



Victoria Government Gazette

By Authority of Victorian Government Printer

No. G 25 Thursday 19 June 2014

www.gazette.vic.gov.au

GENERAL

TABLE OF PROVISIONS

Private Advertisements		Tivey & Holland	1246
Marysville & Triangle Community		Tragear & Harris Lawyers	1247
Bushfire Relief Fund	1243	White Cleland Pty	1247
Dissolution of Partnership		Willis Simmonds Lawyers	1247
Australian Private Fisheries Resources	1243	Wills & Probate Victoria	1247
Beechworth Photographers	1243	Wills & Wealth	1247
Entourage Designs, Local India – Bringing the Indian Community Together and Entourage Web Design	1243	Sales by the Sheriff	
Foxy Little Minx	1243	Mohammed Irfan Siddiqi and Melanie Christine Siddiqi	1247
Estates of Deceased Persons		Sonya Tamos	1248
A. B. Natoli Pty	1243	Kevin Roy Wilson	1248
Apteds	1243	Proclamations	1249
Barker & Associates	1243	Government and Outer Budget Sector Agencies Notices	1251
Borchard & Moore	1244	Orders in Council	1364
Davis & Marks	1244	Acts: Corrections; Health Services	
Davis Lawyers	1244	Obtainables	1366
De Marco Lawyers	1244		
Devenish	1244		
Dwyer Mahon & Robertson	1245		
Gail Christine Allen and Trevor William Craig	1245		
Garden & Green	1245		
Geoffrey A. Fox Lawyers	1245		
Harwood Andrews	1245		
Mills Oakley Lawyers	1246		
Ryan Carlisle Thomas	1246		
Sandhurst Trustees Limited	1246		
T. J. Mulvany & Co.	1246		
Taylor, Splatt & Partners	1246		

Advertisers Please Note

As from 19 June 2014

The last Special Gazette was No. 190 dated 18 June 2014.

The last Periodical Gazette was No. 1 dated 18 June 2014.

How To Submit Copy

- See our webpage www.gazette.vic.gov.au
 - or contact our office on 8523 4601 between 8.30 am and 5.30 pm Monday to Friday
-

Copies of recent Special Gazettes can now be viewed at the following display cabinet:

- 1 Treasury Place, Melbourne (behind the Old Treasury Building)
-

PRIVATE ADVERTISEMENTS**Trustee Act 1958****NOTICE OF PROPOSED WINDING UP
OF TRUST****Section 33 Trustee Act 1958 (Vic.)**

In the matter of the winding up of the Marysville & Triangle Community Bushfire Relief Fund:

Creditors and other persons having claims in respect of the property of the trust mentioned above are required by the trustee, Grant Gordon Vernon, of 80 Birdwood Parade, Dalkeith, Western Australia 6009, to send particulars of any such claim or claims to the trustee by 19 August 2014, after which date the trustee may convey or distribute the assets, having regard only to the claims of which he then has notice.

Dated 19 June 2014

DISSOLUTION OF PARTNERSHIP

In accordance with section 41 of the **Partnership Act 1958**, Travis John Howson and David Foster Lambert give notice that the partnership heretofore conducted by them under the name 'Australian Private Fisheries Resources' at 3/29 Lincoln Road, Croydon, Victoria 3136, is now dissolved by mutual consent effective 26 May 2014. David Foster Lambert has withdrawn from and is no longer associated with conducting said business, and Travis John Howson, who will conduct said business hereafter, has assumed all of the due obligations of said business incurred both heretofore and hereafter, and is entitled to all assets of said business.

DISSOLUTION OF PARTNERSHIP**Beechworth Photographers**

As of 16 May 2014, the business partnership between Erin Michelle Hartwig and Juliet Fleur Plowman has been dissolved.

DISSOLUTION OF PARTNERSHIP

Notice is hereby given that the partnership previously subsisting between Kabir Singh Sidhu and Ntritan-Fotakis Petsinis, carrying on business as 'Entourage Designs', 'Local India - Bringing the Indian Community Together' and 'Entourage Web Design Studio', has been dissolved with effect from 30 April 2014.

DISSOLUTION OF PARTNERSHIP

Please be notified: Partnership of Bronwyn Woods and Rheanna Duff pertaining to Foxy Little Minx has now been dissolved and is no longer operating in any capacity.

Re: GIUSEPPE DI PASQUA, late of 25 Warburton Road, East Camberwell, Victoria, retired toolmaker, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 10 March 2014, are required by the trustee, Christopher Paul Di Pasqua, to send particulars to the trustee, care of the undermentioned solicitors, by a date not later than two months from the date of publication hereof, after which date the trustee may convey or distribute the assets, having regard only to the claims of which he has notice.

A. B. NATOLI PTY, solicitors,
24 Cotham Road, Kew 3101.

HELEN WALKER, late of Balmoral Grove, 24-34 Smith Street, Grovedale, Victoria, retired real estate agent, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 25 October 2013, are required by the trustees, Mary Jane Walker and Michael Hamilton Smith, to send particulars of their claims to the trustees, care of the undermentioned legal practitioner, by 21 August 2014 (being 70 days from advertisement), after which date the trustees may convey or distribute the assets, having regard only to the claims of which they then had notice.

APTEDS, lawyers,
63 Yarra Street, Geelong 3220,
Tel: 5229 8159, Fax: 5221 8208.

GORDON LONGMORE MILLER LETICQ, late of Unit 4/62 Chapman Street, Swan Hill, Victoria 3585, pensioner, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 12 February 2014, are required by the executor of the Will, Tammy

Zanette Abbott, care of 75B Wellington Street, Kerang, Victoria 3579, to send particulars of their claims to her within two months from the date of publication of this notice, after which date the executor may convey or distribute the estate, having regard only to the claims of which she then has notice. Probate was granted in Victoria on 5 June 2014.

Dated 10 June 2014

BARKER & ASSOCIATES,
75B Wellington Street, Kerang, Victoria 3579,
PO Box 323, Kerang, Victoria 3579,
DX 57914 Kerang,
Ph: (03) 5450 3136, Fax: (03) 5452 2047,
TB:00426 Contact Tammy Heather Barker.

Re: KIM TUAN THAI (also known as Nghia Gia Nguyen), deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 4 April 2004, are required by the trustee, Mary Thi Nam Hoa Nguyen, care of 44 Douglas Street, Noble Park, Victoria, to send particulars to the trustee by 29 August 2014, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

BORCHARD & MOORE, solicitors,
44 Douglas Street, Noble Park 3174.

MARGRET PATRICIA NICHOLLS, late of Unit 2, 35 Bridge Street, Hampton, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 20 April 2012, are required by Christine Marks and Richard Starling Cornish, the executors of the Will of the deceased, to send particulars of their claims to them, care of the undermentioned solicitors, by 20 August 2014, after which date they will convey or distribute the assets, having regard only to the claims of which they then have notice.

DAVIS & MARKS, solicitors,
Suite 102, 3 Male Street, Brighton 3186.

MARGARET GRACE WEBB, late of 33 Bay Road, Sandringham 3191, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 29 July 2013, are required by Judith Ann Webb and Christine Marks, the executors of the Will of the deceased, to send particulars of their claims to them, care of the undermentioned

solicitors, by 20 August 2014, after which date they will convey or distribute the assets, having regard only to the claims of which they then have notice.

DAVIS & MARKS, solicitors,
Suite 102, 3 Male Street, Brighton 3186.

Re: GEORGE STROUD, late of Unit 43, 37 Victoria Street, Doncaster East, Victoria, manager, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 8 October 2013, are required to send particulars of their claim to the executor, care of the undermentioned solicitors, by 19 September 2014, after which date the executor will convey or distribute the assets, having regard only to the claims of which the executor then has notice.

DAVIS LAWYERS,
Level 15, 200 Queen Street, Melbourne 3000.

Re: DENISIA NESTOR, late of 120 Victoria Road, Northcote, Victoria, photographer, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 4 April 2014, are required by the trustee, Evangelos Nestor, to send particulars to the trustee, care of the undermentioned solicitors, within sixty days from the publication hereof, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

DE MARCO LAWYERS,
794A Pascoe Vale Road, Glenroy 3046.

ROSS STUART PATTERSON, late of 5 Ross Crescent, Heathmont, Victoria, staircase builder, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 31 March 2014, are required by the administrator, Geoffrey Thomas Patterson, to send particulars of their claims to the undermentioned solicitors within sixty days from the date of publication of this notice, after which date the administrator may convey or distribute the assets, having regard only to the claims of which the administrator then has notice.

DEVENISH, lawyers,
23 Ringwood Street, Ringwood, Victoria 3134.

Re: Estate of ELLEN JOAN BULL, deceased.

Creditors, next-of-kin or others having claims in respect of the estate of ELLEN JOAN BULL, late of 15 Williams Street, Lake Boga, Victoria, married woman, deceased, who died on 9 March 2011, are to send particulars of their claim to the executor, care of the undermentioned legal practitioners, by 10 August 2014, after which the executor will distribute the assets, having regard only to the claims of which he then has notice.

DWYER MAHON & ROBERTSON,
legal practitioners,
Beveridge Dome, 194–208 Beveridge Street,
Swan Hill 3585.

Re: Estate of NORMA ISMAY FLEMING, deceased.

Creditors, next-of-kin or others having claims in respect of the estate of NORMA ISMAY FLEMING, late of 17 Holloway Street, Boort, Victoria, home duties, deceased, who died on 6 April 2014, are to send particulars of their claim to the executor, care of the undermentioned legal practitioners, by 18 August 2014, after which the executor will distribute the assets, having regard only to the claims of which he then has notice.

DWYER MAHON & ROBERTSON,
legal practitioners,
Beveridge Dome, 194–208 Beveridge Street,
Swan Hill 3585.

IAN ROBERT CRAIG, late of 198 Howlong Road, Chiltern, Victoria, 3683, lubrication technician.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 9 January 2014, are required by the personal representatives, Gail Christine Allen and Trevor William Craig, care of Hargraves Ambrose & Co, solicitors, PO Box 14, Rutherglen, Victoria 3685, to send particulars to them by 22 August 2014, after which date the personal representatives may convey or distribute the assets, having regard only to the claims of which they then have notice.

Dated 16 June 2014

Re: Estate of the late CAROLINE MYRA GODDARD, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 14 April 2014, are required by the

trustee, Ian Graeme Goddard, to send particulars to him, care of the undersigned, by 1 August 2014, after which date the trustee may convey or distribute the assets, having regard only to the claims of which he then has notice.

GARDEN & GREEN, lawyers,
4 McCallum Street, Swan Hill, Victoria 3585.

GLENIS MARGARET PAYNE, late of The Mews, 2A Warburton Road, Camberwell, retired nurse, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 13 February 2014, are required by the executor, Douglas Walter Provis, to send particulars to him, care of the undermentioned solicitors, by Tuesday 12 August 2014, after which date the executor may convey or distribute the assets, having regard only to the claims of which he then has notice.

GEOFFREY A. FOX LAWYERS, solicitors,
112 Patterson Road, Bentleigh 3204.

ROBERT LAWRENCE PEART, late of 382 Wandana Drive, Highton, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 27 October 2008, are required by the administrator of the deceased's estate, to send particulars to her, care of the undermentioned lawyers, by 18 August 2014, after which date the administrator may convey or distribute the assets, having regard only to the claims of which she then has notice.

HARWOOD ANDREWS,
70 Gheringhap Street, Geelong 3220.

AGNES MARGARET ISABELLA WETTENHALL, late of Seaview Manor, 77–83 Tareeda Way, Ocean Grove, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 29 October 2013, are required by Geoffrey Neville Daniel Simmonds and Neil Stewart Mathison, the executors of the deceased's Will, to send particulars to them, care of the undermentioned lawyers, by 18 August 2014, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

HARWOOD ANDREWS,
70 Gheringhap Street, Geelong 3220.

Re: ALFRED JOHN HOUSTON, late of Shoreham Nursing Home, 3905 Frankston-Flinders Road, Shoreham, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 28 October 2013, are required to send particulars of their claims to the executors, care of Equity Trustees Limited, GPO Box 2307, Melbourne, Victoria 3001, by 19 August 2014, after which date the executors may convey or distribute the assets, having regard only to the claims of which they may then have notice.

MILLS OAKLEY LAWYERS,
Level 6, 530 Collins Street, Melbourne 3000.

Re: TERESA MARY FARDELL, late of Unit 118, 800 Kings Road, Taylors Lakes, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 17 February 2014, are required by the trustee, Doris Kunfunda, of 15 Windermere Street, Keysborough, Victoria, to send particulars to the trustee, by 22 August 2014, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

RYAN CARLISLE THOMAS, lawyers,
41 Robinson Street, Dandenong, Victoria 3175.

Re: MARY CLARE MARTIN, late of Lilley Lodge, Brown Street, Bendigo, Victoria, retired farmer, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 6 April 2013, are required by the trustee, Sandhurst Trustees Limited, ACN 004 030 737, of 18 View Street, Bendigo, Victoria, to send particulars to the trustee by 20 August 2014, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

SANDHURST TRUSTEES LIMITED,
18 View Street, Bendigo 3550.

Re: KEVIN JOHN MURLEY, late of 9 Finch Avenue, Eaglehawk, retired railway worker, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 3 March 2014, are required by the trustee, Sandhurst Trustees Limited, ACN 004 030 737, of 18 View Street, Bendigo, Victoria, to send particulars to the trustee by 20 August

2014, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

SANDHURST TRUSTEES LIMITED,
18 View Street, Bendigo 3550.

GIORGIO LACANALE (also known as George Lacanale), late of Unit 2, 335 Clarendon Street, Thornbury, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 19 November 2013, are required to send particulars of their claims to the executors, Elizabeth Lillian Cooney and John Vincent Sinisgalli, care of the undermentioned solicitors, within 60 days from the date of publication of this notice, after which date the said executors will distribute the assets, having regard only to the claims of which they then have notice.

T. J. MULVANY & CO., lawyers,
Suite 5.01, Level 5, 45 William Street,
Melbourne 3000.

Creditors, next-of-kin or others having claims in respect of the estate of BARBARA ALEXA GREGOR, late of 10 Edna Street, Frankston, in the State of Victoria, widow, deceased, who died on 10 March 2014, are to send particulars of their claim to the executors, care of the undermentioned solicitors, by 11 August 2014, after which date the executors will distribute the assets, having regard only to the claims of which they then have notice.

TAYLOR, SPLATT & PARTNERS, solicitors,
PO Box 8278, Carrum Downs, Victoria 3201.
Telephone: (03) 9783 7700
Reference: AS:208832-1:DM

IAN JOHN MORRISON, late of 99 McKay Street, Elmhurst, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 18 March 2014, are required by the executor, Jennifer Murray, of care of the undermentioned solicitors, to send particulars to her by 15 August 2014, after which date the executor may convey or distribute the assets, having regard only to the claims of which she then has notice.

TIVEY & HOLLAND, solicitors,
97 Barkly Street, Ararat 3377.

Re: CHARLES HENRY BARDAS, late of Unit 90/695 Hawthorn Road, Brighton East, Victoria 3187, retired manufacturer, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died 12 May 2014, are required by the executors, Janet Valda Krapes and Peter Charles Watmuff, to send particulars to them, care of the undermentioned solicitors, by 22 August 2014, after which date the executors may convey and distribute the assets, having regard only to the claims of which they then have notice.

TRAGEAR & HARRIS LAWYERS,
1/23 Melrose Street, Sandringham 3191.

Re: SHIRLEY JEAN FRASER, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 3 October 2013, are required by the trustees, Christopher David Galagher and Malcolm James Russell Taylor, to send particulars to the trustees, care of the undermentioned solicitors, by 19 August 2014, after which date the trustees may convey or distribute the assets, having regard only to the claims of which the trustees have notice.

WHITE CLELAND PTY, solicitors,
Level 3, 454 Nepean Highway, Frankston 3199.
Ref. LH

Re: EMILY ELIZABETH LAMBURD, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 10 November 2013, are required by the trustees, Malcolm James Russell Taylor and Christopher David Galagher, to send particulars to the trustees, care of the undermentioned solicitors, by 19 August 2014, after which date the trustees may convey or distribute the assets, having regard only to the claims of which the trustees have notice.

WHITE CLELAND PTY, solicitors,
Level 3, 454 Nepean Highway, Frankston 3199.
Ref. LH

Re: The estate of TODD TREVAKS, late of 15 Balcombe Park Lane, Beaumaris, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 16 December 2013, are required by the executors, Patricia Laura Trevaks, Graeme James Lund and Andrea Jean Lund, to send

particulars to them, care of the undersigned solicitors, by 10 September 2014, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

WILLIS SIMMONDS LAWYERS,
legal practitioners,
6/1 North Concourse, Beaumaris 3193.

Re: WILLIAM WESTON LANGFORD, late of 29A, 2 Hutton Avenue, Ferntree Gully, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 29 January 2014, are required to send particulars of their claims to the executor of GPO Box 2307, Melbourne 3000, by 8 September 2014, after which date the executor may convey or distribute the assets, having regard only to the claims of which they may then have notice.

WILLS & PROBATE VICTORIA, lawyers,
Level 3, 20–22 McKillop Street, Melbourne 3000.

MAXWELL BRUCE WELLINGTON,
deceased.

Creditors, next-of-kin and others having claims in respect of the estate of MAXWELL BRUCE WELLINGTON, late of Abberfield Aged Care, 378 Bluff Road, Sandringham, Victoria, retired, deceased, who died on 14 April 2013, are required to send particulars of their claims to the executor, care of the undermentioned solicitor, by 20 August 2014, after which date the executor will proceed to distribute the assets, having regard only to the claims of which they shall then have had notice.

WILLS & WEALTH, solicitors,
19 Carpenter Street, Brighton 3186.

ADVERTISEMENT OF AUCTION BY THE SHERIFF

On Thursday 24 July 2014 at 1.30 pm in the afternoon at the Sheriff's Office, 444 Swanston Street, Carlton (unless process be stayed or satisfied).

All the estate and interest (if any) of Mohammed Irfan Siddiqi of 28 Heany Park Road, Rowville, joint proprietor with Melanie Christine Siddiqi of an estate in fee simple in the land described in Certificate of Title Volume 10838 Folio 448, upon which is erected a house known as 28 Heany Park Road, Rowville, will be auctioned by the Sheriff.

Registered Mortgage (Dealing Number AJ719105D), Covenant PS439489Q and Covenant AE836651N affect the said estate and interest. The Sheriff is unable to provide access to this property.

Terms: 10% deposit on the fall of the hammer. Balance within 14 days unless as stated in particulars of sale in contract of sale. Payment is by cheque only.

Please contact Sheriff's Asset Administration Services by email at realestatesection@justice.vic.gov.au for an information sheet on Sheriff's auctions, a contract of sale and any other enquiries.

SHERIFF

ADVERTISEMENT OF AUCTION BY THE SHERIFF

On Thursday 24 July 2014 at 1.30 pm in the afternoon at the Sheriff's Office, 444 Swanston Street, Carlton (unless process be stayed or satisfied).

All the estate and interest (if any) of Sonya Tamos of 11 Trenton Place Mooroolbark, sole proprietor of an estate in fee simple in the land described in Certificate of Title Volume 09274 Folio 593, upon which is erected a residential dwelling known as 11 Trenton Place, Mooroolbark, will be auctioned by the Sheriff.

Registered Mortgage (Dealing Number S387221H) affects the said estate and interest. The Sheriff is unable to provide access to this property.

Terms: 10% deposit on the fall of the hammer. Balance within 14 days unless as stated in particulars of sale in contract of sale. Payment is by cheque only.

Please contact Sheriff's Asset Administration Services by email at realestatesection@justice.vic.gov.au for an information sheet on Sheriff's auctions, a contract of sale and any other enquiries.

SHERIFF

ADVERTISEMENT OF AUCTION BY THE SHERIFF

On Thursday 24 July 2014 at 1.30 pm in the afternoon at the Sheriff's Office, 444 Swanston Street, Carlton (unless process be stayed or satisfied).

All the estate and interest (if any) of Kevin Roy Wilson of 16 Bayview Avenue, Tenby Point, sole proprietor of an estate in fee simple in the land described in Certificate of Title Volume 08556 Folio 770, upon which is erected a house known as 16 Bayview Avenue, Tenby Point, will be auctioned by the Sheriff.

Registered Mortgage (Dealing Number AB538723C) and Registered Mortgage (Dealing Number AG524958H) affect the said estate and interest. The Sheriff is unable to provide access to this property.

Terms: 10% deposit on the fall of the hammer. Balance within 14 days unless as stated in particulars of sale in contract of sale. Payment is by cheque only.

Please contact Sheriff's Asset Administration Services by email at realestatesection@justice.vic.gov.au for an information sheet on Sheriff's auctions, a contract of sale and any other enquiries.

SHERIFF

PROCLAMATIONS

Workplace Injury Rehabilitation and Compensation Act 2013

PROCLAMATION OF DISEASES

I, Alex Chernov, Governor of Victoria, with the advice of the Executive Council and under section 51 of the **Workplace Injury Rehabilitation and Compensation Act**, proclaims those diseases set out in Column 1 of the Schedule to this proclamation, in relation to those places, processes or occupations set out in column 2 of the Schedule opposite each disease for the purposes of section 51 of the **Workplace Injury Rehabilitation and Compensation Act 2013**.

Given under my hand and the seal of Victoria on 17 June 2014

(L.S.)

ALEX CHERNOV

Governor

By His Excellency's Command

GORDON RICH-PHILLIPS MLC

Assistant Treasurer

Schedule

<i>Column 1</i>	<i>Column 2</i>
<i>Description of disease</i>	<i>Description of process or occupation</i>
Anthrax	Wool combing; wool sorting; handling of or coming into contact with hides, skins, wool, hair, bristles or carcasses, work in connection with animals infected with anthrax, loading and unloading or transport of merchandise.
Arsenic poisoning or its sequelae	Any manufacturing or other process involving the use of or contact with arsenic or its preparations or compounds.
Asbestosis (with or without mesothelioma)	Any mining, manufacturing or other process which involves the use of or contact with asbestos.
Avascular Necrosis or its sequelae	Any occupation involving working underground or underwater where the worker is subjected to greater than normal atmospheric pressure and subsequent decompression.
Brucellosis(Undulant Fever)	Work in connection with animals or carcasses infected with the brucella organism.
Carbon bisulphide poisoning	Any manufacturing or other process involving working in contact with or the inhalation of carbon bisulphide gas.
Carbon monoxide poisoning	Any manufacturing or other process involving working in contact with or the inhalation of carbon monoxide gas.
Chrome ulceration or its sequelae	Any manufacturing or other process involving the use of or contact with chromic acid or bichromate of ammonium potassium or sodium or their preparations.
Copper poisoning or its sequelae	Any manufacturing or other process involving the use of or contact with copper or its preparation or compounds.
Dermatitis venenata	Any occupation involving the use of or contact with vegetable or mineral matter.
Lead poisoning or its sequelae	Any manufacturing or other process involving the use of or contact with lead or its preparation or compounds.

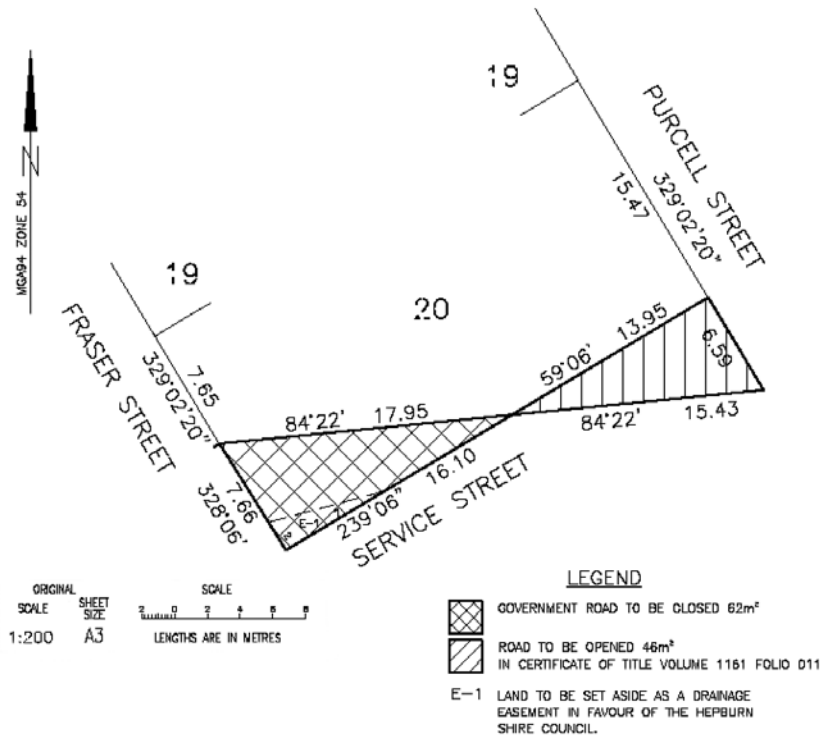
Leptospirosis, as caused by any of the serotypes of the micro-organism <i>Leptospira</i> , in any of its clinical manifestations	Any work done at abattoirs, slaughterhouses and knackeries involving contact directly or indirectly with animals or tissues of animals.
Mercury poisoning or its sequelae	Any manufacturing or other process involving the use of or contact with mercury or its preparations or compounds.
Pathological manifestations due to radium and other radioactive substances or X-rays	Any process involving exposure to the action of radium, radioactive substances or X-rays.
Phosphorus poisoning or its sequelae	Any manufacturing or other process involving the use of or contact with phosphorus or its preparation or compounds.
Poisoning by benzol, its homologues or its nitro and amido derivatives and the sequelae of these poisonings	Any process or occupation involving the production, liberation of or exposure to benzol its homologues or its nitro and amido derivatives.
Poisoning by the halogen derivatives of hydrocarbons of the aliphatic series	Any process or occupation involving the production liberation or utilisation of halogen derivatives of hydrocarbons of the aliphatic series
Primary epitheliomatous cancer of the skin	Any process or occupation involving the handling of or use of tar, pitch, bitumen, mineral oil, paraffin, or the compounds, products or residues of those substances.
Q fever, as caused by micro-organism <i>Coxiella burnetii</i> (also known as <i>Rickettsia burnetii</i>) in any of its clinical manifestations	Any work done at abattoirs, slaughterhouses and knackeries involving contact directly or indirectly with animals or tissues of animals.
Septic poisoning or its sequelae	Any work involving the handling of meat or the manufacture of meat products or animal products in connection with the trade of a butcher or slaughterman.
Silicosis with or without pulmonary tuberculosis	Any manufacturing or other processes involving exposure to the inhalation of silica dust.
Subcutaneous cellulitis or acute bursitis over the elbow (beat elbow)	Mining.
Subcutaneous cellulitis or acute bursitis arising at or about the knee (beat knee)	Mining
Tenosynovitis (inflammation of the tendon sheaths of the hand, wrists, forearm or elbow)	Any process or occupation connected with the preparation preserving, canning or bottling of jams, sauces, fruits, pickles or other similar foods for human consumption.
Zinc poisoning or its sequelae	Any manufacturing or other process involving the use of or contact with zinc or its preparations or compounds.

