



Victoria Government Gazette

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No. G 41 Thursday 11 October 2018

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GENERAL

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As from 11 October 2018

The last Special Gazette was No. 468 dated 10 October 2018.

The last Periodical Gazette was No. 1 dated 16 May 2018.

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
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**PUBLICATION OF THE VICTORIA GOVERNMENT GAZETTE (General)
MELBOURNE CUP HOLIDAY WEEK 2018**

Please Note New Deadlines for General Gazette G45/18:

The Victoria Government Gazette (General) for Melbourne Cup week (G45/18) will be published on **Thursday 8 November 2018**.

Copy deadlines:

Private Advertisements	9.30 am on Friday 2 November 2018
Government and Outer Budget Sector Agencies Notices	9.30 am on Friday 2 November 2018

Office Hours:

The Victoria Government Gazette Office is open during normal office hours over the holiday period, i.e. 8.30 am to 5.30 pm Monday to Friday, excluding public holidays.

Where urgent gazettal is required after hours, arrangements should be made with the Government Gazette Officer on 0419 327 321.

JENNY NOAKES
Government Gazette Officer

PRIVATE ADVERTISEMENTS

DISSOLUTION OF PARTNERSHIP

– Angus Eeles Plumbing

Notice is given that the business partnership trading as ‘Angus Eeles Plumbing’ between Leaian Pty Ltd ACN 127 183 000 ATF for the Ian & Leah Mason Family Trust, Chris Goldsmith Pty Ltd ACN 127 179 686 ATF Chris & Susan Goldsmith Family Trust, MW Shannon Pty Ltd ACN 127 179 659 ATF Michael & Pamela Shannon Family Trust and Jalita Pty Ltd ACN 127 179 677 ATF GP & KL Cox Family Trust, has been dissolved with effect from 7 September 2018. The business will continue to be operated in partnership by the first three named parties.

DISSOLUTION OF PARTNERSHIP

The partnership of J. F. Tsiakopoulos and C. Wood ABN 19 578 476 752, trading as Braeside Automotive is officially dissolved as of 30 June 2018 as agreed by both parties.

Re: Estate of TOBA FRIEDMAN, late of 400 Waverley Road, Malvern East, Victoria 3145, teacher, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 28 February 2017, are required by executors, Mark Reuben Adler and Susan Naomi Adler (in the Will called Susan Naomi Martin), care of Level 9, 401 Collins Street, Melbourne, Victoria 3000, to send particulars of their claims to them by 11 December 2018, after which date the executor may convey and distribute the estate, having regard only to the claims of which they have notice. Probate was granted in Victoria on 29 November 2017.

MAXIME JOHNY DUCRES MOREL, also known as Maxime Johnny Morel, late of 14 Kevin Street, Mount Waverley, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 21 February 2018, are required by the trustee, Eddy Johnny Morel, to send particulars of their claims to the trustee, care of the undermentioned solicitors, by 11 December

2018, after which date the trustee may convey or distribute the assets, having regard only to the claims of which they have notice.

BEDELIS LAWYERS,
Shop 6, 33–39 Centreway, Mount Waverley,
Victoria 3149.

Re: Estate of EDWARD HILTON, also known as Edward Gladstone Hilton, late of Room 34, Cheltenham Manor, 10–12 Bendigo Street, Cheltenham, Victoria, deceased.

Creditors, next-of-kin or others having claims in respect of the estate of the deceased, who died on 8 August 2018, are required by the trustee, Christine Joy MacKenzie, to send particulars of their claims to the trustee, care of the undermentioned legal practitioners, by a date not later than two months from the date of publication of this notice, after which date the trustee may convey or distribute the assets, having regard only to the claims of which she then has notice.

BRENDAN HOLLAND & MICHAEL CAHIR,
legal practitioners,
130 Balcombe Road, Mentone 3194.

Re: BRENDAN JOSEPH SWEENEY, late of 47 Parkside Street, Elsternwick, Victoria, associate professor, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 19 April 2018, are required by Anthony Francis Riordan and Robert Murray Stack, the executors of the Will of the deceased, to send particulars in writing of their claims to them, care of the below mentioned solicitors, by 17 December 2018, after which date the executors may distribute the assets, having regard only to the claims of which they then have notice.

CORNWALL STODART LAWYERS,
Level 10, 114 William Street, Melbourne 3000.

Re: WAYNE HENRY COOPER, late of 16 Elgin Street, Morwell, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 6 July 2018, are required by the trustee, Clem D’Alessandro, to send particulars

to him, care of the undermentioned solicitors, by 10 December 2018, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

D'ALESSANDRO & ASSOCIATES PTY LTD,
solicitors,
256A Commercial Road, Morwell, Victoria 3840.

