kgs) | Year | | | | | | | |
|-------------|-------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | 0 € | 1 € | 2 € | 3 € | 4 € | 5 € | 6 € | 7 € |
| 2 | up to 3,500 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 3,500 up to 5,000 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 5,000 up to 11,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 11,999 up to 12,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 12,999 up to 13,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 13,999 up to 14,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 14,999 | 126 | 126 | 126 | 126 | 126 | 157 | 173 | 190 |
| 3 | from 15,000 up to 16,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 16,999 up to 18,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 18,999 up to 20,999 | 115 | 115 | 115 | 115 | 115 | 143 | 158 | 174 |
| | over 20,999 up to 22,999 | 144 | 144 | 144 | 144 | 144 | 157 | 170 | 184 |
| | over 22,999 up to 24,999 | 222 | 222 | 222 | 222 | 222 | 237 | 251 | 266 |
| | over 24,999 | 222 | 222 | 222 | 222 | 222 | 237 | 251 | 266 |

| | | | | | | | | | |
|---|--------------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| 4 | from 23,000 up to 24,999 | 144 | 144 | 144 | 144 | 144 | 156 | 168 | 181 |
| | over 24,999 up to 26,999 | 146 | 146 | 146 | 146 | 146 | 158 | 170 | 181 |
| | over 26,999 up to 28,999 | 228 | 228 | 228 | 228 | 228 | 246 | 265 | 283 |
| | over 28,999 up to 30,999 | 362 | 362 | 362 | 362 | 362 | 392 | 421 | 451 |
| | over 30,999 | 362 | 362 | 362 | 362 | 362 | 392 | 421 | 451 |
| 5 | 32,000 and over | 362 | 362 | 362 | 362 | 362 | 392 | 421 | 451 |

| No of axles | Maximum authorised mass (in Kgs) | Year | | | | | | | |
|-------------|----------------------------------|------|-----|-----|-----|-----|-----|-----|--|
| | | 8 | 9 | 10 | 11 | 12 | 13 | 14+ | |
| 2 | up to 3,500 | 168 | 185 | 204 | 224 | 246 | 271 | 298 | |
| | over 3,500 up to 5,000 | 168 | 185 | 204 | 224 | 246 | 271 | 298 | |
| | over 5,000 up to 11,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 | |
| | over 11,999 up to 12,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 | |
| | over 12,999 up to 13,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 | |
| | over 13,999 up to 14,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 | |
| | over 14,999 | 209 | 230 | 253 | 278 | 306 | 337 | 370 | |
| 3 | from 15,000 up to 16,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 | |
| | over 16,999 up to 18,999 | 168 | 185 | 204 | 224 | 246 | 271 | 298 | |
| | over 18,999 up to 20,999 | 191 | 210 | 231 | 254 | 280 | 307 | 338 | |
| | over 20,999 up to 22,999 | 197 | 210 | 231 | 254 | 280 | 307 | 338 | |
| | over 22,999 up to 24,999 | 280 | 295 | 325 | 357 | 393 | 432 | 475 | |
| | over 24,999 | 280 | 295 | 325 | 357 | 393 | 432 | 475 | |
| 4 | from 23,000 up to 24,999 | 193 | 205 | 226 | 248 | 273 | 300 | 330 | |
| | over 24,999 up to 26,999 | 193 | 205 | 226 | 248 | 273 | 300 | 330 | |
| | over 26,999 up to 28,999 | 302 | 320 | 352 | 387 | 426 | 469 | 515 | |
| | over 28,999 up to 30,999 | 480 | 510 | 561 | 617 | 679 | 747 | 821 | |
| | over 30,999 | 480 | 510 | 561 | 617 | 679 | 747 | 821 | |
| 5 | 32,000 and over | 480 | 510 | 561 | 617 | 679 | 747 | 821 | |