**GOVERNMENT AND OUTER BUDGET
SECTOR AGENCIES NOTICES**

HEPBURN SHIRE COUNCIL

Land Exchange

Pursuant to section 207E of the **Local Government Act 1989**, Hepburn Shire Council, at its ordinary meeting held on 19 June 2012, formed the opinion that the section of road as shown by hatching on the plan below is not reasonably required as a road for public use and resolved to undertake the exchange of land with Crown Allotment 20 Section 14 Township of Clunes. The exchange of land will correct matching of property title to the existing fencing and building footprint.



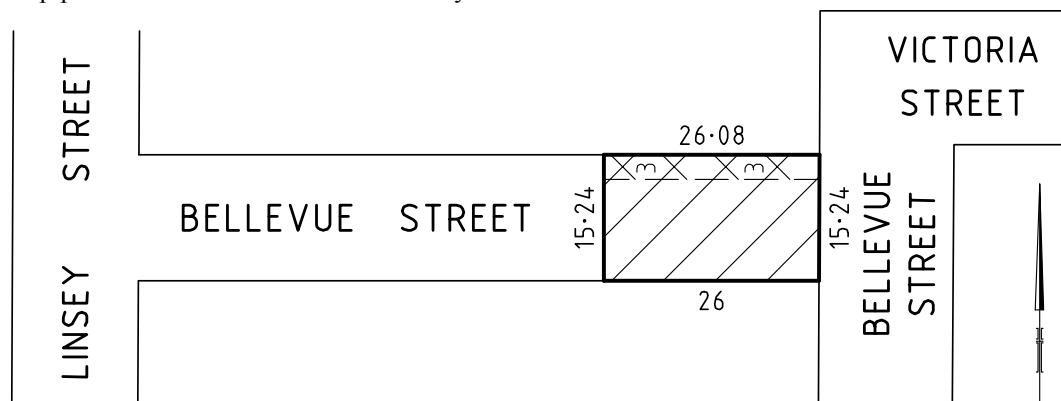
AARON VAN EGMOND
Chief Executive Officer
Hepburn Shire Council

MORELAND CITY COUNCIL

Road Discontinuance

Pursuant to section 206 and schedule 10, clause 3 of the **Local Government Act 1989**, the Moreland City Council, at its ordinary meeting held on 11 June 2014, formed the opinion that part of Bellevue Street, Coburg, shown by hatching and cross-hatching on the plan below, is not reasonably required as a road for public use and resolved to discontinue the road and to transfer the land to itself.

The section of road shown cross-hatched is to be transferred subject to the right, power or interest held by Yarra Valley Water Corporation in the road in connection with any sewers, drains or pipes under the control of that authority in or near the road.



PETER BROWN
Chief Executive Officer

Planning and Environment Act 1987

ARARAT PLANNING SCHEME

Notice of Preparation of Amendment

Amendment C25

The Ararat Rural City Council has prepared Amendment C25 to the Ararat Planning Scheme.

The Amendment affects land at 8475 Western Highway, Ararat, being Lot 1 PS614877, Parish of Ararat.

The Amendment proposes to rezone the subject land from Farming Zone to Industrial 1 Zone and amends Planning Map 12 of the Ararat Planning Scheme.

You may inspect the Amendment, any documents that support the Amendment and the explanatory report about the Amendment, free of charge, at the following locations: during office hours, at the office of the planning authority, Ararat Rural City Council, corner of Vincent and High Streets, Ararat; or at the Department of Transport, Planning and Local Infrastructure website, www.dtpli.vic.gov.au/publicinspection

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the Amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for Council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions. In accordance with the **Planning and Environment Act 1987**, Council must make available for inspection a copy of any submissions made.

The closing date for submissions is Thursday 24 July 2014. A submission must be sent to the Ararat Rural City Council, PO Box 246, Ararat 3377.

ANDREW EVANS
Chief Executive Officer

Planning and Environment Act 1987
GREATER GEELONG PLANNING SCHEME
Notice of Preparation of Amendment
Amendment C309

The City of Greater Geelong Council has prepared Amendment C309 to the Greater Geelong Planning Scheme.

The land affected by the Amendment is all land within the Low Density Residential Zone (LDRZ).

The Amendment proposes to implement into the Planning Scheme the findings of Council's Low Density Residential Zone Review 2013. Specific changes include:

- amending clause 22.04 Discretionary Uses in Rural Living and Low Density Residential Zones to change the clause title to Use and Development in Rural Living and Low Density Residential Areas, widen the application of the local planning policy, and add a new objective and policy affecting low density residential subdivision;
- amending the existing unnumbered schedule to clause 32.03 Low Density Residential Zone to Schedule 1. Schedule 1 will continue to specify a minimum subdivision area of 4,000 sqm;
- inserting a new schedule 2 to clause 32.03 to specify a minimum subdivision area of 2,000 sqm; and
- amending planning scheme maps to rezone existing LDRZ land to either LDRZ1 or LDRZ2.

You may inspect the Amendment, any documents that support the Amendment and the explanatory report about the Amendment, free of charge, at the following locations: Greater Geelong City Council, Brougham Street Customer Service Centre, Ground Floor, 100 Brougham Street, Geelong – 8.00 am to 5.00 pm weekdays; Belmont Library, 163 High Street, Belmont – 9.00 am to 5.00 pm weekdays; Corio Shopping Centre, Goldsworthy Road, Corio – 9.00 am to 5.00 pm weekdays; Drysdale Library, 18–20 Hancock Street – 9.00 am to 5.00 pm weekdays; Geelong West, 153a Pakington Street – 10.00 am to 2.00 pm weekdays; Ocean Grove (The Grove Centre), 66–70 The Avenue – 9.00 am to 5.00 pm weekdays; Lara Library, 5 Walkers Road – 10.00 am to 6.00 pm weekdays; 'Have Your Say' section of the City's website, www.geelongaustralia.com.au/council/yoursay; or at the Department of Transport, Planning and Local Infrastructure website, www.dpdc.vic.gov.au/planning/publicinspection

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the Amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for Council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions. In accordance with the **Planning and Environment Act 1987**, Council must make available for inspection a copy of any submissions made.

For further information call the Strategic Implementation Unit on 5272 4820.

The closing date for submissions is Monday 21 July 2014.

Submissions must be in writing and sent to: The Coordinator, Strategic Implementation Unit, City of Greater Geelong, PO Box 104, Geelong, Victoria 3220; or by email to strategicplanning@geelongcity.vic.gov.au

PETER SMITH
Coordinator Strategic Implementation

Planning and Environment Act 1987
NILLUMBIK PLANNING SCHEME
Notice of Preparation of Amendment
Amendment C92

The Nillumbik Shire Council has prepared Amendment C92 to the Nillumbik Planning Scheme.

The land affected by the Amendment is all land in the Bridge Street Business Area (Precincts 8–11 of the Eltham Activity Centre), which is all land within the black hatched boundary shown in the map provided at the end of this notice.

The Bridge Street Business Area generally comprises all land bordered by Brougham Street to the south, Bolton Street and Sherbourne Road to the west, Susan Street (and up to the railway line) to the east and the Hurstbridge railway line to the north.

The Amendment proposes to:

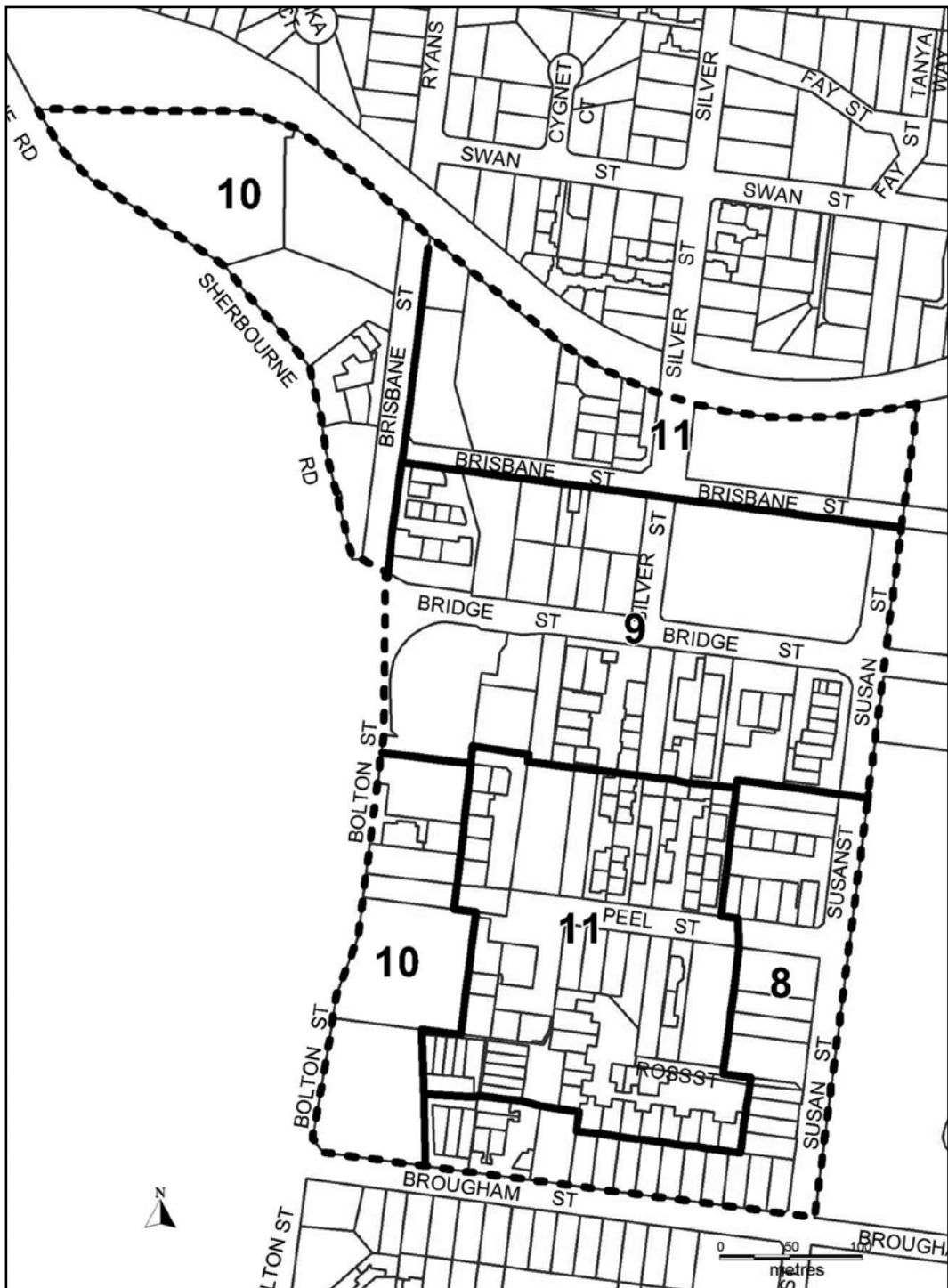
- apply Schedule 8 to the Design and Development Overlay to the Bridge Street Business Area; and
- insert the Bridge Street Business Area Planning Policy at Clause 22.15 of the Nillumbik Planning Scheme.

You may inspect the Amendment, any documents that support the Amendment and the explanatory report about the Amendment, free of charge, at the following locations: during office hours, at the office of the planning authority, Nillumbik Shire Council, Civic Drive, Greensborough; at the Nillumbik Shire Council website, www.nillumbik.vic.gov.au; or at the Department of Transport, Planning and Local Infrastructure website, www.dtpli.vic.gov.au/publicinspection

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the Amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for Council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions. In accordance with the **Planning and Environment Act 1987**, Council must make available for inspection a copy of any submissions made.

The closing date for submissions is Friday 1 August 2014. A submission must be sent to: Paul Fyffe, Senior Strategic Planner, Nillumbik Shire Council, PO Box 476, Greensborough, Victoria 3088, or by email to paul.fyffe@nillumbik.vic.gov.au



STUART BURDACK
CEO Nillumbik Shire Council

Planning and Environment Act 1987GREATER SHEPPARTON
PLANNING SCHEME

Notice of Preparation of Amendment

Amendment C98

The Greater Shepparton City Council has prepared Amendment C98 to the Greater Shepparton Planning Scheme.

The land affected by the Amendment is known as 65, 85 and 105 Verney North Road, 625 and 775 Goulburn Valley Highway, 5835 Barmah–Shepparton Road, 50 Grace Road and 90 Shepparton–Zeerust Road, North Shepparton. This is land in north Shepparton, generally bounded by the Barmah–Shepparton Road to the west, Goulburn Valley Highway to the south east and the Public Acquisition Overlay for the proposed Goulburn Valley Highway – Shepparton Bypass to the north west.

The Amendment proposes to rezone land at Shepparton North from the Farming Zone (FZ) to the Low Density Residential Zone (LDRZ) and apply the Development Plan Overlay to the land with a site specific schedule (new DPO21).

You may inspect the Amendment, any documents that support the Amendment and the explanatory report about the Amendment, free of charge, at the following locations: during office hours, at the office of the planning authority, Greater Shepparton City Council, 90 Welsford Street, Shepparton; at the Department of Transport, Planning and Local Infrastructure website, www.dpcd.vic.gov.au/planning/publicinspection; or at the Greater Shepparton City Council website, www.greatershepparton.com.au.

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the Amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for Council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions. In accordance with the **Planning and Environment Act 1987**, Council must make available for inspection a copy of any submissions made.

The closing date for submissions is Monday 4 August 2014. A submission must be sent to the Greater Shepparton City Council, Locked Bag 1000, Shepparton, Victoria 3632.

COLIN KALMS
Manager Planning

Planning and Environment Act 1987

WHITEHORSE PLANNING SCHEME

Notice of Preparation of Amendment

Amendment C164

The Whitehorse City Council has prepared Amendment C164 to the Whitehorse Planning Scheme.

The land affected by the Amendment includes:

- 15 Hopetoun Parade, Box Hill
- 127 Whitehorse Road, Blackburn
- 3 and 5 Fortescue Grove, Vermont South
- 2, 3, 4, 5, 6, 7, 8, 9 and 11 Shalimar Court, Vermont South
- 1, 2, 3, 4, 5, 6, 7, 8 and 9 Parkleigh Court, Vermont South.

The Amendment proposes to apply a permanent heritage overlay to these properties.

You may inspect the Amendment, the explanatory report about the Amendment, and supporting documents, free of charge, at the following locations: Whitehorse City Council Planning Department counter, Nunawading Civic Centre, 379-397 Whitehorse Road, Nunawading, during office hours; Customer Service Centres at Box Hill Town Hall and Forest Hill Chase Shopping Centre during opening hours; Libraries in the City of Whitehorse – Blackburn, Box Hill, Nunawading and Vermont South; The City of Whitehorse webpage at www.whitehorse.vic.gov.au/amendment-c164.html; or the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the Amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for Council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions. In accordance with the **Planning and Environment Act 1987**, Council must make available for inspection a copy of any submissions made.

The closing date for submissions is 21 July 2014. A submission must be sent to: Pamela Neivandt, Senior Strategic Planner, City of Whitehorse, Locked Bag 2, Nunawading DC Victoria 3131

JULIE REID
General Manager City Development
Whitehorse City Council

PRIVACY STATEMENT

Any personal information you may include in any submission to Council on the Amendment is collected for planning purposes in accordance with the **Planning and Environment Act 1987**. The public may view the submissions whilst the Amendment is being considered. In accordance with the 'Improving Access to Planning Documents' Practice Note dated December 1999, a copy of your submission may be made available upon request. If you fail to provide this information your comments may not be considered. You may access this information by contacting Council on 9262 6303.

Creditors, next-of-kin and others having claims against the estate of any of the undermentioned deceased persons are required to send particulars of their claims to State Trustees Limited, ABN 68 064 593 148, of 168 Exhibition Street, Melbourne, Victoria 3000, the personal representative, on or before 22 August 2014, after which date State Trustees Limited may convey or distribute the assets having regard only to the claims of which State Trustees Limited then has notice.

ABOLS, Elmars, late of 15 Morton Street, Clayton, Victoria 3168, retired, deceased, who died on 10 June 2013, Grant of Probate 3 June 2014.

GIDLEY, Warren Edward, late of Westside Lodge Aged Care Facility, Santiago Street, St Albans, Victoria 3021, deceased, who died on 15 November 2013.

HALL, Beverley Jane, late of Belvedere Aged Care, 41-43 Fintonia Road, Noble Park, Victoria 3174, pensioner, deceased, who died on 20 March 2014.

HEARN, Albert Edward, late of 61 Kipling Avenue, Mooroolbark, Victoria 3138, retired, deceased, who died on 19 March 2014.

JOYE, Arsene Omer Antoine, late of 8 Medfield Avenue, Avondale Heights, Victoria 3034, deceased, who died on 16 November 2013.

KARASZ, Agnes Hanna Gisela, late of Martin Luther Homes Baronia Inc., 67 Mount View Road, The Basin, Victoria 3154, typist, deceased, who died on 28 October 2013, Grant of Probate 3 June 2014.

LLOYD, Anita, late of 37 Oxford Street, Oldham, Lancashire OL2 7AN, United Kingdom, deceased, who died on 3 February 2013.

MACKRELL, Lorna Winifred, late of PO Box 316, Woodend, Victoria 3442, retired, deceased, who died on 21 December 2013.

MILLER, Stephanie, late of 7059 Calder Highway, Wedderburn, Victoria 3518, deceased, who died on 4 April 2014.

O'KANE, Sylvia Thelma, late of Flat 153, 200 Dorcas Street, South Melbourne, Victoria 3205, retired, deceased, who died on 28 February 2014, Grant of Probate 5 June 2014.

RALPH, Richard, late of 15 Dead Horse Lane Seymour, Victoria 3660, deceased, who died on 12 May 2013.

THOM, Suzanne Susan, late of Unit 6, 9 Iona Street, Norlane, Victoria 3214, home duties, deceased, who died on 9 January 2014.

WALKER, Ian, late of Unit 15, 55 Buckley Street, Moonee Ponds, Victoria 3039, retired, deceased, who died on 16 April 2014.

Dated 13 June 2014

STEWART MacLEOD
Manager

Creditors, next-of-kin and others having claims against the estate of any of the undermentioned deceased persons are required to send particulars of their claims to State Trustees Limited, ABN 68 064 593 148, of 168 Exhibition Street, Melbourne, Victoria 3000, the personal representative, on or before 20 August 2014, after which date State Trustees Limited may convey or distribute the assets, having regard only to the claims of which State Trustees Limited then has notice.

GARLICK, Trevor Charles, late of Unit 9, 32–34 Flinders Street, Mentone, Victoria 3194, clerk, deceased, who died on 18 January 2014.

GUBB, Reginald Arthur, late of 16 Derham Street, Mount Waverley, Victoria 3149, deceased, who died on 18 January 2014.

JONES, Trevor John, late of 13 Barcelona Avenue, Keilor, Victoria 3036, retired, deceased, who died on 12 March 2014, Grant of Probate 3 June 2014.

MITCHELL, Ruby Winifred, late of North West Health, care of Cummings House, 12 Mitchell Street, Hopetoun, Victoria 3396, pensioner, deceased, who died on 15 February 2014.

NYHAGEN, Astrid, late of Golden Gate Lodge SRS, 218 Western Highway, Ararat, Victoria 3377, deceased, who died on 16 March 2014.

WALSH, Katherine, late of care of Eales & Mackenzie (Administrators), 5/53 Queen Street, Melbourne, Victoria 3000, deceased, who died on 1 June 2012, Grant of Probate 28 May 2014.

Dated 11 June 2014

STEWART MacLEOD
Manager

INTERIM EXEMPTION

Application No. H102/2014

The Victorian Civil and Administrative Tribunal has considered an application pursuant to section 89 of the **Equal Opportunity Act 2010** (the Act) by Women's Health Victoria (the applicant). The application for exemption is to enable the applicant to:

- (a) Advertise for and employ women only;
 - (b) Restrict individual membership of the organisation to women only; and
 - (c) Restrict membership of an organisation to having only a female representative attend and vote at meetings,
- (the exempt conduct).

Upon reading the material filed in support of this application, including the affidavit of Rita Butera and having had regard to an earlier exemption which will expire on 1 July 2014, the Tribunal is satisfied that it is appropriate to grant an interim exemption from sections 16,

44, 64, 65, 107 and 182 of the Act to enable the applicant to engage in the exempt conduct until the application is finally heard and determined.

In granting this exemption, the Tribunal noted:

- The applicant's objective is to run its services by women for women. This underpins the need to create and maintain an environment within the service which is accessible, non-threatening and comfortable, where confidentiality and respect for the perspective of women including women with disabilities and women's cancers is given the highest priority.
- A number of previous exemptions have been granted to the applicant in similar terms, the last of which will expire on 1 July 2014. I am not currently satisfied that an exception applies to the exempt conduct. Accordingly, in the absence of an exemption the exempt conduct would amount to prohibited discrimination after that date.
- When making decisions about exemptions, the Tribunal is required to give proper consideration to relevant human rights as set out in the **Charter of Human Rights and Responsibilities Act 2006** (Charter). Arguably, this exemption limits the right to equality and in particular the right to equal and effective protection against discrimination of men who wish to be employed by the applicant and/or participate as members of the applicant. I am satisfied that for the purposes of this interim exemption, the limit imposed by this exemption is reasonable and justified under the Charter.

The Tribunal hereby grants an interim exemption from the operation of sections 16, 44, 64, 65, 107 and 182 of the Act to enable the applicant to engage in the exempt conduct.

This exemption is to remain in force from 1 July 2014 until 30 September 2014.

Dated 19 June 2014

A. DEA
Member

INTERIM EXEMPTION

Application No. H118/2014

The Victorian Civil and Administrative Tribunal has considered an application pursuant to section 89 of the **Equal Opportunity Act 2010** (the Act) by Emma House Domestic Violence Services Inc (the applicant). The application for exemption is to enable the applicant to:

- (a) Advertise for and employ women only;
- (b) Advertise for and employ women of a specified race or ethnic origin, or whose first language is a specified language other than English, to work in the organisation on specific projects targeted at groups of women of that race or ethnic origin or whose first language is that language;
- (c) Restrict individual membership of the organisation to women only; and
- (d) Require that organisations that are members of the applicant be represented at meetings (whether they come to attend, speak or vote), be attended by women only (the exempt conduct).

Upon reading the material filed in support of this application and having had regard to an earlier exemption which expired on 1 July 2012, the Tribunal is satisfied that it is appropriate to grant an interim exemption from sections 16, 44, 64, 65, 107 and 182 of the Act to enable the applicant to engage in the exempt conduct until the application is finally heard and determined.

In granting this exemption, the Tribunal noted:

- The applicant operates a domestic violence service that is community based and run by women for women, thereby creating an environment which is accessible, non-threatening and comfortable, where confidentiality and respect for the women's perspective is attributed the highest priority. The applicant's business is to provide services to women and their children who have experienced domestic and family violence. The applicant is also in a position to influence decisions of other organisations, agencies and Government to improve gender sensitivity in the provision of their services.
- It may be threatening to the clients of the service to have men provide the counselling, support and other services to them. The applicant seeks to tailor its services taking into account the backgrounds of its clients and so from time to time seeks staff who are of a specified race or ethnic origin, or whose first language is a specified language other than English.