Re: VALMAI MARY BATT, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 3 June 2018, are required by the trustee, Mark Reginald Featherby, care of Featherbys Lawyers of 14 Ninth Avenue, Rosebud, Victoria, to send particulars to the trustee by 12 December 2018, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

FEATHERBYS LAWYERS, solicitors,
14 Ninth Avenue, Rosebud 3939.

JOHN ANDREW MURPHY, late of Kerang, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 29 March 2018, are required by Christopher John Murphy, the executor of the Will of the deceased, to send particulars of their claims to him, care of the undermentioned solicitor, within 60 days from the date of publication of this notice, after which date the executor may convey or distribute the assets, having regard only to the claims of which he then has notice.

GARDEN & GREEN LAWYERS,
35 Beveridge Street, Swan Hill, Victoria 3585.

Estate of ANTHONETTA PIETERSON, late of Dutchcare, 1105 Frankston-Dandenong Road, Carrum Downs, Victoria, business owner, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 9 November 2017, are required by the personal representative, care of the undermentioned lawyers, to send particulars

to her by 12 December 2018, after which date the personal representatives may convey or distribute the assets, having regard only to the claims of which she then has notice.

KING & COLLINS PTY LTD,
Level 27, Rialto South Tower,
525 Collins Street, Melbourne 3000.
ncollins@kingandcollins.com.au

Re: IAN FREDERICK LANGFORD.

Creditors, next-of-kin and others having claims in respect of the estate of IAN FREDERICK LANGFORD, late of 10 Netley Avenue, Sorrento, Victoria, solicitor, deceased, who died on 25 February 2017, are required by the executor, Suzanne Joy Langford, to send particulars of their claims to the said executor, care of the undersigned lawyers, by 11 December 2018, after which date the executor will convey or distribute the assets, having regard only to the claims of which the executor then has notice.

LAWSON HUGHES PETER WALSH, lawyers,
Level 2, 533 Little Lonsdale Street,
Melbourne 3000.
georgina.borg@lhpw.com.au

RICHARD ELLIS KARMEL, late of 22 Graff Street, Somerville, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 27 August 2018, are required by the executors to send particulars of their claims to the undermentioned lawyers by 10 December 2018, after which date the executors may convey or distribute the estate, having regard only to the claims of which they have notice.

McCLUSKYS LAWYERS,
111 Bay Street, Port Melbourne, Victoria 3207.

ELIZABETH MARY DONOVAN, late of 42 Maylands Crescent, Glen Waverley, in the State of Victoria, retired office manager, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died at Monash Medical Centre, Clayton, on 5 August 2015, are required by Alexandra Margaret Folie, the executor and

trustee of the estate of the said named deceased, to send particulars of their claims to her, care of McNab McNab & Starke, Level 10, 552 Lonsdale Street, Melbourne 3000, by 11 January 2019, after which date she may convey or distribute the assets of the estate, having regard only to the claims of which she then has notice.

ERICH ERNST DE BRUIN, also known as Erich Ernest De Bruin, late of 1964 South Gippsland Highway, Devon Meadows, Victoria, retired factory worker, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 20 May 2018, are required by the executor, Equity Trustees Limited, ACN 004 031 298, in the Will called 'The Equity Trustees Executors and Agency Company Limited', of Level 1, 575 Bourke Street, Melbourne, Victoria, to send particulars of their claims to them, care of the undersigned, by 11 December 2018, after which date the executor may convey or distribute the assets, having regard only to the claims of which they then have notice.

M & K LAWYERS GROUP PTY LTD,
Level 7, 600 Bourke Street, Melbourne 3000.

Re: VINCENT BOOL, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 26 August 2018, are required by the trustee, Graeme John Whitelaw, to send particulars to their solicitors at the address below by 11 December 2018, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

MST LAWYERS,
315 Ferntree Gully Road, Mount Waverley 3149.

Re: JOHN FORREST HAYMEN CLARK, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 21 July 2018, are required by the trustee, Charles Edward Adam Clark and Nicholas John Armstrong Clark, to send particulars to their solicitors at the address

below, by 11 December 2018, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

MST LAWYERS,
315 Ferntree Gully Road, Mount Waverley 3149.

Re: PATRICIA MARY GLEESON, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 30 July 2018, are required by the trustee, Denis Francis Gleeson, to send particulars to their solicitors at the address below by 11 December 2018, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

MST LAWYERS,
315 Ferntree Gully Road, Mount Waverley 3149.