11.1.2 Other driving axle(s) suspension systems:

| No of axles | Maximum authorised mass (in Kgs) | Year | | | | | | | |
|-------------|----------------------------------|------|-----|-----|-----|-----|-----|-----|-----|
| | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2 | up to 3,500 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 3,500 up to 5,000 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 5,000 up to 11,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 11,999 up to 12,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 12,999 up to 13,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 13,999 up to 14,999 | 121 | 121 | 121 | 121 | 121 | 134 | 147 | 159 |
| | over 14,999 | 274 | 274 | 274 | 274 | 274 | 293 | 312 | 332 |
| 3 | from 15,000 up to 16,999 | 101 | 101 | 101 | 101 | 101 | 126 | 139 | 153 |
| | over 16,999 up to 18,999 | 111 | 111 | 111 | 111 | 111 | 126 | 141 | 155 |
| | over 18,999 up to 20,999 | 144 | 144 | 144 | 144 | 144 | 157 | 170 | 184 |
| | over 20,999 up to 22,999 | 222 | 222 | 222 | 222 | 222 | 238 | 253 | 269 |
| | over 22,999 up to 24,999 | 345 | 345 | 345 | 345 | 345 | 368 | 391 | 414 |
| | over 24,999 | 345 | 345 | 345 | 345 | 345 | 368 | 391 | 414 |
| 4 | from 23,000 up to 24,999 | 146 | 146 | 146 | 146 | 146 | 159 | 172 | 184 |
| | over 24,999 up to 26,999 | 228 | 228 | 228 | 228 | 228 | 246 | 265 | 283 |
| | over 26,999 up to 28,999 | 362 | 362 | 362 | 362 | 362 | 392 | 421 | 451 |
| | over 28,999 up to 30,999 | 537 | 537 | 537 | 537 | 537 | 578 | 618 | 659 |
| | over 30,999 | 537 | 537 | 537 | 537 | 537 | 578 | 618 | 659 |

| | | | | | | | | | |
|-----|--------------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| | over 24,999 | 307 | 307 | 307 | 307 | 307 | 307 | 307 | 307 |
| 2+2 | from 23,000 up to 24,999 | 70 | 70 | 70 | 70 | 70 | 75 | 79 | 84 |
| | over 24,999 up to 25,999 | 115 | 115 | 115 | 115 | 115 | 115 | 116 | 116 |
| | over 25,999 up to 27,999 | 169 | 169 | 169 | 169 | 169 | 169 | 169 | 170 |
| | over 27,999 up to 28,999 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 205 |
| | over 28,999 up to 30,999 | 335 | 335 | 335 | 335 | 335 | 335 | 335 | 335 |
| | over 30,999 up to 32,999 | 465 | 465 | 465 | 465 | 465 | 465 | 465 | 466 |
| | over 32,999 up to 35,999 | 706 | 706 | 706 | 706 | 706 | 706 | 707 | 707 |
| 2+3 | over 35,999 | 706 | 706 | 706 | 706 | 706 | 706 | 707 | 707 |
| | from 36,000 up to 37,999 | 515 | 515 | 515 | 515 | 515 | 515 | 516 | 516 |
| 3+2 | over 37,999 | 700 | 700 | 700 | 700 | 700 | 700 | 700 | 701 |
| | from 36,000 up to 37,999 | 454 | 454 | 454 | 454 | 454 | 454 | 454 | 454 |
| | over 37,999 up to 39,999 | 628 | 628 | 628 | 628 | 628 | 628 | 628 | 629 |
| 3+3 | over 30,999 | 929 | 929 | 929 | 929 | 929 | 929 | 929 | 929 |
| | from 36,000 up to 37,999 | 225 | 225 | 225 | 225 | 225 | 225 | 225 | 226 |
| | over 37,999 up to 39,999 | 336 | 336 | 336 | 336 | 336 | 336 | 337 | 337 |
| 3+4 | over 39,999 | 535 | 535 | 535 | 535 | 535 | 535 | 535 | 535 |
| | 40,000 and over | 535 | 535 | 535 | 535 | 535 | 535 | 535 | 535 |
| 4+3 | 40,000 and over | 535 | 535 | 535 | 535 | 535 | 535 | 535 | 535 |