- A previous exemption was granted to the applicant in similar terms and expired on 1 July 2012. I am not currently satisfied that an exception applies to the exempt conduct. Accordingly, in the absence of an exemption the exempt conduct would amount to prohibited discrimination.
- When making decisions about exemptions, the Tribunal is required to give proper consideration to relevant human rights as set out in the **Charter of Human Rights and Responsibilities Act 2006** (Charter). Arguably, this exemption limits the right to equality and in particular the right to equal and effective protection against discrimination of: men who wish to be employed by the applicant; and women who are not of the race or ethnic origin or who do not speak the particular language sought for a particular role; and men who wish to participate as members of the applicant. I am satisfied that for the purposes of this interim exemption, the limit imposed by this exemption is reasonable and justified under the Charter.

The Tribunal hereby grants an interim exemption from the operation of sections 16, 44, 64, 65, 107 and 182 of the Act to enable the applicant to engage in the exempt conduct.

This exemption is to remain in force from the day on which notice of the exemption is published in the Government Gazette until 30 September 2014.

Dated 19 June 2014

A. DEA
Member

THE TITLE 'THE HONOURABLE' FOR
GOVERNORS OF VICTORIA

Her Majesty The Queen has given approval for the title of 'the Honourable' to be granted to Governors of Victoria.

Governors of Victoria will now be styled 'Her/His Excellency the Honourable' while in office and 'the Honourable' in retirement.

This entitlement applies retrospectively, as well as to the current and future holders of the office.

THE HON. DR DENIS NAPHTINE MP
Premier of Victoria

Adoption Act 1984

Under the functions and powers assigned to me by the Secretary, Department of Human Services under section 10 (2) of the **Community Services Act 1970** in relation to Section 5 of the **Adoption Act 1984**:

I, Leeanne Miller, approve the following person under section 5 [1] and section 5 [2] of the **Adoption Act 1984** as approved counsellor for the purposes of Section 35 of the **Adoption Act 1984**.

Ms Sharon George-Laurent
Anglicare Victoria
41 Somerville Road
Yarraville VIC 3013

LEEANNE MILLER
Director Child Protection
West Division

Co-operatives National Law (Victoria)

NATUREWORKS CO-OPERATIVE LIMITED

On application under section 601AA(2) of the **Corporations Act 2001** (the Act), by the co-operative named above, notice is hereby given under section 601AA(4) of the Act, as applied by section 453 of the **Co-operatives National Law (Victoria)** that, at the expiration of two months from the date of this notice, the name of the co-operative listed above will, unless cause is shown to the contrary, be removed from the register of co-operatives and the registration will be dissolved.

Dated at Melbourne this 19 June 2014

CLAIRE NOONE
Registrar of Cooperatives

Electricity Industry Act 2000

NOTIFICATION OF GRANT OF LICENCE
TO SELL ELECTRICITY

The Essential Services Commission (Commission) gives notice under section 30 of the **Electricity Industry Act 2000** (Vic.) (EIA) that, pursuant to section 19(1) of the EIA, the Commission has approved the grant of a licence to sell electricity to large customers to Macquarie Bank Ltd (ABN 46 008 583 542).

The licence is granted on an ongoing basis. A copy of the licence is available on the

Commission's website esc.vic.gov.au, or can be obtained by calling the Commission on (03) 9032 1300.

Dated 4 June 2014

DR RON BEN-DAVID
Chairperson

Electricity Industry Act 2000

NOTIFICATION OF GRANT OF LICENCE
TO SELL ELECTRICITY

The Essential Services Commission (Commission) gives notice under section 30 of the **Electricity Industry Act 2000** (Vic.) (EIA) that, pursuant to section 19(1) of the EIA, the Commission has approved the grant of a licence to sell electricity to Onsite Energy Solutions Pty Ltd (ABN 92 164 385 693).

The licence is to sell electricity to up to 20 customers and is granted for a fixed term from 4 June 2014 to 2 December 2015. A copy of the licence is available on the Commission's website esc.vic.gov.au, or can be obtained by calling the Commission on (03) 9032 1300.

Dated 4 June 2014

DR RON BEN-DAVID
Chairperson

Essential Services Commission Act 2001

NOTICE OF DETERMINATION

The Essential Services Commission gives notice under section 35(2) of the **Essential Services Commission Act 2001**, that it has, pursuant to sections 32 and 33 of that Act, made a determination of the maximum taxi fares for the Metropolitan and Urban and Large Regional taxi zones.

This determination sets the maximum fares that can be charged by taxi operators who hold a Metropolitan or Urban and Large Regional taxi licence. The Commission has determined that the fare levels for the Metropolitan and Urban and Large Regional taxi zones will not change from those implemented by the Victorian Government on 19 May 2014.

The determination takes effect from 1 July 2014.

The determination is available on the Commission's website located at www.esc.vic.gov.au

Dated 19 June 2014

DR RON BEN-DAVID
Chairperson

Education and Training Reform Act 2006

MINISTERIAL ORDER NO. 765

The Minister for Education makes the following Order:

1. Purpose

The purpose of this Order is to fix the annual registration fee payable by registered teachers including those having permission to teach and the fees which must be paid under Part 2.6 of the **Education and Training Reform Act 2006**.

2. Authorising provisions

This Order is made under Part 2.6, including section 2.6.77, and section 5.10.4 of, and clause 3 of Schedule 6 to, the **Education and Training Reform Act 2006**.

3. Interpretation

References to sections in paragraph 5 of this Order are references to sections in the **Education and Training Reform Act 2006**.

4. Period of fee

The fees in paragraph 5 are fixed for the 12-month period commencing 1 September 2014.

5. Fees

The following fees are fixed for a period of twelve (12) months pursuant to section 2.6.77 of the **Education and Training Reform Act 2006**:

Initial registration (applicants with Victorian qualifications)/permission to teach pursuant to sections 2.6.7(2) and 2.6.13(2) *	\$118
Initial registration (applicants with interstate or overseas qualifications)/permission to teach pursuant to sections 2.6.7(2) and 2.6.13(2) *	\$141
Annual registration/Renewal of registration if paid by 30 September 2014 pursuant to sections 2.6.18 and 2.6.21 **	\$89
Annual registration/Renewal of registration if paid from 1 October to 31 December 2014 which incorporates the late processing fee pursuant to sections 2.6.18 and 2.6.21 **	\$119
Criminal Record Check (known as national criminal history check) pursuant to section 2.6.22A(2)	\$51
Additional fee and late processing fee pursuant to sections 2.6.18 and 2.6.21	\$30
Replacement of registration card processing fee pursuant to section 2.6.4(2)(g)	\$22
Assessment of qualifications pursuant to section 2.6.4(2)(g)***	\$107
Course accreditation pursuant to section 2.6.4(2)(g)	\$2,063
Statement of good standing pursuant to section 2.6.4(2)(g)	\$41

NOTE: Where a fee payable is for a period less than 12 months it will be calculated on a pro-rata basis.

* There is an additional cost for a Criminal Record Check.

** Annual registration fee is payable where registration is not due for renewal. In all other cases the renewal fee applies.

*** Fee for qualification assessment when not applying for registration.

Dated 2 June 2014

THE HON. MARTIN DIXON, MP
Minister for Education

Fisheries Act 1995**FURTHER QUOTA ORDER FOR THE VICTORIAN ROCK LOBSTER FISHERY**

I, Ross McGowan, Executive Director Regulation and Compliance (Fisheries), as delegate of the Minister for Agriculture and Food Security, and having undertaken consultation in accordance with section 3A of the **Fisheries Act 1995** (the Act), make the following Further Quota Order under section 64A of the Act for the Rock Lobster Fishery.

1. This Further Quota Order applies to the period commencing on 1 July 2014 and ending on 30 June 2015 ('the quota period').
2. The total allowable catch for the Rock Lobster Fishery (Eastern Zone) for the quota period is 59 tonnes of rock lobster.
3. The quantity of rock lobsters comprising a quota unit for the quota period in the Rock Lobster Fishery (Eastern Zone) is 59 kilograms.¹
4. The total allowable catch for the Rock Lobster Fishery (Western Zone) for the quota period is 230 tonnes of rock lobster.
5. The quantity of rock lobsters comprising a quota unit for the quota period in the Rock Lobster Fishery (Western Zone) is 63.3 kilograms.²

Notes

1. As specified in the Initial Quota Order, there are 1000 individual quota units for the Rock Lobster Fishery (Eastern Zone).
2. As specified in the Initial Quota Order (amended in 2009), there are 3633.48 individual quota units for the Rock Lobster Fishery (Western Zone).

Dated 5 June 2014

ROSS MCGOWAN
Executive Director Regulation and Compliance (Fisheries)

Fisheries Act 1995**FURTHER QUOTA ORDER FOR THE WESTERN ZONE OF THE
VICTORIAN GIANT CRAB FISHERY**

I, Ross McGowan, Executive Director Regulation and Compliance (Fisheries), as delegate of the Minister for Agriculture and Food Security and having undertaken consultation in accordance with section 3A of the **Fisheries Act 1995** (the Act), make the following Further Quota Order under section 64A of the Act for the Giant Crab Fishery in Victorian waters west of longitude 143°40' east (the Western Zone).

1. This Further Quota Order applies to the period commencing on 1 July 2014 and ending on 30 June 2015 ('the quota period').
2. The total allowable catch for the Giant Crab Fishery in the Western Zone for the quota period is 10.5 tonnes.
3. The quantity of giant crabs comprising a quota unit for the quota period is 21 kilograms.¹

Note

1. As specified in the Initial Quota Order, there are 500 individual quota units for the Western Zone Giant Crab Fishery.

Dated 5 June 2014

ROSS MCGOWAN
Executive Director Regulation and Compliance (Fisheries)

Fisheries Act 1995

FISHERIES NOTICE NO. 4/2014

I, Ross McGowan, Executive Director Regulation and Compliance (Fisheries), as delegate of the Minister for Agriculture and Food Security and having undertaken consultation in accordance with section 3A of the **Fisheries Act 1995** (the Act), make the following Fisheries Notice under sections 52 and 152 of the Act:

Dated 5 June 2014

ROSS MCGOWAN

Executive Director Regulation and Compliance (Fisheries)

FISHERIES (GIANT CRAB FISHERY ADDITIONAL LICENCE CONDITIONS)

NOTICE NO. 4/2014

1. Title

This Notice may be cited as Fisheries (Giant Crab Fishery) Notice No. 4/2014.

2. Objectives

The objective of this Notice is to specify additional information that must be recorded about giant crab fishing operations conducted under a Giant Crab Fishery (Western Zone) Access Licence to enable the better protection of the Giant Crab Fishery.

This Fisheries Notice supersedes Fisheries Notice (Giant Crab Fishery Additional Licence Conditions) 1/2014.

3. Authorising provision

This Notice is made under section 152 of the Act.

4. Commencement

This Notice comes into operation on 1 July 2014.

5. Exemption

The holder or the operator of a Giant Crab Fishery (Western Zone) Access Licence who lands up to and including five giant crabs or up to and including 15 kg of giant crab (whichever is reached first) in any one trip is exempt from the requirements of this Notice.

6. Definitions

In this Notice –

‘**Department**’ means the Department of Environment and Primary Industries.

‘**giant crab**’ means *Pseudocarcinus gigas*.

‘**operator**’ means a person permitted to carry out fishing activities authorised by a Giant Crab Fishery (Western Zone) Access Licence for the purposes of section 39(2) of the Act and named on the licence.

‘**supplementary daily catch record**’ means a supplementary catch and effort record form issued to the licence holder by the Department.

‘**the Act**’ means the **Fisheries Act 1995**.

7. Supplementary daily catch records

(1) The holder or the operator of a Giant Crab Fishery (Western Zone) Access Licence must ensure that all details of the giant crab supplementary daily catch record are completed on each day during which giant crab fishing takes place before –

- (a) providing any details to the Secretary in accordance with regulation 388 or 389 via the giant crab notification service; or
- (b) leaving Victorian waters in a boat if giant crab taken from Victorian waters are aboard that boat.

Penalty: 50 penalty units

Note: This Fisheries Notice does not supersede the requirements specified in regulations 387 or 388 of the Fisheries Regulations 2009.

- (2) The holder or the operator of a Giant Crab Fishery (Western Zone) Access Licence must ensure that the original supplementary catch records for a particular month are sent to the Secretary by the 18th day of the following month.

Penalty: 50 penalty units

Note: Section 152(3) of the Act provides that if a Fisheries Notice is inconsistent with any regulations, management plan, Ministerial direction, licence or permit, the Fisheries Notice prevails to the extent of the inconsistency.

Children's Services Act 1996

NOTICE OF EXEMPTION

Under section 29A(2) of the **Children's Services Act 1996**, the Secretary, Department of Education and Early Childhood Development, hereby declares that Echuca War Memorial Aquatic Centre Creche, licence ID 14005, is exempt from the qualified staff member requirements as set out in regulations 55(2)(a)(ii), 55(2)(b)(ii) and 55(3) of the Children's Services Regulations 2009.

Under section 25P(1) of the **Children's Services Act 1996**, the Secretary, Department of Education and Early Childhood Development, also imposes the following additional conditions on Echuca War Memorial Aquatic Centre Creche, licence ID 14005:

1. No more than one nominated staff member can be counted in the child/qualified staff ratios.
2. The nominated staff member must be enrolled in and studying for an approved post-secondary early childhood qualification.
3. The nominated staff member must be mentored by a qualified early childhood person.
4. Details of the nominated staff member's enrolment and progress towards attaining an approved post-secondary early childhood qualification must be held on the nominated staff member's staff record.
5. The licensee must advise the Department of Education and Early Childhood Development within 48 hours of any changes that will prevent the service from complying with the exemption and its conditions.

This exemption and these additional conditions remain in force until 9 May 2015 unless revoked earlier.

Dated 12 June 2014

RICHARD BOLT
Secretary

Children's Services Act 1996

NOTICE OF EXEMPTION

Under section 29A(2) of the **Children's Services Act 1996**, the Secretary, Department of Education and Early Childhood Development, hereby declares that Bridge Education, licence ID 13694, is exempt from the qualified staff member requirements as set out in regulations 55(2)(a)(ii), 55(2)(b)(ii) and 55(3) of the Children's Services Regulations 2009.

Under section 25P(1) of the **Children's Services Act 1996**, the Secretary, Department of Education and Early Childhood Development, also imposes the following additional conditions on Bridge Education, licence ID 13694:

1. No more than one nominated staff member who is enrolled in and studying for an approved post-secondary early childhood qualification can be counted in the child/qualified staff ratios.
2. The nominated staff member must hold a primary school teaching qualification recognised by the Victorian Institute of Teaching.
3. Details of the nominated staff member's enrolment and progress towards a post-secondary early childhood qualification must be held on the staff member's staff record.

4. The licensee must ensure that the service does not care for or educate any children younger than four years of age as of 30 April in the year of enrolment.
5. The licensee must advise the regional office of the Department of Education and Early Childhood Development within 48 hours of any changes that may prevent the service from complying with the exemption and its conditions.
6. The licensee must ensure that the service has in place the following policies and ensure that all staff members and volunteers of the service follow those policies:
 - Supervision; and
 - Emergency management.

This exemption and these additional conditions remain in force until 9 May 2015 unless revoked earlier.

Dated 12 June 2014

RICHARD BOLT
Secretary



Heritage Act 1995

NOTICE OF REGISTRATION

As Executive Director for the purpose of the **Heritage Act 1995**, I give notice under section 46 that the Victorian Heritage Register is amended by including Heritage Register Number H2338 in the category described as Heritage Object.

Sailors' Rest Electric Sign
3 Moorabool Street
Geelong
Greater Geelong City

The extent of registration on the Victorian Heritage Register affects the whole object known as the Sailors' Rest Electric sign. The object comprises the following components:

- The letters reading 'Sailors' Rest' and their frame
- Four diagonal bracing arms from the back of the sign frame onto the roof
- Original conduit with bell mouth travelling from the wall next to the sign to the floor of the hexagonal domed room
- Original earth wire from sign to conduit
- Plate on the floor of the hexagonal domed room where the original Electric controller (now lost) rested.

Dated 19 June 2014

TIM SMITH
Executive Director

HERITAGE
VICTORIA
HERITAGE
VICTORIA
HERITAGE
VICTORIA

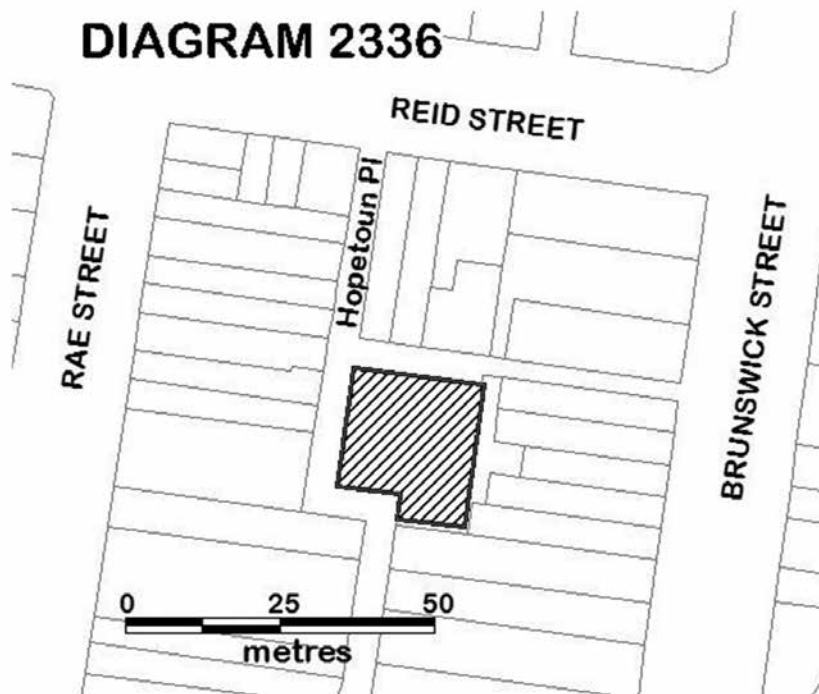
Heritage Act 1995

NOTICE OF REGISTRATION

As Executive Director for the purpose of the **Heritage Act 1995**, I give notice under section 46 that the Victorian Heritage Register is amended by including Heritage Register Number H2336 in the category described as Heritage Place.

Former Melbourne Tramways and Omnibus Company Stables
1 Hopetoun Place
Fitzroy North
Yarra City

All of the place shown hatched on Diagram 2336 encompassing all of Lot 1 on TP704750S.



Dated 19 June 2014

TIM SMITH
Executive Director

Interpretation of Legislation Act 1984**SURVEY CO-ORDINATION REGULATIONS 2014****Notice of Incorporation of Documents and Address for Inspection of Documents**

In accordance with section 32(3) of the Interpretation of Legislation Act 1984, notice is given that the Survey Co-ordination Regulations 2014 (the Regulations) apply, adopt or incorporate the following documents:

Table of Applied, Adopted or Incorporated Matter

Statutory rule provision	Title of applied, adopted or incorporated document	Matter in applied, adopted or incorporated document
Regulations 3 (definition of Map Grid of Australia (MGA 1994)), 10(1), 14(b) and 14(d)	Geocentric Datum of Australia defined in the notice of the Intergovernmental Committee on Surveying and Mapping and published in Commonwealth Government Gazette Number GN 35 of 6 September 1995 (page 3369).	The whole

A copy of the material applied, adopted or incorporated by the Regulations has been lodged with the Clerk of the Parliaments and is available for inspection by the public, free of charge, during normal business hours at the Department of Transport, Planning and Local Infrastructure, Level 17, 570 Bourke Street, Melbourne, telephone the Office of Surveyor-General Victoria on 8636 2525.

JOHN E. TULLOCH
Surveyor-General

Owner Drivers and Forestry Contractors Act 2005

DEPARTMENT OF TREASURY AND FINANCE

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2013–2014

1 Tonne Van Courier/Messenger

INTRODUCTION

This vehicle operating Rates and Costs Schedule is based on the Transport Industry Council's evaluation of the cost recovery recommended for an owner driver to take into consideration based on being able to operate a business on a sustainable basis.

This Schedule is a general guide only. Owner drivers¹ are strongly advised to seek independent professional accounting advice for their own situation and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (Vic.) (the Act). Under the Act, this Schedule must be given by hirers to all new owner drivers three days prior to engagement. This Schedule will be revised at least annually, and under section 18 of the Act, hirers are required to give owner drivers a copy of any such revised Schedule as soon as practicable after it is published.

The Schedule is intended to assist owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

The Schedule is based on a 75:25 split between business and private use of the vehicle (except where indicated otherwise). Where the vehicle is used 100 per cent for business use the 75:25 split between business and private use of the vehicle does not apply.

THE SCHEDULE DOES NOT SET MINIMUM RATES THAT MUST BE PAID.

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 1 Tonne Vehicle. The worked example is based on certain assumptions about the business, for example, that the vehicle is 4 years old, is in operation for 7.6 hours a day and uses a certain number of tyres. The aim of the Schedule is to assist owner drivers to:

- better understand their business cost structures and how increases and decreases in different cost items affect overall profitability; and
- calculate their own unique cost model.

This Schedule applies to owner drivers who supply a 1 Tonne Vehicle (1 tonne being the weight of the vehicle fully loaded) or similar vehicle.²

The Schedule is structured as follows:

PART 1 FIXED COSTS

Describes typical fixed (or annual) business costs. These are the costs that the business must pay each year regardless of how many kilometres the vehicle travels.

PART 2 VARIABLE COSTS

Describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled. These are calculated on an hourly basis.

PART 3 PAYMENT FOR LABOUR

Describes the range of rates that are typically paid to employee drivers for performing similar kinds of work, to assist the owner driver to determine what may be a reasonable payment for their own labour.

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2006 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive) and Semi-Trailer (Bogie Drive, 6-axle). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

PART 4 TOTALS

This section allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,680 a year) and excess hours.

The Schedule does not deal with the issue of return on investment, and this would need to be factored in where appropriate. The issue of return on investment is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice.

KEY ASSUMPTIONS

The model set out in this Schedule is based on certain assumptions about the vehicle used, hours of work and the type of business. The assumptions used that have the greatest impact on the figures given are:

SUBJECT	COSTING ASSUMPTIONS
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$22,454 (being the current average retail value of a 4 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.00% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,680 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,680 hours.</p> <p>In Part 4, a separate hourly rate for hours over and above the base hours of 1,680 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

The cost structure of the individual business will be significantly different if, for example:

- The age, current capital value (or both) of the vehicle is less or more than the above figures;
- Other finance arrangements apply (for example, the vehicle is fully owned or is subject to a loan);
- More or fewer hours are worked each year.

Because of these potential variations, great care should be taken in using the indicative figures set out in the cost model, as the costs of the individual business may vary significantly.

To assist owner drivers to calculate their own unique cost model, a blank column is included to calculate the business's own unique costs.

RATE STRUCTURES

This model calculates the cost of running a typical owner driver business, described as an hourly rate, made up of fixed and variable costs and a payment for the owner driver's labour. The Schedule does not calculate or suggest any particular rate calculation or payment method.

Arrangements for payment for owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate, parcel rate, on the basis of tasks performed, or even kilometres travelled. If an owner driver is paid on such an arrangement, the Schedule set out below can be used as a base to calculate the cost to the business of travelling per kilometre, or delivering a particular load. Unions, industry associations or accountants and other professional advisers can assist in this task.

PART 1**Fixed Annual Costs – Per Year and Per Hour**

Note: All costs are exclusive of GST

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$22,454 (based on typical retail value of a 4 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.00% interest per annum.</p>	\$3,614.25		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$245.20 and TAC charge of \$476.20 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$541.05		<p>These fees are current as at 1 July 2013 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods). Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.25% of own labour assume at \$35,774.</p>	\$2,481.82		
<p>Insurance Comprehensive Vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$530.25		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$20,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods. These fixed costs have been calculated at 100%.</p>	\$160		The cost of goods in transit insurance may vary depending on the type of goods being transported.
<p>Insurance Personal Sickness and Accident/ Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.</p> <p>Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p>	\$405		The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million. These fixed costs have been calculated at 100%.</p>	\$450		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$35,774. Assumes vehicle is primarily travelling intrastate.</p>	\$1,261		<p>The rate is current as at 2013–2014 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p> <p>Note: It is not uncommon for hirers of this type of vehicle to pay workers' compensation premiums on behalf of the owner driver. Drivers are advised to consult their hirer about this cost.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses. These fixed costs have been calculated at 100%.	\$2,500		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$11,943.37		
Total hourly fixed costs Assuming 1,680 vehicle operation hours.	\$7.11		Assumes that the annual fixed costs of the business are spread over 1,680 vehicle operation hours per year.