Re: SHIRLEY DOROTHY CARRICK, late of CaSPA Care Emerald Hill, 203 Napier Street, South Melbourne, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 25 May 2018, are required by the trustee, Alan James Carrick, to send particulars to the trustee, care of the undermentioned solicitors, within two calendar months from the date of this advertisement, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

MW LAW (GREENSBOROUGH) PTY LTD
RYAN MACKEY & McCLELLAND (a Firm),
solicitors,
65 Main Street, Greensborough 3088.

Re: MERLE LORRAINE FOOT, late of Ian Brand Nursing Home, 1231 Plenty Road, Bundoora, Victoria, pensioner, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 10 June 2018, are required by the trustees, Dianne Lorraine Belovitch and Leslie James Foot, to send particulars to the trustees, care of the undermentioned solicitors, within two calendar months from the date of this advertisement, after which date the trustees may

convey or distribute the assets, having regard only to the claims of which the trustees have notice.

MW LAW (GREENSBOROUGH) PTY LTD
RYAN MACKEY & McCLELLAND (a Firm),
solicitors,
65 Main Street, Greensborough 3088.

TIMOTHY ROY McMINN, late of 18 Floral Place, Warrnambool, in the State of Victoria, driver, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 11 June 2017, are required by the executor, Lorraine Agnes McMinn, care of Maddens Lawyers of 219 Koroit Street, Warrnambool, in the said State, to send particulars of their claims to her by 11 December 2018, after which date the executor may convey or distribute the assets, having regard only to the claims of which she has notice.

Dated 11 October 2018

MADDENS LAWYERS,
219 Koroit Street, Warrnambool, Victoria 3280.
Phone: (03) 5560 2000.

Re: VINCENZA ANDALORO, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 28 September 2017, are required by the personal representative, Susan Cattermole, to send particulars to the personal representative, care of Moores, Level 1, 5 Burwood Road, Hawthorn, Victoria, by 13 December 2018, after which date the personal representative may convey or distribute the assets, having regard only to the claims of which the personal representative has notice.

MOORES,
Level 1, 5 Burwood Road, Hawthorn,
Victoria 3122.

Re: GEORGE CHARLES GRAY, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 14 July 2018, are required by the personal representative, Philip James Gruchy, to send particulars to the personal representative, care of Moores, Level 1, 5 Burwood Road,

Hawthorn, Victoria, by 13 December 2018, after which date the personal representative may convey or distribute the assets, having regard only to the claims of which the personal representative has notice.

MOORES,
Level 1, 5 Burwood Road, Hawthorn,
Victoria 3122.

Creditors, next-of-kin and others having claims in respect of the estate of the late FLORENCE EDITH ROBERTS of 19–25 Anderson Road, Sunbury, in the State of Victoria, home duties, deceased, who died on 25 June 2018, are required by the executor, Peter Andrew Roberts, care of Morgan Legal Pty Ltd, Level 1, Suite 14, 40 Burgundy Street, Heidelberg, in the State of Victoria, to send particulars of their claim to him, care of the undermentioned lawyers, by 6 December 2018, after which date the said executor will distribute the assets of the deceased, having regard only to the claims of which he then shall have notice.

MORGAN LEGAL PTY LTD,
Level 1, Suite 14, 40 Burgundy Street,
Heidelberg in the State of Victoria, 3084.

Re: Estate of GIOVANNA PELLEGRINI, late of 181 Hansworth Street, Mulgrave, Victoria 3170.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died 23 October 2017, are required by the executors of the estate, Marco D'Aversa and Daniel Gazzola, to send particulars of their claims to them, care of the undermentioned solicitors, by 11 December 2018, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

PARKE LAWYERS,
8 Market Street, Ringwood, Victoria 3134.

MARJORIE ANNE CAMPBELL, late of 49 Hamilton Street, Gisborne, Victoria, home duties, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 4 June 2018, are required by the executors, Elizabeth Margaret Hall and Fiona

Jane Dickson, to send particulars of their claims to her, care of the undermentioned solicitors, by 11 December 2018, after which date the executors will distribute the assets, having regard only to the claims of which they then have notice.

RIGBY COOKE LAWYERS,
Level 11, 360 Elizabeth Street, Melbourne,
Victoria 3000.

DORIS ETHEL WAGSTAFF, late of
2 Spruce Drive, Hastings, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 15 July 2018, are required by the executor, Annette Marilyn Hutton, to send particulars to her, care of the undermentioned solicitors, by 17 December 2018, after which date the executor may convey or distribute the assets, having regard only to the claims of which she then has notice.