| No of axles | Maximum authorised mass (in Kgs) | Year | | | | | | | |
|-------------|----------------------------------|------|-----|-------|-------|-------|-------|-------|--|
| | | 8 | 9 | 10 | 11 | 12 | 13 | 14+ | |
| 2+1 | up to 11,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | over 11,999 up to 13,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | over 13,999 up to 15,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | over 15,999 up to 17,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | over 17,999 up to 19,999 | 85 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | over 19,999 up to 21,999 | 90 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | over 21,999 up to 22,999 | 98 | 98 | 108 | 118 | 130 | 143 | 158 | |
| | over 22,999 up to 24,999 | 177 | 177 | 195 | 214 | 236 | 259 | 285 | |
| 2+2 | over 24,999 | 307 | 307 | 338 | 372 | 409 | 450 | 495 | |
| | from 23,000 up to 24,999 | 89 | 93 | 102 | 113 | 124 | 136 | 150 | |
| | over 24,999 up to 25,999 | 116 | 116 | 128 | 141 | 155 | 170 | 188 | |
| | over 25,999 up to 27,999 | 170 | 170 | 187 | 206 | 226 | 249 | 274 | |
| | over 27,999 up to 28,999 | 205 | 205 | 225 | 248 | 273 | 300 | 330 | |
| | over 28,999 up to 30,999 | 335 | 335 | 369 | 406 | 446 | 491 | 540 | |
| | over 30,999 up to 32,999 | 466 | 466 | 512 | 564 | 620 | 682 | 750 | |
| | over 32,999 up to 35,999 | 708 | 708 | 779 | 857 | 942 | 1,037 | 1,140 | |
| 2+3 | over 35,999 | 708 | 708 | 779 | 857 | 942 | 1,037 | 1,140 | |
| | from 36,000 up to 37,999 | 517 | 517 | 569 | 626 | 688 | 757 | 833 | |
| 3+2 | over 37,999 | 701 | 701 | 771 | 848 | 933 | 1,026 | 1,129 | |
| | from 36,000 up to 37,999 | 454 | 454 | 500 | 550 | 605 | 665 | 731 | |
| | over 37,999 up to 39,999 | 629 | 629 | 692 | 761 | 837 | 921 | 1,013 | |
| 3+3 | over 30,999 | 929 | 929 | 1,022 | 1,125 | 1,237 | 1,361 | 1,497 | |
| | from 36,000 up to 37,999 | 226 | 226 | 249 | 273 | 301 | 331 | 364 | |
| | over 37,999 up to 39,999 | 337 | 338 | 372 | 409 | 450 | 494 | 544 | |
| 3+4 | over 39,999 | 536 | 536 | 589 | 648 | 713 | 784 | 863 | |
| 4+3 | 40,000 and over | 536 | 536 | 589 | 648 | 713 | 784 | 863 | |

(d) for item 12 there shall be substituted the following:

“12. For the use of Motor Route Buses, and M2 and M3 vehicles (including trackless trains and amphibious motor vehicles):

| Vehicles | Year | | | | | | | |
|--------------------|------|------|------|------|------|------|------|------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| M2 | €80 | €80 | €80 | €80 | €80 | €85 | €90 | €95 |
| M3 | €150 | €150 | €150 | €150 | €150 | €200 | €250 | €300 |
| Route buses | €23 | €23 | €23 | €23 | €23 | €23 | €23 | €23 |
| | Year | | | | | | | |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15+ | |
| M2 | €100 | €105 | €110 | €120 | €130 | €140 | €150 | |
| M3 | €350 | €400 | €450 | €450 | €450 | €450 | €450 | |
| Route buses | €23 | €23 | €23 | €23 | €23 | €23 | €23 | |

As from the 1st January, 2015, the annual circulation licence fee for the use of M2 and M3 vehicles (including trackless trains and amphibious motor vehicles) manufactured on or before a date falling twenty years preceding the date of renewal of their licence shall be €300 and €750 respectively.”;

(e) item 13 shall be deleted;

(f) item 14 shall be renumbered as item 13;

(g) item 15 shall be renumbered as item 14, and for the words “€11.65” there shall be substituted the words “€12”;

(h) item 16 shall be renumbered as item 15; and

(i) item 17 shall be renumbered as item 16.