PART 2**Variable Costs – Per Kilometre and Per Hour**

Note: All costs are exclusive of GST

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 40,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost as at 1 December 2013 of 148.90 cents per litre, which is net of GST. Assumes 18.2 litres consumed per 100 km.	27.10 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 40,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Tyres Assumes cost of \$305 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.	2.03 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.
Servicing, Repairs and Maintenance Based on rate of 3.84 cents per km.	3.84 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	32.97 cents		
Total variable costs per driving hour Assumes 25 km travelled per hour.	\$8.24		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Note: Citylink tolls: Where directed to take a route using tolls you may incur an additional cost for road tolls.

PART 3**A Payment for the Owner Driver's Own Labour**

The next factor to include in a business cost model is an amount for the business owner's own work (labour) in driving the vehicle and in work such as loading and unloading and tasks necessary in running the business. This Part will provide information to assist owner drivers to determine the amount they can aim to receive as a payment for that labour.

Because an owner driver is a small business (not an employee) the hirer is not legally obliged to pay a minimum wage or rate of pay. However, the wages that are paid to employee drivers are a useful guide to the market for the labour services of driving a vehicle.

Set out below are rates that would typically be paid for driving a vehicle if this work was performed by an employee rather than an owner driver.

These rates will vary over time, and should be used as a general guide only. Unions, industry associations, newspaper job advertisements and other drivers are sources of advice about the going rates in your industry sector.

Typical base and casual rates paid to employee drivers per hour			
Base hourly rate (1)	Casual/loaded hourly rate (2) (includes allowance for leave, etc.)	Casual Overtime rate (3) for the first two hours over 7.6 per day or 38 per week	Casual Overtime rate (3) for hours worked over 10 per day or 48 per week
\$21.29	\$22.22	\$28.45	\$37.34
Range of rates typically paid in Victoria (4)			
\$21.29 to \$25.54	\$22.22 to \$26.66	\$28.45 to \$34.14	\$37.34 to \$44.80

Notes:

- Base hourly rate:** The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a 1 Tonne Vehicle (GVM) ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee). The Award rate is accurate as at 1 July 2013, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
- Casual/loaded rate:** The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
- Casual overtime rates:** Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
- The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

PART 4**Hourly Totals****(A) Hourly total for hours up to 7.6 hours a day, 1,680 hours a year**

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$7.11		Assuming fixed costs spread over 1,680 hours.
Variable Costs	\$8.24		Assuming 25 km travelled per hour.
Labour	\$21.29		This worked example is based on a labour rate of \$21.29 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,680 hours)	\$36.64		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

(B) Total per hour – for hours in excess of 7.6 hours per day / 1,680 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,680 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$8.24		Assuming 25 km travelled per hour.
Labour (overtime rates)	\$28.45		This worked example is based on a nominal penalty labour rate of \$28.45 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,680 hours)	\$36.69		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should where relevant include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from <http://www.dtf.vic.gov.au/Victorias-Economy/Transport-and-forestry-industries>

Note that this is not a prescribed or recommended rate. It is strongly recommended that owner drivers obtain advice on their own individual circumstances and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

Owner Drivers and Forestry Contractors Act 2005

DEPARTMENT OF TREASURY AND FINANCE

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2013–2014

1 Tonne Vehicle (GVM) – General Freight

INTRODUCTION

This vehicle operating Rates and Costs Schedule is based on the Transport Industry Council's evaluation of the cost recovery recommended for an owner driver to take into consideration based on being able to operate a business on a sustainable basis.

This Schedule is a general guide only. Owner drivers¹ are strongly advised to seek independent professional accounting advice for their own situation and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (Vic.) (the Act). Under the Act, this Schedule must be given by hirers to all new owner drivers three days prior to engagement. This Schedule will be revised at least annually, and under section 18 of the Act, hirers are required to give owner drivers a copy of any such revised Schedule as soon as practicable after it is published.

The Schedule is intended to assist owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

THE SCHEDULE DOES NOT SET MINIMUM RATES THAT MUST BE PAID.

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 1 Tonne Vehicle. The worked example is based on certain assumptions about the business, for example, that the vehicle is 4 years old, is in operation for 7.6 hours a day and uses a certain number of tyres.

The aim of the Schedule is to assist owner drivers to:

- better understand their business cost structures and how increases and decreases in different cost items affect overall profitability; and
- calculate their own unique cost model.

This Schedule applies to owner drivers who supply a 1 Tonne Vehicle (1 tonne being the weight of the vehicle fully loaded) or similar vehicle.²

The Schedule is structured as follows:

PART 1 FIXED COSTS

Describes typical fixed (or annual) business costs. These are the costs that the business must pay each year regardless of how many kilometres the vehicle travels.

PART 2 VARIABLE COSTS

Describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled. These are calculated on an hourly basis.

PART 3 PAYMENT FOR LABOUR

Describes the range of rates that are typically paid to employee drivers for performing similar kinds of work, to assist the owner driver to determine what may be a reasonable payment for their own labour.

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2006 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive) and Semi-Trailer (Bogie Drive, 6-axle). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

PART 4 TOTALS

This section allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,680 a year) and excess hours.

The Schedule does not deal with the issue of return on investment, and this would need to be factored in where appropriate. The issue of return on investment is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice.

KEY ASSUMPTIONS

The model set out in this Schedule is based on certain assumptions about the vehicle used, hours of work and the type of business. The assumptions used that have the greatest impact on the figures given are:

SUBJECT	COSTING ASSUMPTIONS
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$22,454 (being the current average retail value of a 4 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.00% per annum. ● Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,680 hours of operation a year. ● The model spreads fixed operating costs over those 1,680 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,680 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

The cost structure of the individual business will be significantly different if, for example:

- The age, current capital value (or both) of the vehicle is less or more than the above figures;
- Other finance arrangements apply (for example, the vehicle is fully owned or is subject to a loan);
- More or fewer hours are worked each year.

Because of these potential variations, great care should be taken in using the indicative figures set out in the cost model, as the costs of the individual business may vary significantly.

To assist owner drivers to calculate their own unique cost model, a blank column is included to calculate the business's own unique costs.

RATE STRUCTURES

This model calculates the cost of running a typical owner driver business, described as an hourly rate, made up of fixed and variable costs and a payment for the owner driver's labour. The Schedule does not calculate or suggest any particular rate calculation or payment method.

Arrangements for payment for owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate, parcel rate, on the basis of tasks performed, or even kilometres travelled. If an owner driver is paid on such an arrangement, the Schedule set out below can be used as a base to calculate the cost to the business of travelling per kilometre, or delivering a particular load. Unions, industry associations or accountants and other professional advisers can assist in this task.

PART 1**Fixed Annual Costs – Per Year and Per Hour**

Note: All costs are exclusive of GST

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$22,454 (based on typical retail value of a 4 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.00% interest per annum.</p>	\$4,819		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> ● if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or ● if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$245.20 and TAC charge of \$476.20, which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$721.40		<p>These fees are current as at 1 July 2013 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods). Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.25% of own labour assume at \$35,774.</p>	\$3,309.10		
<p>Insurance Comprehensive Vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$707		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$20,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$160		The cost of goods in transit insurance may vary depending on the type of goods being transported.
<p>Insurance Personal Sickness and Accident/ Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$405		The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$450		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$35,774. Assumes vehicle is primarily travelling intrastate.</p>	\$1,681.38		<p>The rate is current as at 2013–2014 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p> <p>Note: It is not uncommon for hirers of this type of vehicle to pay workers' compensation premiums on behalf of the owner driver. Drivers are advised to consult their hirer about this cost.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.	\$2,500		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$14,752.88		
Total hourly fixed costs Assuming 1,680 vehicle operation hours.	\$8.78		Assumes that the annual fixed costs of the business are spread over 1,680 vehicle operation hours per year.

PART 2**Variable Costs – Per Kilometre and Per Hour**

Note: All costs are exclusive of GST

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 40,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost as at 1 December 2013 of 148.90 cents per litre, which is net of GST. Assumes 18.2 litres consumed per 100 km.	27.10 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 40,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Tyres Assumes cost of \$305 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.	2.03 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyre and any discount arrangements.
Servicing, Repairs and Maintenance Based on rate of 3.86 cents per km.	3.86 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	32.99 cents		
Total variable costs per driving hour Assumes 25 km travelled per hour.	\$8.25		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Note: Citylink tolls: Where directed to take a route using tolls you may incur an additional cost for road tolls.

PART 3**A Payment for the Owner Driver's Own Labour**

The next factor to include in a business cost model is an amount for the business owner's own work (labour) in driving the vehicle and in work such as loading and unloading and tasks necessary in running the business. This Part will provide information to assist owner drivers to determine the amount they can aim to receive as a payment for that labour.

Because an owner driver is a small business (not an employee) the hirer is not legally obliged to pay a minimum wage or rate of pay. However, the wages that are paid to employee drivers are a useful guide to the market for the labour services of driving a vehicle.

Set out below are rates that would typically be paid for driving a vehicle if this work was performed by an employee rather than an owner driver.

These rates will vary over time, and should be used as a general guide only. Unions, industry associations, newspaper job advertisements and other drivers are sources of advice about the going rates in your industry sector.

TYPICAL BASE AND CASUAL RATES PAID TO EMPLOYEE DRIVERS PER HOUR			
Base hourly rate (1)	Casual/loaded hourly rate (2) (includes allowance for leave, etc.)	Casual overtime rate (3) for the first two hours over 7.6 per day or 38 per week	Casual overtime rate (3) for hours worked over 10 per day or 48 per week
\$21.29	\$22.22	\$28.45	\$37.34
Range of rates typically paid in Victoria (4)			
\$21.29 to \$25.55	\$22.22 to \$26.66	\$28.45 to \$34.14	\$37.34 to \$44.81

Notes:

- Base hourly rate:** The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a 1 Tonne Vehicle (GVM) ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee). The Award rate is accurate as at 1 July 2013, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
- Casual/loaded rate:** The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
- Casual overtime rates:** Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
- The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

PART 4**Hourly Totals****(A) Hourly total for hours up to 7.6 hours a day, 1,680 hours a year**

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$8.78		Assuming fixed costs spread over 1,680 hours.
Variable Costs	\$8.25		Assuming 25 km travelled per hour.
Labour	\$21.29		This worked example is based on a labour rate of \$21.29 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,680 hours)	\$38.32		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

(B) Total per hour – for hours in excess of 7.6 hours per day / 1,680 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,680 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$8.25		Assuming 25 km travelled per hour.
Labour (casual overtime rates)	\$28.45		This worked example is based on a nominal penalty labour rate of \$28.45 per hour. See discussion on rates for labour in Part 3.
Total per hour (over 1,680 hours)	\$36.70		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should where relevant include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from <http://www.dtf.vic.gov.au/Victorias-Economy/Transport-and-forestry-industries>

Note that this is not a prescribed or recommended rate. It is strongly recommended that owner drivers obtain advice on their own individual circumstances and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

Owner Drivers and Forestry Contractors Act 2005

DEPARTMENT OF TREASURY AND FINANCE

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2013–2014

4.5 Tonne Rigid Vehicle (GVM)

INTRODUCTION

This vehicle operating Rates and Costs Schedule is based on the Transport Industry Council's evaluation of the cost recovery recommended for an owner driver to take into consideration based on being able to operate a business on a sustainable basis.

This Schedule is a general guide only. Owner drivers¹ are strongly advised to seek independent professional accounting advice for their own situation and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (Vic.) (the Act). Under the Act, this Schedule must be given by hirers to all new owner drivers three days prior to engagement. This Schedule will be revised at least annually, and under section 18 of the Act, hirers are required to give owner drivers a copy of any such revised Schedule as soon as practicable after it is published.

The Schedule is intended to assist owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

THE SCHEDULE DOES NOT SET MINIMUM RATES THAT MUST BE PAID.

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 4.5 Tonne Rigid Vehicle. The worked example is based on certain assumptions about the business, for example, that the vehicle is 4 years old, is in operation for 7.6 hours a day and uses a certain number of tyres.

The aim of the Schedule is to assist owner drivers to:

- better understand their business cost structures and how increases and decreases in different cost items affect overall profitability; and
- calculate their own unique cost model.

This Schedule applies to owner drivers who supply a 4.5 Tonne Rigid Vehicle (4.5 tonne being the weight of the vehicle fully loaded) or similar vehicle.²

The Schedule is structured as follows:

PART 1 FIXED COSTS

Describes typical fixed (or annual) business costs. These are the costs that the business must pay each year regardless of how many kilometres the vehicle travels.

PART 2 VARIABLE COSTS

Describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled. These are calculated on an hourly basis.

PART 3 PAYMENT FOR LABOUR

Describes the range of rates that are typically paid to employee drivers for performing similar kinds of work, to assist the owner driver to determine what may be a reasonable payment for their own labour.

PART 4 TOTALS

This section allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,680 a year) and excess hours.

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2006 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive) and Semi-Trailer (Bogie Drive, 6-axle). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

The Schedule does not deal with the issue of return on investment, and this would need to be factored in where appropriate. The issue of return on investment is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice.

KEY ASSUMPTIONS

The model set out in this Schedule is based on certain assumptions about the vehicle used, hours of work and the type of business. The assumptions used that have the greatest impact on the figures given are:

SUBJECT	COSTING ASSUMPTIONS
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● A vehicle with a current capital value of \$36,537 (being the current average retail value of a 4 year old vehicle). ● A vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.00% per annum. ● Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. ● All costs exclude GST.
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,680 hours of operation a year. ● The model spreads fixed operating costs over those 1,680 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,680 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

The cost structure of the individual business will be significantly different if, for example:

- The age, current capital value (or both) of the vehicle is less or more than the above figures;
- Other finance arrangements apply (for example, the vehicle is fully owned or is subject to a loan);
- More or fewer hours are worked each year.

Because of these potential variations, great care should be taken in using the indicative figures set out in the cost model, as the costs of the individual business may vary significantly.

To assist owner drivers to calculate their own unique cost model, a blank column is included to calculate the business's own unique costs.

RATE STRUCTURES

This model calculates the cost of running a typical owner driver business, described as an hourly rate, made up of fixed and variable costs and a payment for the owner driver's labour. The Schedule does not calculate or suggest any particular rate calculation or payment method.

Arrangements for payment for owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate, parcel rate, on the basis of tasks performed, or even kilometres travelled. If an owner driver is paid on such an arrangement, the Schedule set out below can be used as a base to calculate the cost to the business of travelling per kilometre, or delivering a particular load. Unions, industry associations or accountants and other professional advisers can assist in this task.

PART 1**Fixed Annual Costs – Per Year and Per Hour**

Note: All costs are exclusive of GST

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Vehicle Lease Costs This model is based on a vehicle with a current capital value of \$36,537 (based on typical retail value of a 4 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.00% interest per annum.</p>	\$7,842		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees Based on vehicle registration fee of \$245.20 and TAC charge of \$691.90, which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$937.10		<p>These fees are current as at 1 July 2013 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods). Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation Self-funded, based on 9.25% of own labour assumed at \$36,219.</p>	\$3,350.26		
<p>Insurance Comprehensive Vehicle Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$1,151		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock).</p> <p>Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$30,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$240		The cost of goods in transit insurance may vary depending on the type of goods being transported.
<p>Insurance Personal Sickness and Accident/ Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$405		The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period after an accident before benefits are payable and the maximum period over which benefits are paid.
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$450		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$36,219.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,702.29		<p>The rate is current as at 2013–2014 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.	\$2,500		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$18,577.65		
Total hourly fixed costs Assuming 1,680 vehicle operation hours	\$11.06		Assumes that the annual fixed costs of the business are spread over 1,680 vehicle operation hours per year.

PART 2**Variable Costs – Per Kilometre and Per Hour**

Note: All costs are exclusive of GST

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 40,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost as at 1 December 2013 of 148.90 cents per litre, which is net of GST. Assumes 20.20 litres consumed per 100 km.	30.08 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 40,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Tyres Assumes cost of \$305 per tyre (6 tyres) based on vehicle specific average and replaced after 60,000 km.	3.05 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyre and any discount arrangements.
Servicing, Repairs and Maintenance Based on rate of 7.20 cents per kilometre.	7.20 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs
Total variable costs per km	40.33 cents		
Total variable costs per driving hour Assumes 25 km travelled per hour.	\$10.08		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Note: Citylink tolls: Where directed to take a route using tolls you may incur an additional cost for road tolls.

PART 3**A Payment for the Owner Driver's Own Labour**

The next factor to include in a business cost model is an amount for the business owner's own work (labour) in driving the vehicle and in work such as loading and unloading and tasks necessary in running the business. This Part will provide information to assist owner drivers to determine the amount they can aim to receive as a payment for that labour.

Because an owner driver is a small business (not an employee) the hirer is not legally obliged to pay a minimum wage or rate of pay. However, the wages that are paid to employee drivers are a useful guide to the market for the labour services of driving a vehicle.

Set out below are rates that would typically be paid for driving a vehicle if this work was performed by an employee rather than an owner driver.

These rates will vary over time, and should be used as a general guide only. Unions, industry associations, newspaper job advertisements and other drivers are sources of advice about the going rates in your industry sector.

TYPICAL BASE AND CASUAL RATES PAID TO EMPLOYEE DRIVERS PER HOUR			
Base hourly rate (1)	Casual/loaded hourly rate (2) (includes allowance for leave, etc.)	Casual overtime rate (3) for the first two hours over 7.6 per day or 38 per week	Casual overtime rate (3) for hours worked over 10 per day or 48 per week
\$21.56	\$22.50	\$28.80	\$37.80
Range of rates typically paid in Victoria (4)			
\$21.56 to \$25.87	\$22.50 to \$27.00	\$28.80 to \$34.56	\$37.80 to \$45.36

Notes:

- 1 Base hourly rate:** The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a 4.5 Tonne (GVM) Rigid Vehicle ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).
The Award rate is accurate as at 1 July 2013, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
- 2 Casual/loaded rate:** The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
- 3 Casual overtime rates:** Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
- 4 The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

PART 4**Hourly Totals****(A) Hourly total for hours up to 7.6 hours a day, 1,680 hours a year**

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$11.06		Assuming fixed costs spread over 1,680 hours.
Variable Costs	\$10.08		Assuming 25 km travelled per hour.
Labour	\$21.56		This worked example is based on a labour rate of \$21.56 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,680 hours)	\$42.70		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

(B) Total per hour – for hours in excess of 7.6 hours per day / 1,680 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,680 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

TOTALS			
Totals per Driving hour	Typical costs	Your figures	Notes
Variable Costs	\$10.08		Assuming 25 km travelled per hour.
Labour (casual overtime rates)	\$28.80		This worked example is based on a nominal penalty labour rate of \$28.80 per hour. See discussion on rates for labour in Part 3.
Total per hour (over 1,680 hours)	\$38.88		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should where relevant include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from <http://www.dtf.vic.gov.au/Victorias-Economy/Transport-and-forestry-industries>

Note that this is not a prescribed or recommended rate. It is strongly recommended that owner drivers obtain advice on their own individual circumstances and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

Owner Drivers and Forestry Contractors Act 2005

DEPARTMENT OF TREASURY AND FINANCE

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2013–2014

8 Tonne Rigid Vehicle (GVM)

INTRODUCTION

This vehicle operating Rates and Costs Schedule is based on the Transport Industry Council's evaluation of the cost recovery recommended for an owner driver to take into consideration based on being able to operate a business on a sustainable basis.

This Schedule is a general guide only. Owner drivers¹ are strongly advised to seek independent professional accounting advice for their own situation and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (Vic.) (the Act). Under the Act, this Schedule must be given by hirers to all new owner drivers three days prior to engagement. This Schedule will be revised at least annually, and under section 18 of the Act, hirers are required to give owner drivers a copy of any such revised Schedule as soon as practicable after it is published.

The Schedule is intended to assist owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

THE SCHEDULE DOES NOT SET MINIMUM RATES THAT MUST BE PAID.

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying an 8 Tonne GVM Rigid Vehicle. The worked example is based on certain assumptions about the business, for example, that the vehicle is 4 years old, is in operation for 7.6 hours a day and uses a certain number of tyres. The aim of the Schedule is to assist owner drivers to:

- better understand their business cost structures and how increases and decreases in different cost items affect overall profitability; and
- calculate their own unique cost model.

This Schedule applies to owner drivers who supply an 8 Tonne Rigid Vehicle (8 tonne being the weight of the vehicle fully loaded) or similar vehicle.²

The Schedule is structured as follows:

PART 1 FIXED COSTS

Describes typical fixed (or annual) business costs. These are the costs that the business must pay each year regardless of how many kilometres the vehicle travels.

PART 2 VARIABLE COSTS

Describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled. These are calculated on an hourly basis.

PART 3 PAYMENT FOR LABOUR

Describes the range of rates that are typically paid to employee drivers for performing similar kinds of work, to assist the owner driver to determine what may be a reasonable payment for their own labour.

PART 4 TOTALS

This section allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,680 a year) and excess hours.

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2006 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive) and Semi-Trailer (Bogie Drive, 6-axle). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

The Schedule does not deal with the issue of return on investment, and this would need to be factored in where appropriate. The issue of return on investment is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice.

KEY ASSUMPTIONS

The model set out in this Schedule is based on certain assumptions about the vehicle used, hours of work and the type of business. The assumptions used that have the greatest impact on the figures given are:

SUBJECT	COSTING ASSUMPTIONS
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$66,740 (being the current average retail value of a 4 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.00% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,680 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,680 hours. In Part 4, a separate hourly rate for hours over and above the base hours of 1,680 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

The cost structure of the individual business will be significantly different if, for example:

- The age, current capital value (or both) of the vehicle is less or more than the above figures;
- Other finance arrangements apply (for example, the vehicle is fully owned or is subject to a loan);
- More or fewer hours are worked each year.

Because of these potential variations, great care should be taken in using the indicative figures set out in the cost model, as the costs of the individual business may vary significantly.

To assist owner drivers to calculate their own unique cost model, a blank column is included to calculate the business's own unique costs.

RATE STRUCTURES

This model calculates the cost of running a typical owner driver business, described as an hourly rate, made up of fixed and variable costs and a payment for the owner driver's labour. The Schedule does not calculate or suggest any particular rate calculation or payment method.

Arrangements for payment for owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate, parcel rate, on the basis of tasks performed, or even kilometres travelled. If an owner driver is paid on such an arrangement, the Schedule set out below can be used as a base to calculate the cost to the business of travelling per kilometre, or delivering a particular load. Unions, industry associations or accountants and other professional advisers can assist in this task.

PART 1**Fixed Annual Costs – Per Year and Per Hour**

Note: All costs are exclusive of GST

FIXED COSTS			
Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
Vehicle Lease Costs This model is based on a vehicle with a current capital value of \$63,567 (based on typical retail value of a 4 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.00% interest per annum.	\$14,324		Finance arrangements will vary widely depending on: <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
Registration, Permits and TAC Fees Based on vehicle registration fee of \$556.60 and TAC charge of \$691.90 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).	\$1,248.50		These fees are current as at 1 July 2013 but may change. Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods). Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.
Superannuation Self-funded, based on 9.25% of own labour assumed at \$36,219.	\$3,350.26		
Insurance Comprehensive Vehicle Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.	\$2,102.31		Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.

FIXED COSTS			
Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$400		The cost of goods in transit insurance may vary depending on the type of goods being transported.
<p>Insurance Personal Sickness and Accident/ Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$405		The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$450		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$36,219.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,702.29		<p>The rate is current as at 2013–2014 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.	\$2,500		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$26,482.36		
Total hourly fixed costs Assuming 1,680 vehicle operation hours	\$15.76		Assumes that the annual fixed costs of the business are spread over 1,680 vehicle operation hours per year.

PART 2**Variable Costs – Per Kilometre and Per Hour**

Note: All costs are exclusive of GST

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 35,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost as at 1 December 2013 of 148.90 cents per litre, which is net of GST. Assumes 24.57 litres consumer per 100 km.	36.58 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 35,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Tyres Assumes cost of \$602 per tyre (8 tyres) based on vehicle specific average performance and replaced every 80,000 km.	6.02 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyre and any discount arrangements.
Servicing, Repairs and Maintenance Based on rate of 9.22 cents per kilometre.	9.22 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	51.82 cents		
Total variable costs per driving hour Assumes 20 km travelled per hour.	\$10.36		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Note: Citylink tolls: Where directed to take a route using tolls you may incur an additional cost for road tolls.

PART 3**A Payment for the Owner Driver's Own Labour**

The next factor to include in a business cost model is an amount for the business owner's own work (labour) in driving the vehicle and in work such as loading and unloading and tasks necessary in running the business. This Part will provide information to assist owner drivers to determine the amount they can aim to receive as a payment for that labour.

Because an owner driver is a small business (not an employee) the hirer is not legally obliged to pay a minimum wage or rate of pay. However, the wages that are paid to employee drivers are a useful guide to the market for the labour services of driving a vehicle.

Set out below are rates that would typically be paid for driving a vehicle if this work was performed by an employee rather than an owner driver.

These rates will vary over time, and should be used as a general guide only. Unions, industry associations, newspaper job advertisements and other drivers are sources of advice about the going rates in your industry sector.