STIDSTON WARREN LAWYERS,
Suite 1, 10 Blamey Place, Mornington 3931.

VALERIE DOROTHY DUNN, late of
Unit 3, 8 Creswick Street, Glen Iris, Victoria,
deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 16 December 2017, are required to send particulars of their claims to the executor, David Nicholas Szeleczky, care of the undermentioned solicitors, within 60 days from the date of publication of this notice, after which date the said executor will distribute the assets, having regard only to the claims of which he then has notice.

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

Re: BRIAN THOMAS HARDY, late of
Moyneyana House, College Street, Port Fairy,
Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 19 May 2018, are required by the executor and trustee, Jocelyn Rosalind Sillett, to send particulars to her, care of the

undermentioned solicitors, by 11 December 2018, after which date she may convey or distribute the assets, having regard only to the claims of which she then has notice.

TAITS LEGAL,
38 Bank Street, Port Fairy 3284.

Re: BETTY MAY BAKER, late of
56 Bayside Avenue, Edithvale, Victoria 3196,
widow, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died 19 August 2018, are required by the executor, Jillian May Eldridge, to send particulars to her, care of the undermentioned solicitors, by 14 December 2018, after which date the executor may convey and distribute the assets, having regard only to the claims of which she then has notice.

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

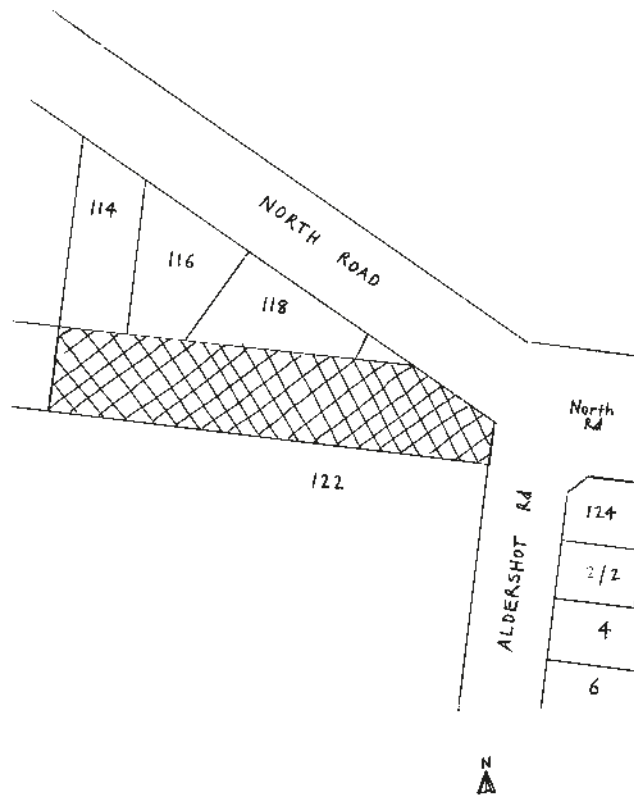
Re: JASMINE LILLIAN OLDHAM, late of
203 Napier Street, South Melbourne 3205.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died 7 July 2018, are required by her personal representative, Janine Mary Bristow, to send particulars of their claim to her, care of the undermentioned solicitors, by 13 December 2018, after which date the said personal representative may convey or distribute the assets, having regard only to the claims of which she then has notice.

TUCKER PARTNERS,
Level 34, 360 Collins Street, Melbourne 3000.

**GOVERNMENT AND OUTER BUDGET
SECTOR AGENCIES NOTICES****ROAD DISCONTINUANCE**

At its meeting on 1 October 2018, in the exercise of a power conferred by section 206 and Schedule 10, Clause 3 of the **Local Government Act 1989**, Frankston City Council resolved to discontinue the unused government road at the corner of North and Aldershot Roads, Langwarrin, as shown hatched on the plan below.