PART II

Amendment to the Authority for Transport in Malta Act. Cap. 499.

20. This Part amends the Authority for Transport in Malta Act, and shall be read and construed as one with the Authority for Transport in Malta Act, hereinafter in this Part referred to as “the principal Act”.

Amendment of article 2 of the principal Act.

21. Article 2 of the principal Act shall be amended as follows:

(a) the proviso to the definition “financial year” shall be deleted;

(b) the definition “ “management committee” or “committee” ” shall be deleted and for the words “management committee” or “management committees” wherever they appear in the principal Act there shall be substituted the words “supervisory board” or “supervisory boards”, as the case may be; and

(c) immediately after the definition “ship” there shall be added the following new definition:

“ “supervisory board” means a supervisory board established in accordance with article 39;”.

Amendment of article 6 of the principal Act.

22. In paragraph (e) of subarticle (2) of article 6 of the principal Act, immediately after the words “deemed to be made thereunder” there shall be added the words “or other laws relating to aviation, maritime or land transport or any regulations made thereunder”.”.

Amendment of article 29 of the principal Act.

23. In paragraph (a) of subarticle (2) of article 29 of the principal Act, the words “or until the approval of the estimates for the year by the House, whichever is the earlier date,” shall be deleted.

“Amendment of article 35 of the principal Act.

24. In article 35 of the principal Act, for the words “stamp duty” there shall be substituted the words “duty on documents”.”.

Amendment of article 39 of the principal Act.

25. In article 39 of the principal Act, for the words “the committee”, wherever they appear, there shall be substituted the words “the said board”.

26. Article 40 of the principal Act shall be amended as follows: Amendment of article 40 of the principal Act.

(a) in paragraph (a) of subarticle (1) thereof, for the words “revoke a licence” there shall be substituted the words “revoke an authorisation, or a licence or a permit”; and

(b) in subarticle (2) thereof, for the words “from the 1st September 2009” there shall be substituted the words “from the 31st March, 2010”.

27. In article 46 of the principal Act, for the word “licence” wherever it appears, there shall be substituted the words “licence or authorisation”. Amendment of article 46 of the principal Act.

28. The First Schedule to the principal Act shall be amended as follows: “Amendment of the First Schedule to the principal Act.

(a) in the English text, for the words “under article 7(2) there shall be substituted the words “under article 11”;

(b) in paragraph 2 thereof, in the Maltese text, for the words “u l-Jottijiet” there shall be substituted the words “u l-Yachting”;

(c) in paragraph 4 thereof, for the words “Road Transport Directorate” there shall be substituted the words “Land Transport Directorate”,

(d) in paragraph 5 thereof, for the words “Roads and Traffic Directorate”, there shall be substituted the words “Roads and Infrastructure Directorate”; and

(e) immediately after paragraph 8 thereof, there shall be added the following new paragraph:

“9. Directorate for Information and Communication Technology - which shall have the responsibility for developing and implementing ICT policies, procedures and technologies aimed at enhancing efficiency and sharing of information, the reduction of costs and the increase of checks, strengthening of controls and enforcement of regulations, and to assist in the promotion of safer, cleaner and more efficient transportation.”.

PART III

Amendment to the
Traffic Regulation
Ordinance.

29. This Part amends the Traffic Regulation Ordinance, and shall be read and construed as one with the Traffic Regulation Ordinance, hereinafter in this Part referred to as “the principal law”.

Cap. 65.

Amendment of article
45 of the principal
law.

30. Subarticle (3) of article 45 of the principal law shall be deleted.

Passed by the House of Representatives at Sitting No. 249 of 30th June, 2010.

MICHAEL FRENDU
Speaker

PAULINE ABELA
Clerk to the House of Representatives