TYPICAL BASE AND CASUAL RATES PAID TO EMPLOYEE DRIVERS PER HOUR			
Base hourly rate (1)	Casual/loaded hourly rate (2) (includes allowance for leave, etc.)	Casual overtime rate (3) for the first two hours over 7.6 per day or 38 per week	Casual overtime rate (3) for hours worked over 10 per day or 48 per week
\$21.56	\$22.50	\$28.80	\$37.80
Range of rates typically paid in Victoria (4)			
\$21.56 to \$25.87	\$22.50 to \$27.00	\$28.80 to \$34.56	\$37.80 to \$45.36

Notes:

- 1 Base hourly rate:** The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of an 8 Tonne (GVM) Rigid Vehicle ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).
The Award rate is accurate as at 1 July 2013, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
- 2 Casual/loaded rate:** The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
- 3 Casual overtime rates:** Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
- 4 The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

PART 4**Hourly Totals****(A) Hourly total for hours up to 7.6 hours a day, 1,680 hours a year**

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$15.76		Assuming fixed costs spread over 1,680 hours.
Variable Costs	\$10.36		Assuming 20 km travelled per hour.
Labour	\$21.56		This worked example is based on a labour rate of \$21.56 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,680 hours)	\$47.68		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

(B) Total per hour – for hours in excess of 7.6 hours per day / 1,680 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,680 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$10.36		Assuming 20 km travelled per hour.
Labour (overtime rates)	\$28.80		This worked example is based on a nominal penalty labour rate of \$28.80 per hour. See discussion on rates for labour in Part 3.
Total per hour (over 1,680 hours)	\$39.16		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should where relevant include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from <http://www.dtf.vic.gov.au/Victorias-Economy/Transport-and-forestry-industries>

Note that this is not a prescribed or recommended rate. It is strongly recommended that owner drivers obtain advice on their own individual circumstances and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

Owner Drivers and Forestry Contractors Act 2005

DEPARTMENT OF TREASURY AND FINANCE

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2013–2014

12 Tonne Rigid Vehicle (GVM) (2-axle)

INTRODUCTION

This vehicle operating Rates and Costs Schedule is based on the Transport Industry Council's evaluation of the cost recovery recommended for an owner driver to take into consideration based on being able to operate a business on a sustainable basis.

This Schedule is a general guide only. Owner drivers¹ are strongly advised to seek independent professional accounting advice for their own situation and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (Vic.) (the Act). Under the Act, this Schedule must be given by hirers to all new owner drivers three days prior to engagement. This Schedule will be revised at least annually, and under section 18 of the Act, hirers are required to give owner drivers a copy of any such revised Schedule as soon as practicable after it is published. The Schedule is intended to assist owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

THE SCHEDULE DOES NOT SET MINIMUM RATES THAT MUST BE PAID.

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 12 Tonne Rigid Vehicle. The worked example is based on certain assumptions about the business, for example, that the vehicle is 4 years old, is in operation for 7.6 hours a day and uses a certain number of tyres. The aim of the Schedule is to assist owner drivers to:

- better understand their business cost structures and how increases and decreases in different cost items affect overall profitability; and
- calculate their own unique cost model.

This Schedule applies to owner drivers who supply a 12 Tonne Rigid Vehicle (2-axle) (12 tonne being the weight of the vehicle fully loaded) or similar vehicle.²

The Schedule is structured as follows:

PART 1 FIXED COSTS

Describes typical fixed (or annual) business costs. These are the costs that the business must pay each year regardless of how many kilometres the vehicle travels.

PART 2 VARIABLE COSTS

Describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled. These are calculated on an hourly basis.

PART 3 PAYMENT FOR LABOUR

Describes the range of rates that are typically paid to employee drivers for performing similar kinds of work, to assist the owner driver to determine what may be a reasonable payment for their own labour.

PART 4 TOTALS

This section allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,680 a year) and excess hours. The Schedule does not deal with the issue of return on investment, and this would need to be factored in where appropriate. The issue of return on investment is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice.

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2006 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive) and Semi-Trailer (Bogie Drive, 6-axle). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

KEY ASSUMPTIONS

The model set out in this Schedule is based on certain assumptions about the vehicle used, hours of work and the type of business. The assumptions used that have the greatest impact on the figures given are:

SUBJECT	COSTING ASSUMPTIONS
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$82,850 (being the current average retail value of an 4 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.00% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,680 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,680 hours.</p> <p>In Part 4, a separate hourly rate for hours over and above the base hours of 1,680 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

The cost structure of the individual business will be significantly different if, for example:

- The age, current capital value (or both) of the vehicle is less or more than the above figures;
- Other finance arrangements apply (for example, the vehicle is fully owned or is subject to a loan);
- More or fewer hours are worked each year.

Because of these potential variations, great care should be taken in using the indicative figures set out in the cost model, as the costs of the individual business may vary significantly.

To assist owner drivers to calculate their own unique cost model, a blank column is included to calculate the business's own unique costs.

RATE STRUCTURES

This model calculates the cost of running a typical owner driver business, described as an hourly rate, made up of fixed and variable costs and a payment for the owner driver's labour. The Schedule does not calculate or suggest any particular rate calculation or payment method.

Arrangements for payment for owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate, parcel rate, on the basis of tasks performed, or even kilometres travelled. If an owner driver is paid on such an arrangement, the Schedule set out below can be used as a base to calculate the cost to the business of travelling per kilometre, or delivering a particular load. Unions, industry associations or accountants and other professional advisers can assist in this task.

PART 1**Fixed Annual Costs – Per Year and Per Hour**

Note: All costs are exclusive of GST

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Vehicle Lease Costs This model is based on a vehicle with a current capital value of \$82,850 (based on typical retail value of a 4 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.00% interest per annum.</p>	\$17,781		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees Based on vehicle registration fee of \$556.60 and TAC charge of \$691.90, which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$1,248.50		<p>These fees are current as at 1 July 2013 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods). Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation Self-funded, based on 9.25% of own labour assumed at \$36,886.</p>	\$3,412		
<p>Insurance Comprehensive Vehicle Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$2,610		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$400		The cost of goods in transit insurance may vary depending on the type of goods being transported.
<p>Insurance Personal Sickness and Accident/ Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$405		The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$450		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$36,886. Assumes vehicle is primarily travelling intrastate.</p>	\$1,734		<p>The rate is current as at 2013–2014 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.	\$2,500		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$30,540.50		
Total hourly fixed costs Assuming 1,680 vehicle operation hours	\$18.18		Assumes that the annual fixed costs of the business are spread over 1,680 vehicle operation hours per year.

PART 2**Variable Costs – Per Kilometre and Per Hour**

Note: All costs are exclusive of GST

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 35,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost as at 1 December 2013 of 148.90 cents per litre, which is net of GST. Assumes 25.71 litres consumed per 100 km.	38.28 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 35,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Tyres Assumes cost of \$602 per tyre (10 tyres) based on vehicle specific average performance and replaced every 80,000 km.	7.53 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyre and any discount arrangements.
Servicing, Repairs and Maintenance Based on rate of 20.45 cents per kilometre.	20.45 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	66.26 cents		
Total variable costs per driving hour Assumes 18 km travelled per hour.	\$11.92		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Note: Citylink tolls: Where directed to take a route using tolls you may incur an additional cost for road tolls.

PART 3**A Payment for the Owner Driver's Own Labour**

The next factor to include in a business cost model is an amount for the business owner's own work (labour) in driving the vehicle and in work such as loading and unloading and tasks necessary in running the business. This Part will provide information to assist owner drivers to determine the amount they can aim to receive as a payment for that labour.

Because an owner driver is a small business (not an employee) the hirer is not legally obliged to pay a minimum wage or rate of pay. However, the wages that are paid to employee drivers are a useful guide to the market for the labour services of driving a vehicle.

Set out below are rates that would typically be paid for driving a vehicle if this work was performed by an employee rather than an owner driver.

These rates will vary over time, and should be used as a general guide only. Unions, industry associations, newspaper job advertisements and other drivers are sources of advice about the going rates in your industry sector.

TYPICAL BASE AND CASUAL RATES PAID TO EMPLOYEE DRIVERS PER HOUR			
Base hourly rate (1)	Casual/loaded hourly rate (2) (includes allowance for leave, etc.)	Casual overtime rate (3) for the first two hours over 7.6 per day or 38 per week	Casual overtime rate (3) for hours worked over 10 per day or 48 per week
\$21.96	\$22.91	\$29.33	\$38.50
Range of rates typically paid in Victoria (4)			
\$21.96 to \$26.35	\$22.91 to \$27.49	\$29.33 to \$35.20	\$38.50 to \$46.20

Notes:

- 1 Base hourly rate:** The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a 12 Tonne GVM Rigid Vehicle ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee). The Award rate is accurate as at 1 July 2013, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
- 2 Casual/loaded rate:** The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
- 3 Casual overtime rates:** Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
- 4 The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

PART 4**Hourly Totals****(A) Hourly total for hours up to 7.6 hours a day, 1,680 hours a year**

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$18.18		Assuming fixed costs spread over 1,680 hours.
Variable Costs	\$11.92		Assuming 18 km travelled per hour.
Labour	\$21.96		This worked example is based on a labour rate of \$21.96 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,680 hours)	\$52.06		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

(B) Total per hour – for hours in excess of 7.6 hours per day / 1,680 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,680 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$11.92		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$29.33		This worked example is based on a nominal penalty labour rate of \$29.33 per hour. See discussion on rates for labour in Part 3.
Total per hour (over 1,680 hours)	\$41.25		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should where relevant include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from <http://www.dtf.vic.gov.au/Victorias-Economy/Transport-and-forestry-industries>

Note that this is not a prescribed or recommended rate. It is strongly recommended that owner drivers obtain advice on their own individual circumstances and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

Owner Drivers and Forestry Contractors Act 2005

DEPARTMENT OF TREASURY AND FINANCE

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2013–2014

Prime Mover (Bogie Drive)

INTRODUCTION

This vehicle operating Rates and Costs Schedule is based on the Transport Industry Council's evaluation of the cost recovery recommended for an owner driver to take into consideration based on being able to operate a business on a sustainable basis.

This Schedule is a general guide only. Owner drivers¹ are strongly advised to seek independent professional accounting advice for their own situation and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (Vic.) (the Act). Under the Act, this Schedule must be given by hirers to all new owner drivers three days prior to engagement. This Schedule will be revised at least annually, and under section 18 of the Act, hirers are required to give owner drivers a copy of any such revised Schedule as soon as practicable after it is published.

The Schedule is intended to assist owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

THE SCHEDULE DOES NOT SET MINIMUM RATES THAT MUST BE PAID.

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Prime Mover (Bogie Drive). The worked example is based on certain assumptions about the business, for example, that the vehicle is 4 years old, is in operation for 7.6 hours a day and uses a certain number of tyres. The aim of the Schedule is to assist owner drivers to:

- better understand their business cost structures and how increases and decreases in different cost items affect overall profitability; and
- calculate their own unique cost model.

This Schedule applies to owner drivers who supply a Prime Mover or similar vehicle.²

The Schedule is structured as follows:

PART 1 FIXED COSTS

Describes typical fixed (or annual) business costs. These are the costs that the business must pay each year regardless of how many kilometres the vehicle travels.

PART 2 VARIABLE COSTS

Describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled. These are calculated on an hourly basis.

PART 3 PAYMENT FOR LABOUR

Describes the range of rates that are typically paid to employee drivers for performing similar kinds of work, to assist the owner driver to determine what may be a reasonable payment for their own labour.

PART 4 TOTALS

This section allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,680 a year) and excess hours.

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2006 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive) and Semi-Trailer (Bogie Drive, 6-axle). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

The Schedule does not deal with the issue of return on investment, and this would need to be factored in where appropriate. The issue of return on investment is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice.

KEY ASSUMPTIONS

The model set out in this Schedule is based on certain assumptions about the vehicle used, hours of work and the type of business. The assumptions used that have the greatest impact on the figures given are:

SUBJECT	COSTING ASSUMPTIONS
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$91,680 (being the current average retail value of a 4 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.00% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,680 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,680 hours.</p> <p>In Part 4, a separate hourly rate for hours over and above the base hours of 1,680 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

The cost structure of the individual business will be significantly different if, for example:

- The age, current capital value (or both) of the vehicle is less or more than the above figures;
- Other finance arrangements apply (for example, the vehicle is fully owned or is subject to a loan);
- More or fewer hours are worked each year.

Because of these potential variations, great care should be taken in using the indicative figures set out in the cost model, as the costs of the individual business may vary significantly.

To assist owner drivers to calculate their own unique cost model, a blank column is included to calculate the business's own unique costs.

RATE STRUCTURES

This model calculates the cost of running a typical owner driver business, described as an hourly rate, made up of fixed and variable costs and a payment for the owner driver's labour. The Schedule does not calculate or suggest any particular rate calculation or payment method.

Arrangements for payment for owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate, parcel rate, on the basis of tasks performed, or even kilometres travelled. If an owner driver is paid on such an arrangement, the Schedule set out below can be used as a base to calculate the cost to the business of travelling per kilometre, or delivering a particular load. Unions, industry associations or accountants and other professional advisers can assist in this task.

PART 1**Fixed Annual Costs – Per Year and Per Hour**

Note: All costs are exclusive of GST

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
Vehicle Lease Costs This model is based on a vehicle with a current capital value of \$91,680 (based on typical retail value of a 4 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.00% interest per annum.	\$19,676		Finance arrangements will vary widely depending on: <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
Registration, Permits and TAC Fees Based on vehicle registration fee of \$4,863.20 and TAC charge of \$1,918.40, which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).	\$6,781.60		These fees are current as at 1 July 2013 but may change. Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods). Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.
Superannuation Self-funded, based on 9.25% of own labour assumed at \$37,771.	\$3,494		
Insurance Comprehensive Vehicle Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.	\$2,888		Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$400		The cost of goods in transit insurance may vary depending on the type of goods being transported.
<p>Insurance Personal Sickness and Accident/ Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$405		The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$450		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$37,771.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,775		<p>The rate is current as at 2013–2014 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.	\$2,500		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$38,369.60		
Total hourly fixed costs Assuming 1,680 vehicle operation hours.	\$22.84		Assumes that the annual fixed costs of the business are spread over 1,680 vehicle operation hours per year.

PART 2**Variable Costs – Per Kilometre and Per Hour**

Note: All costs are exclusive of GST

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 30,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost as at 1 December 2013 of 148.90 cents per litre, which is net of GST. Assumes 62.89 litres consumed per 100 km.	93.65 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 30,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Tyres Assumes cost of \$602 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	7.53 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyre and any discount arrangements.
Servicing, Repairs and Maintenance Based on rate of 38.46 cents per kilometre.	38.46 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	139.64 cents		
Total variable costs per driving hour Assumes 18 km travelled per hour.	\$25.13		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Note: Citylink tolls: Where directed to take a route using tolls you may incur an additional cost for road tolls.

PART 3**A Payment for the Owner Driver's Own Labour**

The next factor to include in a business cost model is an amount for the business owner's own work (labour) in driving the vehicle and in work such as loading and unloading and tasks necessary in running the business. This Part will provide information to assist owner drivers to determine the amount they can aim to receive as a payment for that labour.

Because an owner driver is a small business (not an employee) the hirer is not legally obliged to pay a minimum wage or rate of pay. However, the wages that are paid to employee drivers are a useful guide to the market for the labour services of driving a vehicle.

Set out below are rates that would typically be paid for driving a vehicle if this work was performed by an employee rather than an owner driver.

These rates will vary over time, and should be used as a general guide only. Unions, industry associations, newspaper job advertisements and other drivers are sources of advice about the going rates in your industry sector.

TYPICAL BASE AND CASUAL RATES PAID TO EMPLOYEE DRIVERS PER HOUR			
Base hourly rate (1)	Casual/loaded hourly rate (2) (includes allowance for leave, etc.)	Casual overtime rate (3) for the first two hours over 7.6 per day or 38 per week	Casual overtime rate (3) for hours worked over 10 per day or 48 per week
\$22.48	\$23.46	\$30.03	\$39.42
Range of rates typically paid in Victoria (4)			
\$22.48 to \$26.98	\$23.46 to \$28.15	\$30.03 to \$36.04	\$39.42 to \$47.30

Notes:

- 1 Base hourly rate:** The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a Prime Mover (Bogie Drive) ("the Award rate"). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee). The Award rate is accurate as at 1 July 2013, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
- 2 Casual/loaded rate:** The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
- 3 Casual overtime rates:** Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
- 4 The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

PART 4**Hourly Totals****(A) Hourly total for hours up to 7.6 hours a day, 1,680 hours a year**

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$22.84		Assuming fixed costs spread over 1,680 hours.
Variable Costs	\$25.13		Assuming 18 km travelled per hour.
Labour	\$22.48		This worked example is based on a labour rate of \$22.48 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,680 hours)	\$70.45		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

(B) Total per hour – for hours in excess of 7.6 hours per day / 1,680 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,680 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$25.13		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$30.03		This worked example is based on a nominal penalty labour rate of \$27.44 per hour. See discussion on rates for labour in Part 3.
Total per hour (over 1,680 hours)	\$55.16		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should where relevant include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from <http://www.dtf.vic.gov.au/Victorias-Economy/Transport-and-forestry-industries>

Note that this is not a prescribed or recommended rate. It is strongly recommended that owner drivers obtain advice on their own individual circumstances and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

Owner Drivers and Forestry Contractors Act 2005

DEPARTMENT OF TREASURY AND FINANCE

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2013–2014

Semi-Trailer (Bogie Drive, 6-axle)

INTRODUCTION

This vehicle operating Rates and Costs Schedule is based on the Transport Industry Council's evaluation of the cost recovery recommended for an owner driver to take into consideration based on being able to operate a business on a sustainable basis.

This Schedule is a general guide only. Owner drivers¹ are strongly advised to seek independent professional accounting advice for their own situation and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (Vic.) (the Act). Under the Act, this Schedule must be given by hirers to all new owner drivers three days prior to engagement. This Schedule will be revised at least annually, and under section 18 of the Act, hirers are required to give owner drivers a copy of any such revised Schedule as soon as practicable after it is published.

The Schedule is intended to assist owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

THE SCHEDULE DOES NOT SET MINIMUM RATES THAT MUST BE PAID.

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Semi-Trailer (Bogie Drive, 6-axle). The worked example is based on certain assumptions about the business, for example, that the vehicle is 4 years old, is in operation for 7.6 hours a day and uses a certain number of tyres. The aim of the Schedule is to assist owner drivers to:

- better understand their business cost structures and how increases and decreases in different cost items affect overall profitability; and
- calculate their own unique cost model.

This Schedule applies to owner drivers who supply a Semi-Trailer (Bogie Drive, 6-axle) or similar vehicle.²

The Schedule is structured as follows:

PART 1 FIXED COSTS

Describes typical fixed (or annual) business costs. These are the costs that the business must pay each year regardless of how many kilometres the vehicle travels.

PART 2 VARIABLE COSTS

Describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled. These are calculated on an hourly basis.

PART 3 PAYMENT FOR LABOUR

Describes the range of rates that are typically paid to employee drivers for performing similar kinds of work, to assist the owner driver to determine what may be a reasonable payment for their own labour.

PART 4 TOTALS

This section allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,680 a year) and excess hours.

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2006 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive) and Semi-Trailer (Bogie Drive, 6-axle). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

The Schedule does not deal with the issue of return on investment, and this would need to be factored in where appropriate. The issue of return on investment is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice.

KEY ASSUMPTIONS

The model set out in this Schedule is based on certain assumptions about the vehicle used, hours of work and the type of business. The assumptions used that have the greatest impact on the figures given are:

SUBJECT	COSTING ASSUMPTIONS
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$114,500 (being the current average retail value of a 4 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.00% per annum. ● Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,680 hours of operation a year. ● The model spreads fixed operating costs over those 1,680 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,680 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

The cost structure of the individual business will be significantly different if, for example:

- the age, current capital value (or both) of the vehicle is less or more than the above figures;
- other finance arrangements apply (for example, the vehicle is fully owned or is subject to a loan); and
- more or fewer hours are worked each year.

Because of these potential variations, great care should be taken in using the indicative figures set out in the cost model, as the costs of the individual business may vary significantly.

To assist owner drivers to calculate their own unique cost model, a blank column is included to calculate the business's own unique costs.

RATE STRUCTURES

This model calculates the cost of running a typical owner driver business, described as an hourly rate, made up of fixed and variable costs and a payment for the owner driver's labour. The Schedule does not calculate or suggest any particular rate calculation or payment method.

Arrangements for payment for owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate, parcel rate, on the basis of tasks performed, or even kilometres travelled. If an owner driver is paid on such an arrangement, the Schedule set out below can be used as a base to calculate the cost to the business of travelling per kilometre, or delivering a particular load. Unions, industry associations or accountants and other professional advisers can assist in this task.

PART 1**Fixed Annual Costs – Per Year And Per Hour**

Note: All costs are exclusive of GST

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$114,500 (based on typical retail value of a 4 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.00% interest per annum.</p>	\$24,574		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$6,953.40 and TAC charge of \$1,918.40 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$8,871.80		<p>These fees are current as at 1 July 2013 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods). Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.25% of own labour assumed at \$37,771.</p>	\$3,494		
<p>Insurance Comprehensive Vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$3,607		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$400		The cost of goods in transit insurance may vary depending on the type of goods being transported.
<p>Insurance Personal Sickness and Accident/ Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$405		The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$450		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$37,771.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,775		The rate is current as at 2013–2014 and is subject to change. The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.

FIXED COSTS			
Cost items assumptions used in the example	Example: typical cost per year	Your costs: \$	Variations in this cost item
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.	\$2,500		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$46,076.80		
Total hourly fixed costs Assuming 1,680 vehicle operation hours.	\$27.43		Assumes that the annual fixed costs of the business are spread over 1,680 vehicle operation hours per year.

PART 2**Variable Costs – Per Kilometre And Per Hour**

Note: All costs are exclusive of GST

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 30,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost as at 1 December 2013 of 148.90 cents per litre which is net of GST. Assumes 62.89 litres consumed per 100 km.	93.64 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.

VARIABLE COSTS PER KILOMETRE			
Cost items assumptions assumes 30,000 km travelled per year	Typical cost per km	Your costs per km	Variations in this cost item
Tyres Assumes cost of \$602 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	7.53 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyre and any discount arrangements.
Servicing, Repairs and Maintenance Based on rate of 50.70 cents per kilometre.	50.70 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	151.87 cents		
Total variable costs per driving hour Assumes 18 km travelled per hour.	\$27.34		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Note: Citylink tolls: Where directed to take a route using tolls you may incur an additional cost for road tolls.

PART 3**A Payment for the Owner Driver's Own Labour**

The next factor to include in a business cost model is an amount for the business owner's own work (labour) in driving the vehicle and in work such as loading and unloading and tasks necessary in running the business. This Part will provide information to assist owner drivers to determine the amount they can aim to receive as a payment for that labour.

Because an owner driver is a small business (not an employee) the hirer is not legally obliged to pay a minimum wage or rate of pay. However, the wages that are paid to employee drivers are a useful guide to the market for the labour services of driving a vehicle.

Set out below are rates that would typically be paid for driving a vehicle if this work was performed by an employee rather than an owner driver.

These rates will vary over time, and should be used as a general guide only. Unions, industry associations, newspaper job advertisements and other drivers are sources of advice about the going rates in your industry sector.

TYPICAL BASE AND CASUAL RATES PAID TO EMPLOYEE DRIVERS PER HOUR			
Base hourly rate (1)	Casual/loaded hourly rate (2) (includes allowance for leave, etc.)	Casual overtime rate (3) for the first two hours over 7.6 per day or 38 per week	Casual overtime rate (3) for hours worked over 10 per day or 48 per week
\$22.48	\$23.46	\$30.03	\$39.42
Range of rates typically paid in Victoria (4)			
\$22.48 to \$26.98	\$23.46 to \$28.15	\$30.03 to \$36.04	\$39.42 to \$47.30

Notes:

- 1 Base hourly rate:** The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a Semi-Trailer ('the Award rate'). The base hourly rate is calculated by taking the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This figure is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).
The Award rate is accurate as at 1 July 2013, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
- 2 Casual/loaded rate:** The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
- 3 Casual overtime rates:** Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
- 4 The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

PART 4**Hourly Totals****(A) Hourly total for hours up to 7.6 hours a day, 1,680 hours a year**

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$27.43		Assuming fixed costs spread over 1,680 hours.
Variable Costs	\$27.34		Assuming 18 km travelled per hour.
Labour	\$22.48		This worked example is based on a labour rate of \$22.48 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,680 hours)	\$77.25		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

(B) Total per hour – for hours in excess of 7.6 hours per day / 1,680 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,680 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

TOTALS			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$27.34		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$30.03		This worked example is based on a nominal penalty labour rate of \$30.03 per hour. See discussion on rates for labour in Part 3.
Total per hour (over 1,680 hours)	\$57.37		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should where relevant include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from <http://www.dtf.vic.gov.au/Victorias-Economy/Transport-and-forestry-industries>

Note that this is not a prescribed or recommended rate. It is strongly recommended that owner drivers obtain advice on their own individual circumstances and discuss all issues with their hirer or potential hirer to ensure that there is no misunderstanding concerning payment structures.