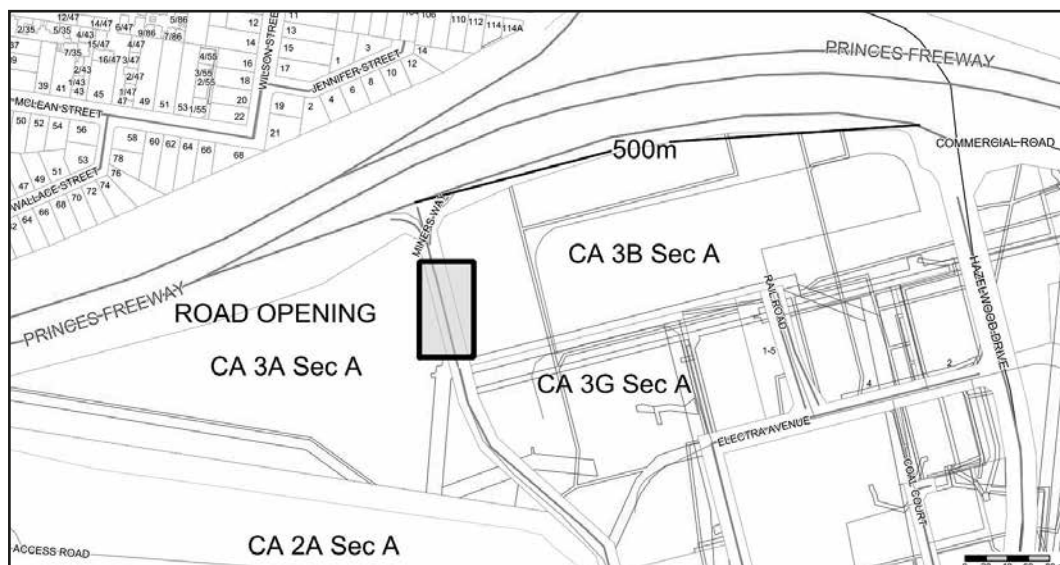


Upon its reversion to unreserved Crown land, the land from the road may be sold by the State Government.

DENNIS HOVENDEN
Chief Executive Officer

LATROBE CITY COUNCIL
Part Miners Way, Morwell
Public Highway Declaration

Pursuant to section 207A of the **Local Government Act 1989**, Latrobe City Council, at its ordinary meeting held on 6 August 2018, formed the opinion that the closed section of Miners Way, Morwell, as shown on the plan below, is reasonably required for public use and resolved that it be declared a public highway and be open to public traffic.



GARY VAN DRIEL
Chief Executive Officer



CITY OF
MONASH

ADOPTION OF AMENDED ROAD MANAGEMENT PLAN

Monash City Council gives notice that at a meeting of Council on 25 September 2018, it adopted an amended Road Management Plan in accordance with the **Road Management Act 2004** (Act) and the Road Management (General) Regulations 2016 (Regulations). The amended Road Management Plan is to take effect from 1 November 2018.

The amended Road Management Plan may be inspected at Council's customer service centres during normal business hours or accessed online through Council's website, www.monash.vic.gov.au

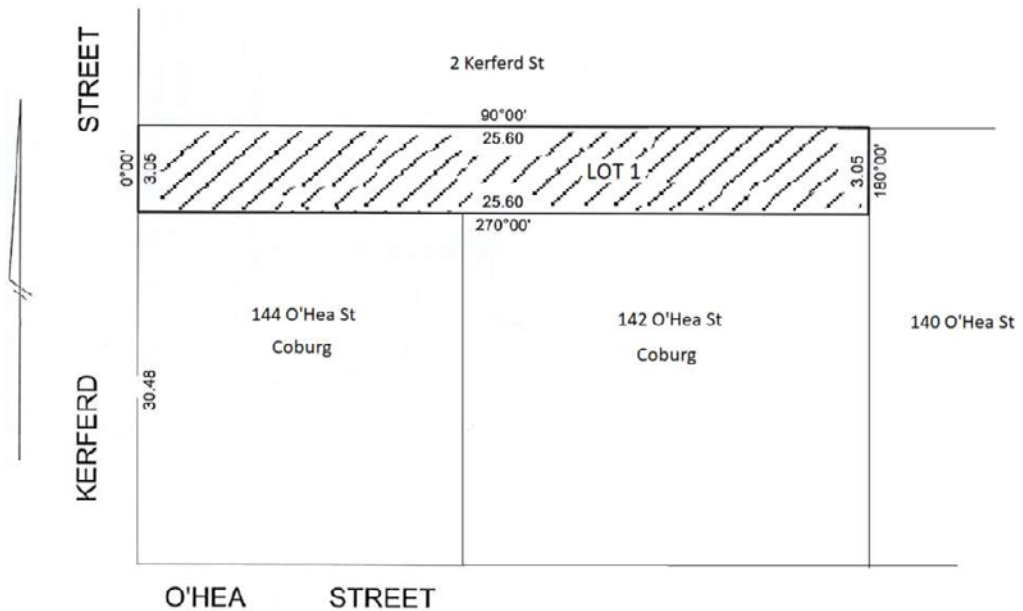
ANDI DIAMOND
Chief Executive Officer



Moreland City Council

DECLARATION OF A PUBLIC HIGHWAY
 Laneway at Rear of 142–144 O’Hea Street, Coburg

Pursuant to section 11(1) of the **Road Management Act 2004**, at its ordinary meeting held on 12 September 2018, Council declared that the land shown hatched on the plan below, being the whole of the land described as Lot 1 on Title Plan TP933867Q, to be a public highway for the purposes of the **Road Management Act 2004**, on and from the date of this publication of this notice.



DR NERINA DI LORENZO
 Chief Executive Officer



DRAFT MEETING PROCEDURE LOCAL LAW

Notice is hereby given that the City of Ballarat intends to adopt the Meeting Procedure Local Law in accordance with section 119 of the **Local Government Act 1989** (the Act).

The City of Ballarat has commenced the process of developing the new Meeting Procedure Local Law to replace Local Law No. 18 Meeting Procedure Local Law. The review has been undertaken by Council officers from all relevant departments and with assistance from expert legal counsel.

The draft Meeting Procedure Local Law has been prepared with reference to the state government's guidelines for local laws.

There are a broad range of matters that are addressed by the proposed Meeting Procedure Local Law. These matters include the following:

- Swearing in of Councillors and Election of Mayor;
- Council's Common Seal;
- Council's Office Holders; and
- Meeting Procedures.

The proposed changes focus on providing more clarity around statutory meetings, swearing in of councillors, election of temporary chairs, procedural motions, and petitions and joint letters. It will also increase transparency around urgent business, notices of motion, alterations of motions and points or order, public question time and representations.

A copy of the draft Meeting Procedure Local Law together with a Community Impact Statement has been prepared and is available for viewing on the City of Ballarat's website and for inspection at the Customer Service Centre at the Phoenix Building, 25 Armstrong Street South, Ballarat.

Any person may make a written submission to Council under section 223 of the **Local Government Act 1989**.

Written submissions must be received by the City of Ballarat by 5 pm, 9 November 2018.

Written submissions should be addressed to the Executive Manager Safety, Risk and Compliance Services, City of Ballarat and sent by mail to: PO Box 655, Ballarat 3353.

Any person who has made a submission under section 223 of the Act and has requested to be heard in support of their written submission is entitled to appear in person or to be represented by a person specified in the submission before the Council. The proposed Local Law will be considered at the ordinary meeting to be held on 12 December 2018. The time and place of the Council meeting will be advised in writing.

Details of submissions may also be included within the official Council Agendas and Minutes which are public documents, and which may also be made available on Council's website.

Council will consider any written submission in accordance with section 223 of the Act.

Any person requiring further information should direct their enquiries to Cameron Montgomery, Executive Manager Safety, Risk and Compliance Services on (03) 5320 5500 or via email: info@ballarat.vic.gov.au

Planning and Environment Act 1987

WHITTLESEA PLANNING SCHEME

Notice of the Preparation of an Amendment Amendment C217

The Whittlesea City Council has prepared Amendment C217 to the Whittlesea Planning Scheme.

The Amendment affects the properties at 45 Regent Street and 100 Cravens Road, Mernda.

The Amendment seeks to rezone land within the Urban Growth Boundary in order to allow for future residential development and further facilitate the assemblage of the Quarry Hills Regional Parkland.

The Amendment:

- rezones land which is currently zoned Rural Conservation Zone (RCZ) within the Urban Growth Boundary to the General Residential Zone (GRZ1);
- applies a Development Plan Overlay – Schedule 37 (DPO37) over the land rezoned to GRZ at 45 Regent Street and 100 Cravens Road, Mernda;

- applies the Vegetation Protection Overlay – Schedule 1 (VPO1) over the land rezoned to GRZ; and
- removes the Significant Landscape Overlay – Schedule 2 (SLO2) from the land rezoned to GRZ.

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, City of Whittlesea; and at the Department of Environment, Land, Water and Planning website, www.delwp.vic.gov.au/public-inspection

Any person who may be affected by the Amendment may make a submission to the planning authority about the Amendment. 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.

The closing date for submissions is 9 November 2018. A submission must be sent to the Chief Executive Officer, City of Whittlesea, Locked Bag 1, Bundoora MDC 3083.

The planning authority must make a copy of every submission available at its office for any person to inspect, free of charge, for two months after the Amendment comes into operation or lapses.