Pipelines Act 2005

SECTION 67

Minor Alteration to Authorised Route

PIPELINE LICENCE NUMBER	PL7
NAME(S) OF LICENSEE(S)	The Shell Company of Australia Ltd
ADDRESS(ES) OF LICENSEE(S)	Level 2 LS, 8 Redfern Road Hawthorn East Victoria 3123
DESCRIPTION OF EXISTING AUTHORISED ROUTE	The pipeline exits the Shell Corio Refinery at Refinery Road Corio, then continues north along Shell Parade to the Corio Interchange where it crosses the Melbourne–Geelong Freeway, and continues north along the western boundary of the freeway, then diverts along the western boundary of Old Geelong Road, and continues in an easterly direction along Railway Avenue, then continues east onto railway land from Werribee to Williamstown, then continues in an easterly direction onto Market Street, then north of railway land and east to the Shell Terminal at Newport.
ALTERATION	As from today: <ol style="list-style-type: none">1. The authorised route of the pipeline is altered to realign approximately 50 m of the pipeline by 4 m underneath the Laverton railway line.2. The authorised route of the pipeline is delineated by the red and green lines on Drawing Number NX800901 Revision B2 and replaces all existing drawings.

CONDITIONS:

As from today the conditions of Pipeline Licence 7 are revoked and replaced with the following conditions:

1. The pipeline shall have the following features:
 - a. Maximum Allowable Operating Pressure: 9650 kPa
 - b. Contents: Liquid Hydrocarbon (White Oil)
 - c. Length: 53.19 km
 - d. Internal diameter: 200 mm

Dated 12 June 2014

KYLIE WHITE
Executive Director, Earth Resources Regulation
Delegate of the Minister

Pipelines Act 2005

SECTION 70

Significant Alteration to Authorised Route

PIPELINE LICENCE NUMBER	PL101
NAME(S) OF LICENSEE(S)	APA GasNet Australia (Operations) Pty Ltd
ADDRESS(ES) OF LICENSEE(S)	180 Greens Road Dandenong Victoria 3175
DESCRIPTION OF EXISTING AUTHORISED ROUTE	The pipeline commences at the Keon Park offtake with a 600 mm nominal bore and heads north for 14.1 km to the Wollert Compressor Station. It then continues north for 269.4 km with a 300 mm nominal bore terminating at the Wodonga City Gate. The pipeline also includes a 34.5 km lateral with a 200 mm nominal bore from the Euroa City Gate to the Shepparton City Gate and a 27.8 km looping with a 400 mm nominal bore between Wollert and Wandong. The overall length of the pipeline is approximately 346 km.
ALTERATION	As from today: <ol style="list-style-type: none">1. The authorised route of the pipeline is altered to construct a 33.6 km (400 mm diameter) looping of the existing 300 mm diameter pipeline between Longwood and Violet Town.2. The authorised route of the pipeline is delineated by the red and green lines depicted on Drawing Numbers A6-101-1 Rev K, A6-101-2 Rev F, A6-101-3 Rev F, A6-101-4 Rev C, A6-101-5 Rev C, A6-101-6 Rev H, A6-101-7 Rev C, A6-101-8 Rev C, A6-101-9 Rev C, A6-101-10 Rev C, A6-101-11 Rev F, A6-101-12 Rev G, A6-101-13 Rev C and A6-101-14 Rev E, and replace all existing drawings.

CONDITIONS:

As from today the conditions of Pipeline Licence PL101 are revoked and replaced with the following conditions:

1. The pipeline shall have the following features:
 - a. Maximum Allowable Operating Pressure: Line 1 – 2,760 kPa
Line 2 – 8,800 kPa (KP 00 to KP 123.6)
Line 3 – 7,400 kPa (KP 123.6 to KP 269.4)
Line 4 – 7,400 kPa
Line 5 – 15,300 kPa
 - b. Contents: Gaseous hydrocarbons
 - c. Internal diameter: 200 mm for a length of 34.5 km
Internal diameter: 300 mm for a length of 269.4 km
Internal diameter: 400 mm for a length of 61.4 km
Internal diameter: 600 mm for a length of 14.1 km
 - d. Overall length – 379.4 km

Dated 12 June 2014

KYLIE WHITE
Executive Director, Earth Resources Regulation
Delegate of the Minister

Transport (Compliance and Miscellaneous) Act 1983
NOTICE UNDER SECTION 162L(1) OF THE TRANSPORT
(COMPLIANCE AND MISCELLANEOUS) ACT 1983 (VIC.)

Definitions

In this notice:

Act means **Transport (Compliance and Miscellaneous) Act 1983** (Vic.).

Dispute has the meaning given to it in condition 4.1.

Driver means a person who takes possession of a Taxi-cab operated by another person for the purpose of operating the Taxi-cab under the driver agreement.

Gross Fares has the meaning given to it in condition 1.1.

Incident means any event occurring during a Shift in which:

- (a) the Taxi-cab or equipment is damaged, lost or stolen;
- (b) the Taxi-cab is involved in a collision resulting in damage to the Taxi-cab, another vehicle or any other property; or
- (c) a person is injured by the Taxi-cab, while inside the Taxi-cab or while entering or leaving the Taxi-cab.

Operator means a person who operates a Taxi-cab, and who allows another person to take possession of the Taxi-cab for the purpose of operating the Taxi-cab under the driver agreement.

Shift means any period during which the Driver is allowed to drive the Operator's Taxi-cab.

Taxi-cab means any vehicle that the Driver is permitted to have possession of under the driver agreement.

TSC means the Taxi Services Commission.

Words used in this notice have the meanings given in the Act, unless otherwise indicated.

Notice

In accordance with section 162L(1) of the Act, I, Graeme Samuel AC, Chair of the Taxi Services Commission, specify the following conditions as conditions that will be implied into every driver agreement within the meaning of section 162J of the Act.

Section 162L(1) of the Act, and accordingly this Notice, take effect on 30 June 2014.

Conditions applicable to all driver agreements**1. Parties' earnings**

1.1. For the purposes of section 162L(2) of the Act, 'Gross Fares' means:

the total amount of all fares accrued on the meter, including any applicable:

- a) booking fee;
- b) high occupancy fee;
- c) late night surcharge; and
- d) public holiday surcharge,

but does not include Citylink or Eastlink tolls, any non-cash payment surcharge and any fees charged by Melbourne Airport.

1.2. The Operator must maintain a record of:

- a) all payments made between the Operator and Driver;
 - b) all Shifts worked by the Driver;
 - c) the total amount of Gross Fares earned during each Shift; and
 - d) all surcharges charged to a passenger during a Shift,
- and must provide copies of these records to the Driver at the end of every calendar month.

- 1.3. The Operator must not charge the Driver any fee or surcharge that would be subtracted from the Driver's agreed share of the Gross Fares (which must be at least 55 per cent).

2. Maintenance costs

- 2.1. The Operator must pay all operating and maintenance costs of the Taxi-cab, including for:
- a) fuel;
 - b) oils;
 - c) lubricants;
 - d) repairs;
 - e) Taxi-cab livery and equipment; and
 - f) tyres and other replacement parts for the Taxi-cab.
- 2.2. The Operator can nominate the places of purchase for items under this condition. If the Operator nominates the places of purchase, then the Driver must purchase the items at the nominated places, unless the purchase is an emergency (for example, the engine's oil light comes on and the nominated place of purchase is not near).
- 2.3. The Driver must give to the Operator the tax invoices/receipts for the purchase of any items under this condition within a reasonable time after the purchase of the items. The Operator must reimburse the Driver within seven days of receiving the tax invoices/receipts from the Driver.

3. Insurance

- 3.1. From 30 September 2014, the Operator must maintain one or more policies of insurance providing cover of at least \$5,000,000 for each Taxi-cab driven by the Driver against liability in respect of property damage caused by or arising out of the use of the Taxi-cab.
- 3.2. The policies must:
- a) be issued by a corporation authorised under the **Insurance Act 1973** (Cth) to carry on an insurance business;
 - b) be held in the Operator's own name; and
 - c) not be held in any name other than the Operator's. For example, a policy held in the name of a person other than the Operator with the Operator as a beneficiary will not be sufficient to comply with condition 3.1.
- 3.3. The Operator is responsible for and will pay any applicable excess on the policy payable in relation to a claim involving the Operator's vehicle.
- 3.4. At any time during the term of the driver agreement, an authorised representative of the TSC may request evidence from the Operator which demonstrates that the Operator has in place a current insurance policy as required under condition 3.1. The Operator must provide such evidence to the reasonable satisfaction of the authorised representative.
- 3.5. The Operator must ensure that the insurance policy or policies are current, and must provide a copy to the Driver on request.
- 3.6. Subject to condition 7.4(b), the Operator must indemnify the Driver for vehicle damage (including damage to the Taxi-cab) arising out of the use of the Operator's Taxi-cab, and for costs including legal costs associated with such vehicle damage.
- 3.7. If the Operator holds a policy of:
- a) public liability insurance; or
 - b) personal injury insurance,
- for the Driver in relation to the driver agreement, the Operator must keep the following records (and must provide these records to the TSC and/or the Driver on request within a reasonable time):

- a) whether the Operator agrees to maintain the policy for the duration of the driver agreement; and
 - b) the expiry date of the policy; and
 - c) either of the following for the policy –
 - i. the policy information; or
 - ii. how the policy information can be obtained from the Operator.
- 3.8. If an Incident occurs while the Driver is in possession of the Taxi-cab, the Driver must:
- a) tell the Operator about the Incident as soon as possible (including, where possible, the details of all the people involved, witnesses, injuries suffered and damage to property); and
 - b) as soon as possible, give to the Operator, or the Operator's insurer on request, copies of any statements the Driver makes to the police or any other person about the Incident.

4. Disputes

- 4.1. For the purpose of this condition, 'dispute' means any disagreement or dispute between the Driver and the Operator including a disagreement or dispute concerning the substance or meaning of the driver agreement.
- 4.2. Where a dispute arises between the Driver and the Operator:
- a) either party may give a notice to the other party that states that there is a dispute, and
 - b) the parties must meet and attempt to resolve the dispute within seven days of the party giving the notice of dispute to the other party, or if the parties have agreed to a longer time, the parties must meet and attempt to resolve the dispute within that longer time.

NOTE: If, after the parties have met to attempt to resolve the dispute and the dispute is not resolved, the parties may attempt to resolve the dispute under the dispute resolution process set out in Division 5C of Part VI of the Act.

5. Driver's leave entitlements

- 5.1. Where the Driver has worked regularly for the Operator for 12 months or more, the Driver must be allowed to take a period of up to four weeks of unpaid leave on a pro rata basis.
- 5.2. Unpaid leave must be taken on dates agreed between the Driver and Operator. The Operator must not unreasonably withhold his/her agreement to the dates on which the Driver may take his/her unpaid leave.
- 5.3. The Driver will have worked 'regularly' for the purpose of condition 5.1 if he or she has worked on average three or more Shifts per week over a twelve-month period.

6. Termination

- 6.1. Either party may end the driver agreement for any reason by giving two weeks written notice of their intention to end the driver agreement to the other party.
- 6.2. Either party may end the driver agreement at any time, by written notice, if the other party has breached a term of the driver agreement.
- 6.3. If either party ends the driver agreement under this condition, then the Driver must, on the ending of the driver agreement, return the Taxi-cab to the place nominated by the Operator.

NOTE: The Operator does not need to require a bond from the Driver under condition 7.

7. Bond

- 7.1. The Operator may require the Driver to pay a bond. The total amount collected as a bond must not be more than \$1,000.
- 7.2. The Operator may collect the bond in incremental amounts by requiring the Driver to pay a portion towards the bond every Shift. The parties must agree, in writing, to the amount to be paid per Shift.
- 7.3. If the Driver pays the Operator a bond, the Operator must give the Driver a receipt and promptly deposit the bond into a designated bank account.
- 7.4. Providing that the Operator can provide reasonable evidence of the loss, the Operator may only take money from the bond if:
 - a) the Driver fails to pay the Operator the Operator's share of the Gross Fares in accordance with section 162L(2) of the Act; or
 - b) the taxi or any item of equipment is damaged due to the Driver's conduct.
- 7.5. The Operator must not take money from the bond if the damage is caused by a criminal act of another person.
- 7.6. The Operator must not take an amount from the bond greater than the amount required to make good the Operator's loss. If the Operator later recovers some or all of that loss from another person, the Operator must pay the amount recovered back to the Driver.
- 7.7. If the Operator wishes to claim money from the bond, the Operator must notify the Driver in writing. The notice must:
 - a) state the amount the Operator intends to take;
 - b) describe the loss; and
 - c) include evidence of the Operator's loss.
- 7.8. If the Driver objects to the Operator making a claim on the bond, the Driver must notify the Operator in writing within 14 days of receiving the Operator's notice. If the parties cannot then reach an agreement about the Operator's claim on the bond, the parties must try to resolve the dispute in accordance with condition 4.
- 7.9. Once agreement has been reached about the Operator's claim on the bond, the Operator must pay for the relevant loss using the money in the designated bank account. The Driver must then give the Operator the money to return the bond to the required level by mutual arrangement.
- 7.10. On termination of the driver agreement, the Operator must refund to the Driver within 14 days the balance remaining in the designated bank account together with any interest earned on the Driver's bond.

Water Act 1989**ORDER FOR AMENDMENT OF TRADING RULES FOR DECLARED WATER SYSTEMS
(BASIN PLAN)**

1. I, Peter Walsh, Minister for Water, make the following Order to amend the Trading Rules for Declared Water Systems.

Title

2. This Order is called the Order for Amendment of Trading Rules for Declared Water Systems (Basin Plan).

Purpose

3. The purpose of this amendment is to remove certain trading restrictions that would be contrary to the trading rules in the Murray–Darling Basin Plan, and to make other miscellaneous changes.

Authorising Provision

4. This Order is made in accordance with sections 33AZ(2), 47E, 48P and 64AZ(2) of the **Water Act 1989**.

Amendment

5. The amendment is as follows:

- a) In Rule 3, after ‘33AZ’, **insert** ‘, 47E, 48P’.
- b) In Rule 6,
 - (i) in the definition of ‘back trade’, after ‘rule 10B(a);’, **insert** –
‘(iia) water already delivered from one trading zone to another as a consequence of trade;’.
 - (ii) in the definition of ‘back trade’, in paragraph b)(ii), **replace** ‘Commission’ with ‘Authority’.
 - (iii) in the definition of ‘entitlement’, after ‘take and use licence’, **insert** ‘or a bulk entitlement or an environmental entitlement’.
 - (iv) after the definition of ‘Murray Darling Basin Agreement’, **delete** the definition of ‘non water user limit’.
 - (v) after the definition of ‘northern Victoria’, **insert** –
‘**“Policies for Managing Take and Use Licences”** means a document of that name made by the Minister for Water on 2 February 2014, as updated from time to time;’.
 - (vi) in paragraph a) of the definition of ‘trade of allocation’, **replace** ‘section 33X(1)(c) (since this normally must be to the owner or occupier of defined land)’ with ‘section 33X(1)(c), 46, 46A, 48L or 48M’.
 - (vii) in the definition of ‘trade of entitlement’, after ‘a dealing in an entitlement that’, **insert** ‘transfers the entitlement or’.
 - (viii) in the definition of ‘trade of entitlement’, before paragraph a), **insert** –
‘aa) transfer of a water share under section 33X(1)(a), transfer of a bulk entitlement under section 46D and transfer of an environmental entitlement under section 48OA; and’.
 - (ix) in paragraph b) of the definition of ‘trade of entitlement’, after ‘with a limited term transfer’, **insert** ‘or with a standing direction’.
 - (x) **replace** the definition of ‘unregulated trading zone’ with –
‘**“unregulated trading zone”** has the same meaning as in the Policies for Managing Take and Use licences;’
- c) In Rule 7, **replace** ‘12F2, 12G, 13 and 23’ with ‘12F2 and 12G’.
- d) In Rule 11(b), **replace** ‘described’ with ‘listed’.
- e) In Rule 14, **replace** ‘17C, 17D, 24 and 25’ with ‘17C and 17D’.
- f) In Rule 19(a), **replace** ‘May to October’ with ‘July to October’.
- g) In Rule 19, before paragraph (c), **insert** –
‘(b1) the water share being cancelled is a high-reliability water share;’.
- h) In the header before Rule 22, **replace** ‘PART 5 – Special Limits’ with ‘PART 5 – ~~Deleted~~’.
- i) **Delete** Rule 23 and its header ‘Trade of allocation limited by annual use limit’.
- j) **Delete** Rule 23A.
- k) **Delete** Rule 24 and its header ‘Limited term transfers limited by annual use limit’.
- l) **Delete** Rule 25 and its header ‘Limit on trade of entitlement out of an irrigation area’.

- m) **Delete** Rules 25A, 25B and 25C.
- n) In Rule 34(2), **delete** 'either the non water user limit to be exceeded, or'.
- o) In Table 1A of Schedule 1,
- (i) **replace** the row for trading zone 10A with the following:

10	NSW Murray above Barmah Choke River Murray from Lake Hume to Barmah Choke, including Murray Irrigation Ltd areas and Wakool Irrigation District
-----------	---

and

- (ii) **delete** the row for trading zone 10B.
- p) In Table 2A of Schedule 2:
- (i) **delete** the column for trading zone 10B;
- (ii) **delete** the row for trading zone 10B;
- (iii) in the column for trading zone 10A, in the header, **replace** '10A' with '10';
- and
- (iv) in the row for trading zone 6B, in column 2, replace 'a' with 'b'.
- q) Replace Schedule 3 and its header and footnote with the following:
'SCHEDULE 3: Trading capability between regulated and unregulated trading zones (see Rule 19)

Unregulated trading zone, as described in 'Policies for Managing Take and Use Licences'	Regulated trading zone from which transfer can occur
110 Goulburn	1A
120 Broken	2
130 Lower Goulburn	1A & 3
140 Campaspe	4A & 4C
141 Coliban	4B
150 Loddon	5A & 1B
151 Lower Loddon	5A & 1B
160 Upper Murray	6
161 Upper Murray main stem	6
170 Barmah to Nyah	7
180 Ovens and King	9A, 9B & 6
190 Kiewa Catchment	6
191 Kiewa Main Stem	6

Note: Trading zone numbers in the second column refer to trading zones defined in Schedule 1.

- r) **Delete** Schedule 5.

Commencement

6. This Order comes into effect on 1 July 2014, or the date it is published in the Government Gazette, whichever is later.

Dated 9 June 2014

PETER WALSH MLA
Minister for Water

Workplace Injury Rehabilitation and Compensation Act 2013NOTICE OF INDEXED BENEFIT LEVELS AND OTHER AMOUNTS
IN ACCORDANCE WITH DIVISION 1 OF PART 13 OF THE**WORKPLACE INJURY REHABILITATION AND COMPENSATION ACT 2013**

The **Workplace Injury Rehabilitation and Compensation Act 2013** comes into operation on 1 July 2014. The **Workplace Injury Rehabilitation and Compensation Act 2013** recasts the **Accident Compensation Act 1985** and the **Accident Compensation (WorkCover Insurance) Act 1993** into a single Act that is simpler and easier to use.

Division 1 of Part 13 of the **Workplace Injury Rehabilitation and Compensation Act 2013** provides for the indexation of weekly payments, weekly pensions for dependants and certain other amounts stipulated under the **Workplace Injury Rehabilitation and Compensation Act 2013**.

Section 542 of the **Workplace Injury Rehabilitation and Compensation Act 2013** stipulates that weekly payments are varied on 1 July each year in line with the movement in the average weekly total earnings for all employees in Victoria between the two previous corresponding reference periods, using the latest figures published by the Australian Bureau of Statistics as at 15 June following the previous reference period. Weekly payments are indexed on the anniversary of the entitlement to weekly payments.

The average weekly earnings for all employees in Victoria between the December quarter of 2012 and the December quarter 2013 increased from \$1023.70 to \$1064.20 which is an increase of 3.96%.

The Consumer Price Index between the March quarter of 2013 and the March quarter of 2014 increased from 102.4 to 105.3 which is an increase of 2.83%.

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
DISPUTE RESOLUTION (CPI)			
Costs			
301(3)	Maximum payment for worker's reasonable transportation expenses	\$56	\$58
301(4)	Maximum payment for worker's loss of income	\$386	\$397
COMPENSATION FOR DEATH OF A WORKER (CPI)			
Revised compensation for death of worker			
236(1)	For a dependent partner or partners in equal shares	\$555,350	\$571,080
236(2)	For an orphan child or orphan children in equal shares	\$555,350	\$571,080
236(3)	For a dependent partner or partners where there is one and only one dependent child payable in the following shares:		
	total amount of	\$555,350	\$571,080
236(3)(a)	For the dependent child	\$55,530	\$57,100
236(3)(b)	For a dependent partner or partners where there is one dependent child	Balance	Balance
236(4)	For a dependent partner or partners where there is more than one dependent child but not more than 5 dependent children payable in the following shares:		
	total amount of	\$555,350	\$571,080
236(4)(a)	To each dependent child	\$27,770	\$28,560

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
236(4)(b) (i) & (ii)	To dependent partner/partners	Balance	Balance
236(5)	For a dependent partner or partners where there are more than 5 dependent children payable in the following shares: total amount of	\$555,350	\$571,080
236(5)(a) (i) & (ii)	To dependent partner or partners in equal shares	\$416,520	\$428,320
236(5)(b)	To the dependent children in equal shares	Balance	Balance
236(6)	Maximum lump sum for dependent children if no dependent partner	\$555,350	\$571,080
237(1)	Maximum lump sum for any one or more dependent children or dependent partners or partially dependent partners	\$555,350	\$571,080
237(2)	Maximum lump sum for any other dependants if no dependent partner or dependent child or partially dependent partner	\$555,350	\$571,080
240(9)	Maximum amount for reimbursement of expenses incurred by non-dependent family members	\$33,120	\$34,060

WEEKLY PENSIONS FOR DEPENDANTS OF WORKER WHO DIES (AWE)

During the first 13 weeks

241(2)(a) (ii)	Maximum weekly pension for a dependent partner	\$2,050	\$2,130
241(3)(a) (ii)	Maximum weekly pension for 2 or more dependent partners in equal shares	\$2,050	\$2,130
241(4)(a) (ii)	Maximum weekly pension for one orphan child	\$2,050	\$2,130
241(5)(a) (ii)	Maximum weekly pension for 2 or more orphan children in equal shares	\$2,050	\$2,130
After first 13 weeks until the end of 3 years			
241(2)(b) (i)	Maximum weekly pension for a dependent partner	\$2,050	\$2,130
241(2)(b) (ii)	Weekly pension calculation for a dependent partner where there are not more than 5 dependent children who are entitled to a pension	\$2,050	\$2,130

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
241(2)(b) (iii)	Weekly pension for a dependent partner where there are more than 5 dependent children who are entitled to a pension	\$1,370	\$1,420
241(3)(b) (i)	Maximum weekly pension for 2 or more dependent partners in equal shares	\$2,050	\$2,130
241(3)(b) (ii)	Weekly pension calculation for 2 or more dependent partners, where there are not more than 5 dependent children	\$2,050	\$2,130
241(3)(b) (iii)	Weekly pension for 2 or more dependent partners, where there are more than 5 dependent children	\$1,370	\$1,420
	After first 13 weeks until child ceases to be eligible		
241(4)(b) (ii)	Maximum weekly pension for one orphan child	\$2,050	\$2,130
241(5)(b) (ii)	Maximum weekly pension for 2 or more orphan children in equal shares	\$2,050	\$2,130
241(6)(b)	Weekly pension calculation for each dependent child where there are not more than 5 dependent children	\$2,050	\$2,130
241(7)(b)	Weekly pension for dependent children where there are more than 5 dependent children	\$683	\$710
	PROVISIONAL PAYMENTS (CPI)		
243(1)(b)	Maximum amount for medical and other costs	\$8,270	\$8,500
	WEEKLY PAYMENTS (AWE)		
	Weekly payments for First Entitlement Period		
	Where worker has no current work capacity		
161(a)(ii)	Maximum weekly payment	\$2,050	\$2,130
	Where worker has a current work capacity		
161(b)(ii)	Maximum weekly payment – less worker's current weekly earnings	\$2,050	\$2,130
	Weekly payments for Second Entitlement Period		
	Where worker has no current work capacity		
162(a)(ii)	Maximum weekly payment for claims	\$2,050	\$2,130