SIMON OVERLAND
Chief Executive Officer

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 1 McNab Avenue, Footscray Victoria 3011, the personal representative, on or before 11 December 2018, 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.

CHANDLER, Jamie Robert Leslie, late of No Fixed Address, deceased, who died on 11 July 2018.

CHARLES, Paul, late of 9 Peppermint Place, Somerville, Victoria 3912, deceased, who died on 5 June 2018.

DAVIES, Dorothy Mary, late of Unit 5, 45 Parkers Road, Parkdale, Victoria 3194, deceased, who died on 25 July 2017.

FUHRMEISTER, David, late of Unit 51, 29 Crown Street, Flemington, Victoria 3031, deceased, who died on 7 July 2018.

JURAK, Drago, late of 16 Alameda Avenue, Mornington, Victoria 3931, deceased, who died on 12 August 2018.

PAULIN, David Michael, late of Ron Conn Nursing Home, 33 Westminster Drive, Avondale Heights, Victoria 3034, deceased, who died on 28 July 2018.

Dated 2 October 2018

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 1 McNab Avenue, Footscray, Victoria 3011, the personal representative, on or before 13 December 2018, 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.

GALLO, Anna Maria, late of Estia Health Keysborough, 15 Stanley Road, Keysborough, Victoria 3173, deceased, who died on 30 March 2018.

HARDY, Frank, late of Pineview Residential Care, 324 Nicholson Street, Ballarat, Victoria 3350, deceased, who died on 1 July 2018.

ORME, Donald Ralph, late of Unit 19, 31 Murray Street East, Colac, Victoria 3250, deceased, who died on 2 July 2018.

RONALDS, Nola Helen, late of 7 Mayfair Court, Wangaratta, Victoria 3677, deceased, who died on 20 July 2018.

SHAIKH, Kamal, late of Unit 166, 150 Inkerman Street, St Kilda, Victoria 3182, deceased, who died on 7 August 2018.

TELLIS, Alex, late of 7 Bertrand Road, Chelsea, Victoria 3196, deceased, who died on 23 December 2017.

Dated 4 October 2018

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 1 McNab Avenue, Footscray, Victoria 3011, the personal representative, on or before 14 December 2018, 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.

BOURKE, Jack, late of Unit 3, 49 Stafford Street, Abbotsford, Victoria 3067, deceased, who died on 15 April 2018.

JEWELL, John Leslie, late of Unit 7, 127 Kinross Avenue, Edithvale, Victoria 3196, retired, deceased, who died on 11 August 2018.

LITTMAN, Peter Alfred, late of The Oaks Aged Care, Neal Street, Gisborne, Victoria 3437, retired, deceased, who died on 24 July 2018.

RICHARDSON, Margaret Alice, late of 4 Farrer Close, Cranbourne, Victoria 3977, public servant, deceased, who died on 24 June 2018.

SISSON, Allan Wilson, late of Bupa Bonbeach, 53–59 Broadway, Bonbeach, Victoria 3196, deceased, who died on 23 July 2018.

TAYLOR, Wallace Neil, late of Unit 4, 94 Liddiard Street, Hawthorn, Victoria 3122, retired, deceased, who died on 26 August 2018.

THOMPSON, Nancy Caroline, late of Buehler Aged Care, 21/25 Inverness Street, Clarinda, Victoria 3169, deceased, who died on 22 July 2018.

WATSON, Wendy Therese, late of 9 Kerri Street, Bundoora, Victoria 3083, deceased, who died on 9 January 2018.

Dated 5 October 2018

Adoption Act 1984

Under the functions and powers assigned to me by the Secretary, Department of Health and Human Services Victoria under section 17(5) of the **Children, Youth and Families Act 2005** in relation to section 5 of the **Adoption Act 1984**, I, Richard Liston, approve the following person under section 5(1) and section 5(2)(a) of the **Adoption Act 1984** as approved Counsellor for the purposes of section 35 of the **Adoption Act 1984**.

Kylie Michelle Weinert

Dated 4 October 2018

RICHARD LISTON
Acting Director, Child Protection
East Division

Adoption Act 1984

Section 26 (2)

APPLICATION FOR RENEWAL OF AN APPROVED ADOPTION AGENCY

In accordance with section 26(2) of the **Adoption Act 1984**, notice is given that the Secretary to the Department of Health and Human Services has received an application from each of the following for the renewal of approval as an approved adoption agency.