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
	Where worker has a current work capacity		
162(b)(ii)	Maximum weekly payment – less 80% of worker’s current weekly earnings	\$2,050	\$2,130
	Weekly payments after second entitlement period		
	Where worker has no current work capacity		
163(2)(b)	Maximum weekly payment	\$2,050	\$2,130
	Continuation of weekly payments after second entitlement period		
	Compensation for incapacity arising from surgery		
164(1)(c)	Minimum current weekly earnings	\$177	\$184
	Where worker has a current work capacity		
165(4)(a)	Minimum weekly earnings for approval of an application for a worker who has returned to work	\$177	\$184
165(5)(b)	Maximum weekly payment where an application under section 165(1) has been approved – less 80% of worker’s current weekly earnings	\$2,050	\$2,130
COMPENSATION FOR NON-ECONOMIC LOSS (CPI)			
Permanent Impairment – Calculations of Amounts of Non-economic Loss			
211(2)(b) (i)	Where the worker’s impairment benefit rating is a modified whole person impairment of not less than 10% and less than 11%	\$11,670 \$9,940	\$12,000 \$10,220
211(2)(b) (ii)	Where the worker’s impairment benefit rating is a modified spinal impairment of not less than 10% and less than 11%	\$11,670 \$9,940	\$12,000 \$10,220
211(2)(c)(i)	Where the worker’s impairment benefit rating is not less than 10% and not more than 30%	\$18,810 \$2,830	\$19,340 \$2,910
211(2)(c) (ii)(A)	Where the worker’s impairment benefit rating is a spinal impairment and is not less than 10% and less than 30%	\$18,810 \$2,830	\$19,340 \$2,910
211(2)(c) (ii)(B)	Where the worker’s impairment benefit rating is a spinal impairment and is not less than 10% and less than 30%	\$18,810 \$2,830	\$19,340 \$2,910

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
211(2)(d)	Where the worker's impairment benefit rating is more than 30% and not more than 70%	\$75,260 \$4,700	\$77,390 \$4,830
211(2)(e)(i)	Where the worker's impairment benefit rating is more than 70% and not more than 80%	\$262,070 \$29,330	\$269,490 \$30,160
211(2)(e)(ii)	Maximum amount where the worker's impairment benefit rating is more than 70% and not more than 80%	\$555,350	\$571,080
211(2)(f)	Where the worker's impairment benefit rating is more than 80%	\$555,350	\$571,080
Psychiatric Impairment – Calculations of Amounts of Non-economic Loss			
212(b)	Where worker's degree of impairment is 30%	\$18,810 \$2,830	\$19,340 \$2,910
212(c)	Where worker's degree of impairment is more than 30% and not more than 70%	\$75,260 \$4,700	\$77,390 \$4,830
212(d)(i)	Where worker's degree of impairment is more than 70% and not more than 80%	\$262,070 \$29,330	\$269,490 \$30,160
212(d)(ii)	Maximum amount where worker's degree of impairment is more than 70% and not more than 80%	\$555,350	\$571,080
212(e)	Where worker's degree of impairment is more than 80%	\$555,350	\$571,080
Permanent Impairment – Calculation of Amounts of Non-economic Loss for Further Injury Industrial Deafness			
213(1)(a)	Where 'T' is not less than 10% and not more than 30% and 'P' is less than 10%	\$2,830 \$1,860	\$2,910 \$1,910
213(1)(b)	Where 'T' is not less than 10% and not more than 30% and 'P' is not less than 10%	\$2,830	\$2,910

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
213(1)(c)	Where 'T' is more than 30% and 'P' is less than 10%	\$4,700 \$2,830 \$1,860	\$4,830 \$2,910 \$1,910
213(1)(d)	Where 'T' is more than 30% and 'P' is not less than 10% and is less than 30%	\$4,700 \$2,830	\$4,830 \$2,910
213(1)(e)	Where 'T' is more than 30% and 'P' is not less than 30%	\$4,700	\$4,830
	Other non-economic loss		
214(1)	Loss of a foetus or loss of more than one foetus	\$67,660	\$69,580
217(1)	Maximum amount of compensation for more than one injury suffered on the same occasion	\$555,350	\$571,080
217(2)	Maximum amount of compensation for more than one kind of non-economic loss for the same injury	\$555,350	\$571,080

NO DISADVANTAGE – COMPENSATION TABLE (CPI)

221	Total loss of the sight of both eyes	\$273,640	\$281,390
	Total loss of the sight of an only eye	\$273,640	\$281,390
	Loss of both hands	\$273,640	\$281,390
	Loss of both feet	\$273,640	\$281,390
	Loss of a hand and a foot	\$273,640	\$281,390
	Total loss of the right arm or of the greater part of the right arm	\$218,920	\$225,120
	Total loss of the left arm or of the greater part of the left arm	\$205,240	\$211,050
	Total loss of the right hand or of five fingers of the right hand, or of the lower part of the right arm	\$191,250	\$196,670

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
	Total loss of the left hand or of five fingers of the left hand, or of the lower part of the left arm	\$177,890	\$182,930
	Total loss of a leg	\$205,240	\$211,050
	Total loss of a foot	\$177,890	\$182,930
	Total loss of the lower part of the leg	\$191,520	\$196,940
	Total loss of the sight of one eye, together with the serious diminution of the sight of the other eye	\$205,240	\$211,050
	Total loss of hearing	\$177,890	\$182,930
	Total loss of the sight of one eye	\$109,430	\$112,530
	Loss of binocular vision	\$109,430	\$112,530
	Loss of eyeball (in addition to compensation for loss of sight of an eye)	\$60,210	\$61,920
	Total loss of power of speech	\$164,190	\$168,840
	Total loss of sense of taste or smell	\$46,530	\$47,850
	Total loss of senses of both taste and smell	\$93,050	\$95,690
	Total loss of male sexual organs	\$128,630	\$132,270
	Total loss of penis	\$128,630	\$132,270
	Total loss of one testicle	\$27,330	\$28,100
	Total loss of two testicles or an only testicle	\$128,630	\$132,270
	Total loss of female sexual organs	\$128,630	\$132,270
	Total loss of both breasts	\$128,630	\$132,270
	Total loss of one breast	\$82,080	\$84,400
	Total loss of the thumb of the right hand	\$82,080	\$84,400
	Total loss of the thumb of the left hand	\$71,150	\$73,160

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
	Total loss of the forefinger of the right hand	\$57,490	\$59,120
	Total loss of the forefinger of the left hand	\$49,240	\$50,630
	Total loss of two joints of the forefinger of the right hand	\$43,780	\$45,020
	Total loss of two joints of the forefinger of the left hand	\$32,830	\$33,760
	Total loss of a joint of the thumb	\$43,780	\$45,020
	Total loss of the first joint of the forefinger of the right hand	\$27,330	\$28,100
	Total loss of the first joint of the forefinger of the left hand	\$24,640	\$25,340
	Total loss of the first joint of the middle or little or ring finger of either hand	\$16,400	\$16,860
	Total loss of the middle finger of either hand	\$32,830	\$33,760
	Total loss of the little or ring finger of either hand	\$30,120	\$30,970
	Total loss of two joints of the middle finger of either hand	\$27,330	\$28,100
	Total loss of two joints of the little or ring finger of either hand	\$24,640	\$25,340
	Total loss of the great toe of either foot	\$60,210	\$61,920
	Total loss of a joint of the great toe of either foot	\$27,330	\$28,100
	Total loss of any other toe	\$16,400	\$16,860
	Total loss of a joint of any other toe	\$5,470	\$5,620
	Quadriplegia	\$273,640	\$281,390
	Paraplegia	\$273,640	\$281,390
	Total impairment of the spine	\$273,640	\$281,390
221(4)	Maximum total amount of compensation allowable under 98E Table	\$273,640	\$281,390

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
MEDICAL AND LIKE SERVICES (CPI)			
224(1)(b)	Maximum family counselling expenses	\$5,870	\$6,040
225(2)	Employer's liability	\$642	\$660
72(1)(c)	Employer's initial liability for medical and like services	\$642	\$660
ACTIONS FOR DAMAGES			
Pecuniary Loss (CPI)			
340(a)(i)	Threshold	\$56,650	\$58,250
340(a)(ii)	Maximum	\$1,275,570	\$1,311,690
Pain and Suffering (CPI)			
340(b)(i)	Threshold	\$54,730	\$56,280
340(b)(ii)	Maximum	\$555,350	\$571,080
Damages under Part III of the Wrongs Act 1958 (AWE)			
366(2)	Death of a person	\$886,330	\$921,400
SELF-INSURERS			
Schedule 6 1(1)	Pre-application eligibility fee	\$846	\$870
Schedule 6 1(1)	Pre-application eligibility fee inclusive of GST	\$931	\$957
Schedule 7 3(1)	Application fee limit for approval as self-insurer (AWE)	\$55,330	\$57,520
RETURN TO WORK			
106(1) & (2)	Total rateable remuneration of employer	\$2,169,670	\$2,231,120
PRE-INJURY AVERAGE WEEKLY EARNINGS (AWE)			
153(5) & Schedule 2 Item 1 Column 3 paragraph (c)	Where no rate applicable	\$2,050	\$2,130

Section	Provision	Rate before 1 July 14	Rate from 1 July 14
153(5) & Schedule 2 Item 10 Column 3 paragraph (b)	Deemed pre-injury average weekly earnings for a full-time student at time of completion of course	\$2,050	\$2,130
544 & Schedule 2 Item 11 Column 3 paragraph (b)	Deemed pre-injury-average weekly earnings for a full-time student at a primary or secondary school at time of completion of secondary school	\$1,210	\$1,260

Accident Compensation Act 1985

NOTICE OF INDEXED BENEFIT LEVELS AND OTHER AMOUNTS IN ACCORDANCE WITH DIVISION 2D OF PART IV OF THE ACCIDENT COMPENSATION ACT 1985

The **Workplace Injury Rehabilitation and Compensation Act 2013** comes into operation on 1 July 2014. The **Workplace Injury Rehabilitation and Compensation Act 2013** recasts the **Accident Compensation Act 1985** and the **Accident Compensation (WorkCover Insurance) Act 1993** into a single Act that is simpler and easier to use. Claims already made under the **Accident Compensation Act 1985** will continue to be dealt with under that legislation. The **Workplace Injury Rehabilitation and Compensation Act 2013** also amends the **Accident Compensation Act 1985**.

Division 2D of Part IV of the **Accident Compensation Act 1985** provides for the indexation of weekly payments, weekly pensions for dependants and certain other amounts stipulated under the **Accident Compensation Act 1985**. Section 631 of the **Workplace Injury Rehabilitation and Compensation Act 2013** substituted sections 100 to 100C of the **Accident Compensation Act 1985**.

Section 100 of the **Accident Compensation Act 1985** now stipulates that weekly payments are varied on 1 July each year in line with the movement in the average weekly total earnings for all employees in Victoria between the two previous corresponding reference periods, using the latest figures published by the Australian Bureau of Statistics as at 15 June following the previous reference period. Weekly payments are indexed on the anniversary of the entitlement to weekly payments, or on the deemed anniversary date which for the purposes of this section is 1 July.

The average weekly earnings for all employees in Victoria between the December quarter of 2012 and the December quarter 2013 increased from \$1023.70 to \$1064.20 which is an increase of 3.96%.

Following legislative changes in December 1997 some amounts are indexed by the rise in Consumer Price Index.

The Consumer Price Index between the March quarter of 2013 and the March quarter of 2014 increased from 102.4 to 105.3 which is an increase of 2.83%.

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
---------	-----------	---------------------------	-------------------------

DISPUTE RESOLUTION (CPI)

Costs

62(3)	Maximum payment for worker's reasonable transportation expenses	\$56	\$58
62(4)	Maximum payment for worker's loss of income	\$386	\$397

COMPENSATION FOR DEATH OF A WORKER (CPI)

Revised compensation for death of worker			
92A(4)	For a dependent partner or partners in equal shares	\$555,350	\$571,080
92A(5)	For an orphan child or orphan children in equal shares	\$555,350	\$571,080

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
92A(6)	For a dependent partner or partners where there is one dependent child	\$555,350	\$571,080
92A(6)(a)	For a dependent partner or partners	Balance	Balance
92A(6)(b)	For the dependent child	\$55,530	\$57,100
92A(7)	For a dependent partner or partners where there is more than one dependent child but not more than 5 dependent children payable in the following shares: total amount of	\$555,350	\$571,080
92A(7)(a)	To each dependent child	\$27,770	\$28,560
92A(7)(b)	To dependent partner/partners	Balance	Balance
92A(8)	For a dependent partner or partners where there are more than 5 dependent children payable in the following shares: total amount of	\$555,350	\$571,080
92A(8)(a)	To dependent partner or partners in equal shares	\$416,520	\$428,320
92A(8)(b)	To the dependent children in equal shares	Balance	Balance
92A(8A)	Maximum lump sum for dependent children if no dependent partner	\$555,350	\$571,080
92A(8B)	Maximum lump sum for any one or more dependent children or dependent partners or partially dependent partners	\$555,350	\$571,080
92A(9)	Maximum lump sum for any other dependants if no dependent partner or dependent child or partially dependent partner	\$555,350	\$571,080
92AA	Maximum amount for reimbursement of expenses incurred by non-dependent family members	\$33,120	\$34,060

WEEKLY PENSIONS FOR DEPENDANTS OF WORKER WHO DIES (AWE)

	During the first 13 weeks		
92B(3)(a)(ii)	Maximum weekly pension for a dependent partner for claims made before 5 April 2010	\$1,510	\$1,570
	Maximum weekly pension for a dependent partner for claims made on or after 5 April 2010	\$2,050	\$2,130

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
92B(4)(a)(ii)	Maximum weekly pension for 2 or more dependent partners in equal shares for claims made before 5 April 2010	\$1,510	\$1,570
	Maximum weekly pension for 2 or more dependent partners in equal shares for claims made on or after 5 April 2010	\$2,050	\$2,130
92B(5)(a)(ii)	Maximum weekly pension for one orphan child for claims made before 5 April 2010	\$1,510	\$1,570
	Maximum weekly pension for one orphan child for claims made on or after 5 April 2010	\$2,050	\$2,130
92B(6)(a)(ii)	Maximum weekly pension for 2 or more orphan children in equal shares for claims made before 5 April 2010	\$1,510	\$1,570
	Maximum weekly pension for 2 or more orphan children in equal shares for claims made on or after 5 April 2010	\$2,050	\$2,130
92B(3)(b)(i)	After first 13 weeks until the end of 3 years Maximum weekly pension for a dependent partner for claims made before 5 April 2010	\$1,510	\$1,570
	Maximum weekly pension for a dependent partner for claims made on or after 5 April 2010	\$2,050	\$2,130
92B(3)(b)(ii)	Weekly pension calculation for a dependent partner where there are not more than 5 dependent children who are entitled to a pension and overall cap applies for claims made before 5 April 2010	\$1,510	\$1,570
	Weekly pension calculation for a dependent partner where there are not more than 5 dependent children who are entitled to a pension and overall cap applies for claims made on or after 5 April 2010	\$2,050	\$2,130

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
92B(3)(b)(iii)	Weekly pension for a dependent partner where there are more than 5 dependent children who are entitled to a pension and overall cap applies for claims made before 5 April 2010	\$1,010	\$1,050
	Weekly pension for a dependent partner where there are more than 5 dependent children who are entitled to a pension and overall cap applies for claims made after 5 April 2010	\$1,370	\$1,420
92B(4)(b)(i)	Maximum weekly pension for 2 or more dependent partners in equal shares for claims made before 5 April 2010	\$1,510	\$1,570
	Maximum weekly pension for 2 or more dependent partners in equal shares for claims made on or after 5 April 2010	\$2,050	\$2,130
92B(4)(b)(ii)	Weekly pension calculation for 2 or more dependent partners, where there are not more than 5 dependent children and overall cap applies for claims made before 5 April 2010	\$1,510	\$1,570
	Weekly pension calculation for 2 or more dependent partners, where there are not more than 5 dependent children and overall cap applies for claims made on or after 5 April 2010	\$2,050	\$2,130
92B(4)(b)(iii)	Weekly pension for 2 or more dependent partners, where there are more than 5 dependent children and overall cap applies in equal shares before 5 April 2010	\$1,010	\$1,050
	Weekly pension for 2 or more dependent partners, where there are more than 5 dependent children and overall cap applies in equal shares on or after 5 April 2010	\$1,370	\$1,420
92B(5)(b)(ii)	After first 13 weeks until child ceases to be eligible Maximum weekly pension for one orphan child for claims made before 5 April 2010	\$1,510	\$1,570

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
	Maximum weekly pension for one orphan child for claims made on or after 5 April 2010	\$2,050	\$2,130
92B(6)(b)(ii)	Maximum weekly pension for 2 or more orphan children in equal shares for claims made before 5 April 2010	\$1,510	\$1,570
	Maximum weekly pension for 2 or more orphan children in equal shares for claims made on or after 5 April 2010	\$2,050	\$2,130
92B(7)(b)	Weekly pension calculation for each dependent child where there are not more than 5 dependent children and overall cap applies for claims made before 5 April 2010	\$1,510	\$1,570
	Weekly pension calculation for each dependent child where there are not more than 5 dependent children and overall cap applies for claims made on or after 5 April 2010	\$2,050	\$2,130
92B(8)(b)	Weekly pension for dependent children where there are more than 5 dependent children and overall cap applies in equal shares for claims made before 5 April 2010	\$500	\$520
	Weekly pension for dependent children where there are more than 5 dependent children and overall cap applies in equal shares for claims made on or after 5 April 2010	\$683	\$710
PROVISIONAL PAYMENTS (CPI)			
92D(1)(b)	Maximum amount for medical and other costs	\$8,270	\$8,500
WEEKLY PAYMENTS (AWE)			
Weekly payments for First Entitlement Period			
Where worker has no current work capacity			
93A(1)(a)(ii)	Maximum weekly payment for claims made before 12 November 1997	\$1,210	\$1,260
93A(2)(a)(ii)	Maximum weekly payment for claims made on or after 12 November 1997 and before 5 April 2010	\$1,510	\$1,570

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
93A(3)(a)(ii)	Maximum weekly payment for claims made on or after 5 April 2010	\$2,050	\$2,130
	Where worker has a current work capacity		
93A(1)(b)(ii)	Maximum weekly payment for claims made before 12 November 1997 – less worker's current weekly earnings	\$1,210	\$1,260
93A(2)(b)(ii)	Maximum weekly payment for claims made on or after 12 November 1997 and before 5 April 2010 – less worker's current weekly earnings	\$1,510	\$1,570
93A(3)(b)(ii)	Maximum weekly payment for claims made on or after 5 April 2010 – less worker's current weekly earnings	\$2,050	\$2,130
	Weekly payments for Second Entitlement Period		
	Where worker has no current work capacity		
93B(1)(a)(ii)	Maximum weekly payment for claims made before 12 November 1997 where worker has a serious injury – less 90% of the worker's current weekly earnings	\$1,210	\$1,260
93B(1)(b)(ii)	Maximum weekly payment for claims made before 12 November 1997 where worker does not have a serious injury	\$1,210	\$1,260
93B(2)(a)(ii)	Maximum weekly payment for claims made on or after 12 November 1997 and before 5 April 2010	\$1,510	\$1,570
93B(3)(a)(ii)	Maximum weekly payment for claims made on or after 5 April 2010	\$2,050	\$2,130
	Where worker has a current work capacity		
93B(1)(c)(ii)	Maximum weekly payment for claims made before 12 November 1997 where worker does not have a serious injury – less 80% of the worker's current weekly earnings	\$1,210	\$1,260

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
93B(2)(b)(ii)	Maximum weekly payment for claims made on or after 12 November 1997 and before 5 April 2010 – less 80% of worker's current weekly earnings	\$1,510	\$1,570
93B(3)(b)(ii)	Maximum weekly payment for claims made on or after 5 April 2010 – less 80% of worker's current weekly earnings	\$2,050	\$2,130
Weekly payments after second entitlement period			
93C(2)(a)(ii)	Where worker has no current work capacity Maximum weekly payment for claims made before 12 November 1997 where worker has a serious injury – less 90% of the worker's current weekly earnings	\$1,210	\$1,260
93C(2)(b)(ii)	Maximum weekly payment for claims made before 12 November 1997 where worker does not have a serious injury	\$1,210	\$1,260
93C(2)(c)(ii)	Maximum weekly payment for claims made on or after 12 November 1997 and before 5 April 2010	\$1,510	\$1,570
93C(2)(d)(ii)	Maximum weekly payment for claims made on or after 5 April 2010	\$2,050	\$2,130
Continuation of weekly payments after second entitlement period			
Compensation for incapacity arising from surgery			
93CA(1)(c)	Minimum current weekly earnings	\$177	\$184
Where worker has a current work capacity			
93CD(4)(a)	Minimum weekly earnings for approval of an application for a worker who has returned to work	\$177	\$184
93CD(5)(a)(ii)	Maximum weekly payment for claims made before 12 November 1997 where an application under section 93CD(1) has been approved – less 80% of worker's current weekly earnings	\$1,210	\$1,260

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
93CD(5)(b)(ii)	Maximum weekly payment for claims made on or after 12 November 1997 and before 5 April 2010 where an application under section 93CD(1) has been approved – less 80% of worker's current weekly earnings	\$1,510	\$1,570
93CD(5)(c)(ii)	Maximum weekly payment for claims made on or after 5 April 2010 where an application under section 93CD(1) has been approved – less 80% of worker's current weekly earnings	\$2,050	\$2,130
93CDA(1)(d)	Minimum weekly earnings for approval of an application for a worker who has returned to work under section 93CD(4)(a)	\$177	\$184

COMPENSATION FOR NON-ECONOMIC LOSS (CPI)

Permanent Impairment – Calculations of Amounts of Non-economic Loss

98C(2)(b)(i)	Where the worker's impairment benefit rating is a modified whole person impairment of not less than 10% and less than 11%	\$11,670	\$12,000
		\$9,940	\$10,220
98C(2)(b)(ii)	Where the worker's impairment benefit rating is a modified spinal impairment of not less than 10% and less than 11%	\$11,670	\$12,000
		\$9,940	\$10,220
98C(2)(c)(i)	Where the worker's impairment benefit rating is not less than 10% and not more than 30%	\$18,810	\$19,340
		\$2,830	\$2,910
98C(2)(c)(ii)(A)	Where the worker's impairment benefit rating is a spinal impairment and is not less than 10% and less than 30%	\$18,810	\$19,340
		\$2,830	\$2,910
98C(2)(c)(ii)(B)	Where the worker's impairment benefit rating is a spinal impairment and is not less than 10% and less than 30%	\$18,810	\$19,340
		\$2,830	\$2,910
98C(2)(d)	Where the worker's impairment benefit rating is more than 30% and not more than 70%	\$75,260	\$77,390
		\$4,700	\$4,830

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
98C(2)(e)(i)	Where the worker's impairment benefit rating is more than 70% and not more than 80%	\$262,070 \$29,330	\$269,490 \$30,160
98C(2)(e)(ii)	Maximum amount where the worker's impairment benefit rating is more than 70% and not more than 80%	\$555,350	\$571,080
98C(2)(f)	Where the worker's impairment benefit rating is more than 80%	\$555,350	\$571,080
Psychiatric Impairment – Calculations of Amounts of Non-economic Loss			
98C(3)(b)	Where worker's degree of impairment is 30%	\$18,810 \$2,830	\$19,340 \$2,910
98C(3)(c)	Where worker's degree of impairment is more than 30% and not more than 70%	\$75,260 \$4,700	\$77,390 \$4,830
98C(3)(d)(i)	Where worker's degree of impairment is more than 70% and not more than 80%	\$262,070 \$29,330	\$269,490 \$30,160
98C(3)(d)(ii)	Maximum amount where worker's degree of impairment is more than 70% and not more than 80%	\$555,350	\$571,080
98C(3)(e)	Where worker's degree of impairment is more than 80%	\$555,350	\$571,080
Permanent Impairment – Calculation of Amounts of Non-economic Loss for Further Injury Industrial Deafness			
98C(3A)(a)	Where 'T' is not less than 10% and not more than 30% and 'P' is less than 10%	\$2,830 \$1,860	\$2,910 \$1,910
98C(3A)(b)	Where 'T' is not less than 10% and not more than 30% and 'P' is not less than 10%	\$2,830	\$2,910

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
98C(3A)(c)	Where 'T' is more than 30% and 'P' is less than 10%	\$4,700	\$4,830
		\$2,830	\$2,910
		\$1,860	\$1,910
98C(3A)(d)	Where 'T' is more than 30% and 'P' is not less than 10% and is less than 30%	\$4,700	\$4,830
		\$2,830	\$2,910
98C(3A)(e)	Where 'T' is more than 30% and 'P' is not less than 30%	\$4,700	\$4,830
	Other non-economic loss		
98C(4)	Loss of a foetus or loss of more than one foetus	\$67,660	\$69,580
98C(7)	Maximum amount of compensation for more than one injury suffered on the same occasion	\$555,350	\$571,080
98C(8)	Maximum amount of compensation for more than one kind of non-economic loss for the same injury	\$555,350	\$571,080
NO DISADVANTAGE – COMPENSATION TABLE (CPI)			
98E	Total loss of the sight of both eyes	\$273,640	\$281,390
	Total loss of the sight of an only eye	\$273,640	\$281,390
	Loss of both hands	\$273,640	\$281,390
	Loss of both feet	\$273,640	\$281,390
	Loss of a hand and a foot	\$273,640	\$281,390
	Total loss of the right arm or of the greater part of the right arm	\$218,920	\$225,120
	Total loss of the left arm or of the greater part of the left arm	\$205,240	\$211,050
	Total loss of the right hand or of five fingers of the right hand, or of the lower part of the right arm	\$191,520	\$196,940

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
	Total loss of the left hand or of five fingers of the left hand, or of the lower part of the left arm	\$177,890	\$182,930
	Total loss of a leg	\$205,240	\$211,050
	Total loss of a foot	\$177,890	\$182,930
	Total loss of the lower part of the leg	\$191,520	\$196,940
	Total loss of the sight of one eye, together with the serious diminution of the sight of the other eye	\$205,240	\$211,050
	Total loss of hearing	\$177,890	\$182,930
	Total loss of the sight of one eye	\$109,430	\$112,530
	Loss of binocular vision	\$109,430	\$112,530
	Loss of eyeball (in addition to compensation for loss of sight of an eye)	\$60,210	\$61,920
	Total loss of power of speech	\$164,190	\$168,840
	Total loss of sense of taste or smell	\$46,530	\$47,850
	Total loss of senses of both taste and smell	\$93,050	\$95,690
	Total loss of male sexual organs	\$128,630	\$132,270
	Total loss of penis	\$128,630	\$132,270
	Total loss of one testicle	\$27,330	\$28,100
	Total loss of two testicles or an only testicle	\$128,630	\$132,270
	Total loss of female sexual organs	\$128,630	\$132,270
	Total loss of both breasts	\$128,630	\$132,270
	Total loss of one breast	\$82,080	\$84,400

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
	Total loss of the thumb of the right hand	\$82,080	\$84,400
	Total loss of the thumb of the left hand	\$71,150	\$73,160
	Total loss of the forefinger of the right hand	\$57,490	\$59,120
	Total loss of the forefinger of the left hand	\$49,240	\$50,630
	Total loss of two joints of the forefinger of the right hand	\$43,780	\$45,020
	Total loss of two joints of the forefinger of the left hand	\$32,830	\$33,760
	Total loss of a joint of the thumb	\$43,780	\$45,020
	Total loss of the first joint of the forefinger of the right hand	\$27,330	\$28,100
	Total loss of the first joint of the forefinger of the left hand	\$24,640	\$25,340
	Total loss of the first joint of the middle or little or ring finger of either hand	\$16,400	\$16,860
	Total loss of the middle finger of either hand	\$32,830	\$33,760
	Total loss of the little or ring finger of either hand	\$30,120	\$30,970
	Total loss of two joints of the middle finger of either hand	\$27,330	\$28,100
	Total loss of two joints of the little or ring finger of either hand	\$24,640	\$25,340
	Total loss of the great toe of either foot	\$60,210	\$61,920
	Total loss of a joint of the great toe of either foot	\$27,330	\$28,100
	Total loss of any other toe	\$16,400	\$16,860
	Total loss of a joint of any other toe	\$5,470	\$5,620

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
	Quadriplegia	\$273,640	\$281,390
	Paraplegia	\$273,640	\$281,390
	Total impairment of the spine	\$273,640	\$281,390
98E(5)	Maximum total amount of compensation allowable under 98E Table	\$273,640	\$281,390
MEDICAL AND LIKE SERVICES (CPI)			
99(1)(b)	Maximum family counselling expenses	\$5,870	\$6,040
99(5)	Employer's liability	\$642	\$660
125(1)(a)(iii)	Employer's initial liability for medical and like services	\$642	\$660
125A(3)(c)	Employer's initial liability for medical and like services	\$642	\$660
LIABILITY OF PRIOR INSURER (AWE)			
129B (7)	Minimum payments for contribution injury	\$14,990	\$15,580
ACTIONS FOR DAMAGES			
Pecuniary Loss (CPI)			
134AB(22)(a)(i)	Threshold	\$56,650	\$58,250
134AB(22)(a)(ii)	Maximum	\$1,275,570	\$1,311,690
Pain and Suffering (CPI)			
134AB(22)(b)(i)	Threshold	\$54,730	\$56,280
134AB(22)(b)(ii)	Maximum	\$555,350	\$571,080
Pecuniary Loss (AWE)			
135A(7)(a)(i)	Threshold	\$59,670	\$62,030
135A(7)(a)(ii)	Maximum	\$1,343,540	\$1,396,690

Section	Provision	Rates before 1 July 14	Rates from 1 July 14
	Pain and Suffering (CPI)		
135A(7)(b)(i)	Threshold	\$50,680	\$52,120
135A(7)(b)(ii)	Maximum	\$514,360	\$528,930
	Damages under Part III of the Wrongs Act 1958 (AWE)		
135C(2)	Death of a person	\$886,330	\$921,400
SELF-INSURERS			
Schedule 4 1(1)	Pre-application eligibility fee	\$846	\$870
Schedule 4 1(1)	Pre-application eligibility fee inclusive of GST	\$931	\$957
Schedule 5 3(1) & (2)	Application fee limit for approval as self-insurer (AWE)	\$55,330	\$57,520
RETURN TO WORK			
197(3) & (4)	Total rateable remuneration of employer	\$2,169,670	\$2,231,120
PRE-INJURY AVERAGE WEEKLY EARNINGS (AWE)			
5A(5) & Schedule 1A Item 1 Column 3 paragraph (c)	Where no rate applicable	\$2,050	\$2,130
5A(5) & Schedule 1A Item 10 Column 3 paragraph(b)	Deemed pre-injury average weekly earnings for a full-time student at time of completion of course	\$2,050	\$2,130
100B & Schedule 1A Item 11 Column 3 paragraph(b)	Deemed pre-injury-average weekly earnings for a full-time student at a primary or secondary school at time of completion of secondary school	\$1,210	\$1,260

Workers Compensation Act 1958NOTICE OF NEW BENEFIT RATES PAYABLE IN ACCORDANCE WITH
SECTION 9 AND SECTION 11

The **Workplace Injury Rehabilitation and Compensation Act 2013** comes into operation on 1 July 2014. The WIRC Act recasts the **Accident Compensation Act 1985** and the **Accident Compensation (WorkCover Insurance) Act 1993** into a single Act that is simpler and easier to use. The **Workplace Injury Rehabilitation and Compensation Act 2013** also amended the **Workers Compensation Act 1958**.

(a) Section 9(3) of the **Workers Compensation Act 1958** provides for rates of compensation to be adjusted on 1 July in any year in line with movements in the Australian male average weekly earnings between the December quarter of the two preceding years as published by the Australian Statistician at 15 June in each respective year.

Commencing 1 July 2014 section 648(3) of the **Workplace Injury Rehabilitation and Compensation Act 2013** amends the definition of average weekly earnings in section 9(5) of the **Workers Compensation Act 1958**. The definition provides that average weekly earnings means the average weekly total earnings of all male employees in Victoria in original terms published by the Australian Bureau of Statistics as at 15 June in the preceding financial year in respect of the most recent reference period ending on or before 31 December in that preceding financial year.

The Victorian male average weekly earnings for the December quarter of 2012 and 2013 were \$1,229.50 and \$1,295.50 respectively, an increase of 5.37%.

Notice is hereby given that calculations in accordance with the said section produce the following rates of compensation which are payable, on and from 1 July 2005 instead of the amounts specified in Section 9 of the said Act, in the clauses under the heading 'The Clauses Referred To'.

The amount specified in 'The Clauses Referred To' (wherever occurring)		Rates before 1 July 14	Rates from 1 July 14
COMPENSATION FOR THE DEATH OF A WORKER	Amount as per the 1958 Act		
1(a) (i)	\$33,160	\$205,484	\$216,514
	\$8,088	\$50,127	\$52,818
	\$7,566	\$46,879	\$49,395
	\$7,044	\$43,647	\$45,990
	\$6,523	\$40,420	\$42,590
	\$6,001	\$37,183	\$39,179
	\$5,479	\$33,950	\$35,772
	\$4,957	\$30,714	\$32,363
	\$4,435	\$27,481	\$28,956
	\$3,914	\$24,254	\$25,556
	\$3,392	\$21,013	\$22,141
	\$2,870	\$17,781	\$18,735
	\$2,348	\$14,544	\$15,325
	\$1,826	\$11,313	\$11,920
	\$1,826	\$11,313	\$11,920
1(a)(ii)	\$33,160	\$205,484	\$216,514

WEEKLY PAYMENTS

1(b) (i)	\$105	\$655	\$690
	\$30	\$184	\$194
	\$10	\$61	\$64
	\$155	\$962	\$1,014
	\$78	\$480	\$506
	\$135	\$833	\$878

TOTAL LIABILITY FOR WEEKLY PAYMENTS

1(b) (iii)	\$36,960	\$229,033	\$241,328
------------	----------	-----------	-----------

(b) Section 11(1) of the **Workers Compensation Act 1958** provides for rates of compensation for certain specified injuries to be set percentages of the maximum payable, at the time of the injury, under Clause 1(a)(ii).

Planning and Environment Act 1987

BAYSIDE PLANNING SCHEME

Notice of Approval of Amendment

Amendment C106

The Minister for Planning has approved Amendment C106 to the Bayside Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment introduces the reformed residential zones into the Bayside Planning Scheme, being the Residential Growth Zone, the General Residential Zone and the Neighbourhood Residential Zone and associated schedules, and applies them to identified land in accordance with the Bayside Housing Strategy (November 2012). The Amendment also updates the planning scheme maps to refer to the Commercial 1 and 2 zones.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Bayside City Council, 76 Royal Avenue, Sandringham.

JOHN PHILLIPS

Director

Planning Systems

Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987

BOROONDARA PLANNING SCHEME

Notice of Approval of Amendment

Amendment C190

The Minister for Planning has approved Amendment C190 to the Boroondara Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment removes the Residential 1 and Residential 2 zones from the Boroondara Planning Scheme and implements the new residential zones across the municipality. Specifically, it introduces the Residential Growth Zone, General Residential Zone and Neighbourhood Residential Zone into the Boroondara Planning Scheme and applies the zones and appropriate Schedules accordingly. It makes minor changes to clauses 21.07, 22.04 and 22.07 to update the references to the residential zones.

The Amendment also rezones all the business zoned land to the appropriate Commercial 1 or Commercial 2 Zone.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Boroondara City Council, 8 Inglesby Road, Camberwell.

JOHN PHILLIPS

Director

Planning Systems

Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987

CASEY PLANNING SCHEME

Notice of Approval of Amendment

Amendment C194

The Minister for Planning has approved Amendment C194 to the Casey Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment extends the expiry date of significant tree controls under the Environmental Significance Overlay Schedules 7 and 8, and the Heritage Overlay for 12 months, and amends wording in the Significant Landscape Overlay Schedule 4 to improve clarity.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Casey City Council, Magid Drive, Narre Warren 3804.

JOHN PHILLIPS

Director

Planning Systems

Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987

CASEY PLANNING SCHEME

Notice of Approval of Amendment

Amendment C195

The Minister for Planning has approved Amendment C195 to the Casey Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment implements the reformed residential zones across the municipality and updates the planning scheme maps and ordinance to reflect the reformed commercial zones.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Casey City Council, Customer Service Centre, Municipal Offices, Magid Drive, Narre Warren.

JOHN PHILLIPS

Director

Planning Systems

Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987

MANNINGHAM PLANNING SCHEME

Notice of Approval of Amendment

Amendment C105

The Minister for Planning has approved Amendment C105 to the Manningham Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment implements the new residential zones into the Manningham Planning Scheme. Specifically, it introduces the Residential Growth Zone (RGZ), General Residential Zone (GRZ) and Neighbourhood Residential Zone (NRZ), applies the zones accordingly, amends the Local Planning Policy Framework at Clause 21.05 – Residential, Clause 21.09 – Activity Centres and Commercial Areas, Clause 22.01 – Design and Development Policy, Clause 22.05 – Non-

Residential Uses in Residential Areas Policy, Clause 22.11 – Battle Axe Blocks Policy, 22.15 – Dwellings in a Residential 3 Zone Policy. The Amendment also updates the planning scheme maps in accordance with the recently introduced Commercial Zones. The Business 1 and 2 Zones are now shown as Commercial 1 Zone.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Manningham City Council, 699 Doncaster Road, Doncaster.

JOHN PHILLIPS
Director
Planning Systems
Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987
MAROONDAH PLANNING SCHEME
Notice of Approval of Amendment
Amendment C93

The Minister for Planning has approved Amendment C93 to the Maroondah Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment implements the reformed residential and updated mapping annotation for the new commercial zones to the Maroondah Planning Scheme.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Maroondah City Council, Braeside Avenue, Ringwood.

JOHN PHILLIPS
Director
Planning Systems
Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987
MELBOURNE PLANNING SCHEME
Notice of Approval of Amendment
Amendment C229

The Minister for Planning has approved Amendment C229 to the Melbourne Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment makes changes to the schedule to Clause 52.03 ‘Specific sites and exclusions’, the schedule to Clause 61.01 ‘Administration and enforcement of this scheme’ and the schedule to Clause 81.01 ‘Documents incorporated into this Scheme’ to reference the amended incorporated document ‘Melbourne Park Redevelopment, February 2014’ and clarify the area description.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Melbourne City Council, Level 3, 242 Little Collins Street, Melbourne.

JOHN PHILLIPS
Director
Planning Systems
Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987
QUEENSCLIFFE PLANNING SCHEME
Notice of Approval of Amendment
Amendment C26

The Minister for Planning has approved Amendment C26 to the Queenscliffe Planning Scheme. The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment implements the reformed residential zones by introducing the General Residential Zone and Neighbourhood Residential Zone into the Queenscliffe Planning Scheme and rezoning all residential land as follows:

- Rezoning land in Design and Development Overlay Schedule 4 (Point Lonsdale Natural Coastal Area) and Schedule 5 (Point Lonsdale Contributory Area) from Residential 1 Zone to General Residential Zone Schedule 1.
- Rezoning land in Design and Development Overlay Schedule 1 (Queenscliff) and Schedule 3 (Foreshore Areas) from Residential 1 Zone to Neighbourhood Residential Zone Schedule 1.
- Rezoning land in Design and Development Overlay Schedule 6 (Fisherman's Flat and Environs) from Residential 1 Zone to Neighbourhood Residential Zone Schedule 2.

The Amendment also deletes the Residential 1 Zone from the scheme and updates planning scheme maps with the recently introduced reformed commercial zones.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Borough of Queenscliffe, 50 Learmonth Street, Queenscliffe.

JOHN PHILLIPS
Director
Planning Systems
Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987
STONNINGTON PLANNING SCHEME
Notice of Approval of Amendment
Amendment C187

The Minister for Planning has approved Amendment C187 to the Stonnington Planning Scheme. The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment rezones all land currently zoned Residential 1 Zone to either Residential Growth Zone, General Residential Zone, Neighbourhood Residential Zone and associated schedules, updates clause 61.03 of the Stonnington Planning Scheme and updates the planning scheme maps to reflect the above zones as well as the new Commercial Zone.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Stonnington City Council, corner of Glenferrie Road and High Street, Malvern.

JOHN PHILLIPS
Director
Planning Systems
Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987

TOWONG PLANNING SCHEME

Notice of Approval of Amendment

Amendment C30

The Minister for Planning has approved Amendment C30 to the Towong Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment replaces Schedule 1 to the Environmental Significance Overlay and increases the extent of the Overlay.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Towong Shire Council, 32 Towong Street, Tallangatta, and 76 Hanson Street, Corryong.

JOHN PHILLIPS

Director

Planning Systems

Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987

WANGARATTA PLANNING SCHEME

Notice of Approval of Amendment

Amendment C53

The Minister for Planning has approved Amendment C53 to the Wangaratta Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment introduces the new residential zones into the Wangaratta Planning Scheme, corrects mapping anomalies and updates the planning scheme maps to reflect the reformed commercial zones.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Rural City of Wangaratta Council, Wangaratta Government Centre, 62 to 68 Ovens Street, Wangaratta, Victoria 3677.

JOHN PHILLIPS

Director

Planning Systems

Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987

WARRNAMBOOL PLANNING SCHEME

Notice of Approval of Amendment

Amendment C76

The Minister for Planning has approved Amendment C76 to the Warrnambool Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment facilitates the residential development of the Coastal Hopkins River Environmental Structure Plan area (north of Hopkins Point Road) by rezoning land to the General

Residential Zone, applying schedule 17 to the Design and Development Overlay to the land, introducing a new schedule 13 to the Development Plan Overlay and applying it to the land and making other consequential changes.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Warrnambool City Council, 25 Liebig Street, Warrnambool, Victoria 3280.

JOHN PHILLIPS
Director
Planning Systems
Department of Transport, Planning and Local Infrastructure

Planning and Environment Act 1987
YARRA RANGES PLANNING SCHEME
Notice of Approval of Amendment
Amendment C126

The Minister for Planning has approved Amendment C126 to the Yarra Ranges Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment implements Vision 2020 by Design (May 2008) by introducing six new Design and Development Overlay Schedules at Clause 43.02 (DDO12, DDO13, DDO14, DDO15, DDO16 and DDO17) to provide design guidelines for new development for a number of town centres in the Shire of Yarra Ranges, updates Clause 21.06 to provide a clearer strategic context for built-form provisions, and makes Vision 2020 a reference document in the planning scheme.

A copy of the Amendment can be inspected, free of charge, at the Department of Transport, Planning and Local Infrastructure website at www.dpcd.vic.gov.au/planning/publicinspection and free of charge, during office hours, at the offices of the Yarra Ranges Shire Council, 15 Anderson Street, Lilydale.

JOHN PHILLIPS
Director
Planning Systems
Department of Transport, Planning and Local Infrastructure

ORDERS IN COUNCIL

Corrections Act 1986

REVOCATION AND APPOINTMENT OF PRISON

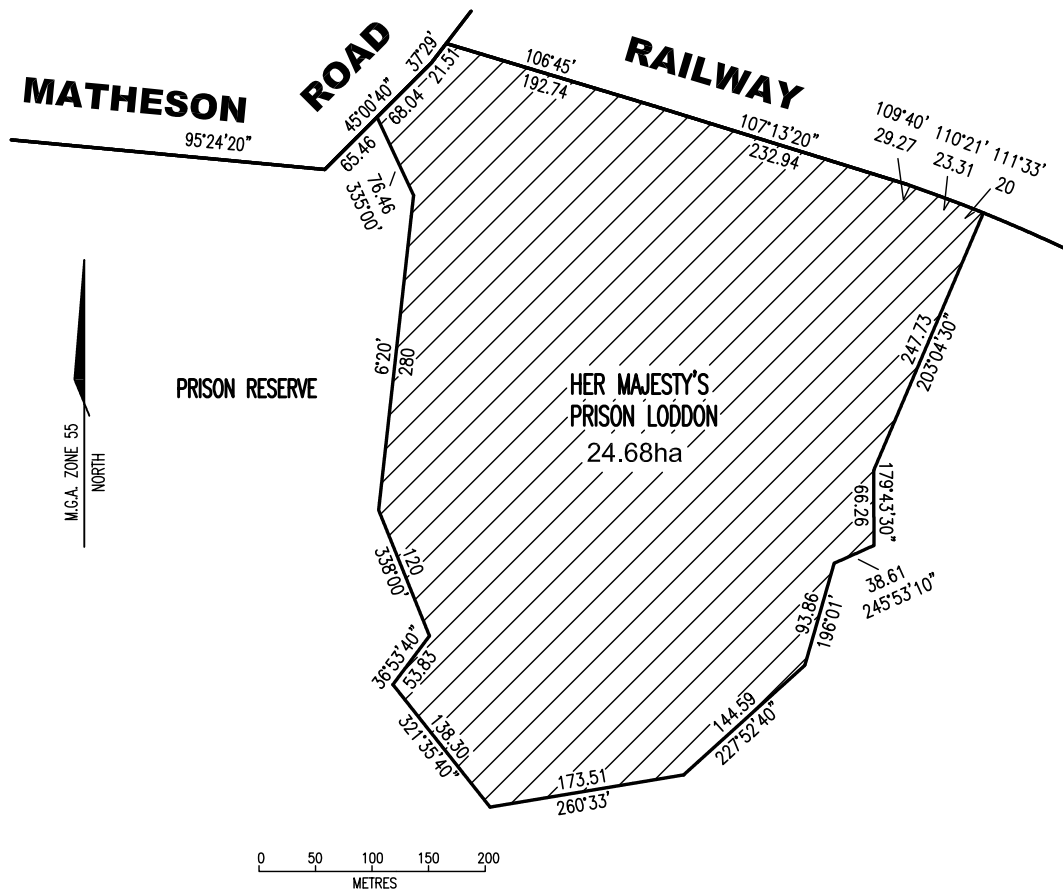
Order in Council

The Governor in Council under section 10 of the **Corrections Act 1986** revokes the Order made on 14 November 1989 entitled ‘appointment of a place as a prison’ and the Order made on 14 October 2010 entitled ‘variation of appointment of prison’ and appoints the premises known as ‘Her Majesty’s Prison Loddon’, Matheson Road, Castlemaine, being the area shown hatched in the attached Plan of Survey, County of Talbot, Parish of Castlemaine, Section B4, Crown Allotment 8 (Part) and Section B2, Crown Allotment 4 (Part), as a prison effective from 14 July 2014.

Dated 17 June 2014

Responsible Minister:
Edward O’Donohue MLC

YVETTE CARISBROOKE
Clerk of the Executive Council



Health Services Act 1988

THE ROYAL CHILDREN'S HOSPITAL
DECLARATION UNDER SECTION 11

Order in Council

The Governor in Council under section 11 of the **Health Services Act 1988** (the Act) by this Order declares that the provision of section 65T(1) of the Act, that requires the board to consist of not more than 9 persons is not applicable to The Royal Children's Hospital, a public health service listed in Schedule 5 of the Act.

This Order is subject to the condition that the board of directors of The Royal Children's Hospital shall consist of not more than 10 persons.

This declaration commences on 2 July 2014 and ceases to have effect on 30 June 2017.

Dated 17 June 2014

Responsible Minister:

HON DAVID DAVIS MP
Minister for Health

YVETTE CARISBROOKE
Clerk of the Executive Council

**SUBORDINATE LEGISLATION ACT 1994
NOTICE THAT STATUTORY RULES ARE
OBTAINABLE**

Notice is hereby given under section 17(3) of the **Subordinate Legislation Act 1994** that the following Statutory Rules were first obtainable from the Victorian Government Bookshop, Level 20, 80 Collins Street, Melbourne on the date specified:

52. *Statutory Rule:* Forests
(Fire Protection)
Regulations 2014
Authorising Act: Forests Act 1958
Date first obtainable: 17 June 2014
Code B

PRICING FOR SPECIAL GAZETTE, PERIODICAL GAZETTE AND VICTORIAN LEGISLATION

Retail price varies according to the number of pages in each Victoria Government Special Gazette, Victoria Government Periodical Gazette and Victorian legislation. The table below sets out the prices that apply.

<i>Price Code</i>	<i>No. of Pages (Including cover and blank pages)</i>	<i>Price*</i>	<i>Price Code</i>	<i>No. of Pages (Including cover and blank pages)</i>	<i>Price*</i>
A	1–16	\$4.00	#Z	1407–1470	\$119.05
B	17–32	\$6.00	#ZA	1471–1536	\$124.70
C	33–48	\$8.20	#ZB	1537–1610	\$129.45
D	49–96	\$12.90	#ZC	1611–1666	\$134.90
E	97–144	\$16.60	#ZD	1667–1730	\$140.00
F	145–192	\$19.70	#ZE	1731–1796	\$145.65
G	193–240	\$22.70	#ZF	1797–1860	\$150.90
H	241–288	\$24.10	#ZG	1861–1926	\$155.85
I	289–352	\$27.20	#ZH	1927–1990	\$161.50
J	353–416	\$31.70	#ZI	1991–2056	\$166.60
K	417–480	\$36.20			
L	481–544	\$42.20			
M	545–608	\$48.25			
N	609–672	\$53.35			
O	673–736	\$60.30			
P	737–820	\$66.45			
#Q	821–886	\$72.25			
#R	887–950	\$77.05			
#S	951–1016	\$82.30			
#T	1017–1080	\$87.40			
#U	1081–1146	\$92.65			
#V	1147–1210	\$98.10			
#W	1211–1276	\$103.20			
#X	1277–1340	\$108.80			
#Y	1341–1406	\$113.70			

* All prices include GST

Printed as two volumes

bluestar * **PRINT**

The *Victoria Government Gazette* is published by Blue Star Print with the authority of the Government Printer for the State of Victoria

© State of Victoria 2014

This publication is copyright. No part may be reproduced by any process except in accordance with the provisions of the Copyright Act.

Address all enquiries to the Government Printer for the State of Victoria

Level 2, 1 Macarthur Street
Melbourne 3002
Victoria Australia

How To Order**Mail Order****Victoria Government Gazette**

Level 5, 460 Bourke Street
Melbourne 3000
PO Box 1957 Melbourne 3001
DX 106 Melbourne

**Telephone**

(03) 8523 4601

**Fax**

(03) 9600 0478

email

gazette@bluestargroup.com.au

**Retail & Mail Sales****Victoria Government Gazette**

Level 5, 460 Bourke Street
Melbourne 3000
PO Box 1957 Melbourne 3001

**Telephone**

(03) 8523 4601

**Fax**

(03) 9600 0478

ISSN 0819-5471



9 770819 555008

Recommended Retail Price \$2.10 (includes GST)