Child and Family Services Ballarat Inc.
115 Lydiard Street
Ballarat, Victoria 3350
Principal Officer: Melissa Riddiford

CatholicCare
3 Wingfield Street
Footscray, Victoria 3011
Principal Officer: Renu Barnes

Anglicare Western
41 Somerville Road
Yarraville, Victoria 3013
Principal Officer: Spiros Drakopoulos

Anglicare Gippsland
190 Commercial Road
Morwell, Victoria 3040
Principal Officer: Rebecca Virtue

St Luke's Anglicare
175–187 Hargreaves Street
Bendigo, Victoria 3350
Principal Officer: Jo Farrelly

Dated 4 October 2018

CHRISTINA ASQUINI
Deputy Secretary
Children, Families, Disability and Operations Division
Delegate of the Secretary of the Department of Health and Human Services

Adoption Act 1984
Section 26

RENEWAL OF AN APPROVED ADOPTION AGENCY

After considering applications from the following community service organisations, each of which has applied to continue as an 'approved agency' for the purposes of conducting negotiations and making arrangements for the adoption of children, I renew their approval as adoption agencies, in accordance with section 26(3) of the **Adoption Act 1984**. This approval will expire three years from the date of this approval.

Child and Family Services Ballarat Inc.
115 Lydiard Street
Ballarat, Victoria 3350
Principal Officer: Melissa Riddiford

CatholicCare
3 Wingfield Street
Footscray, Victoria 3011
Principal Officer: Renu Barnes

Anglicare Western
41 Somerville Road
Yarraville, Victoria 3013
Principal Officer: Spiros Drakopoulos

Anglicare Gippsland
190 Commercial Road
Morwell, Victoria 3040
Principal Officer: Rebecca Virtue

St Luke's Anglicare
175–187 Hargreaves Street
Bendigo, Victoria 3350
Principal Officer: Jo Farrelly

Dated 4 October 2018

CHRISTINA ASQUINI
Deputy Secretary
Children, Families, Disability and Operations Division
Delegate of the Secretary of the Department of Health and Human Services

Cemeteries and Crematoria Act 2003

SECTION 41(1)

Notice of Approval of Cemetery Trust
Fees and Charges

I, Bryan Crampton, as Delegate of the Secretary to the Department of Health and Human Services for the purposes of section 40(2) of the **Cemeteries and Crematoria Act 2003**, give notice that I have approved the scales of fees and charges fixed by the following cemetery trust.

The approved scales of fees and charges will take effect from the date of publication of this notice in the Victoria Government Gazette and will be published on the internet.

The fees will be published on the internet at <http://www.health.vic.gov.au/cemeteries>

The Noradjuha Cemetery Trust

Dated 4 October 2018

BRYAN CRAMPTON
Manager

Cemetery Sector Governance Support

- Gannawarra Shire Council
- Hindmarsh Shire Council (Northern Part). That part north of the line described by the following: Sanders Road, Netting Fence track, Netting Fence Road easterly to Perkins Road, Pullet West Road, Pullet East Road and Galaquil West Road. [Formerly known as the wire netting fence.]

STEVEN WARRINGTON AFSM
Chief Officer

County Court Act 1958

COUNTY COURT SITTINGS 2019

Notice is given of the sitting of the County Court of Victoria to be held at each of the undermentioned places to commence on 1 January 2019:

Bairnsdale, Ballarat, Bendigo, Geelong, Horsham, Melbourne, Mildura, Morwell, Sale, Shepparton, Wangaratta, Warrnambool and Wodonga.

PETER KIDD
Chief Judge
County Court of Victoria

Country Fire Authority Act 1958DECLARATION OF
FIRE DANGER PERIOD

In pursuance of the powers conferred by section 4 of the **Country Fire Authority Act 1958**, I, Steven Warrington, Chief Officer of the Country Fire Authority, after consultation with the Secretary to the Department of Environment, Land, Water and Planning, hereby declare the following periods to be the Fire Danger Period in the municipal districts of the municipalities or parts of municipalities specified, commencing on the dates shown and, unless varied by subsequent declaration, ending at 0100 hours on 1 May 2019.

To commence from 0100 hours on 15 October 2018:

- Yarriambiack Shire Council (Northern and Central Part). That part north of the line described by the following: Dimboola–Minyip Road, Stawell–Warracknabeal Road, C Loats Road and Donald–Murtoa Road.
- Mildura Rural City Council
- Swan Hill Rural City Council
- Buloke Shire Council

County Court Act 1958

NOTICE OF KOORI COURT 2019

Pursuant to section 4A(3) of the **County Court Act 1958**, I direct that the Koori Court Division of the County Court of Victoria sit and act at the following places:

Bairnsdale, Ballarat, Bendigo, Geelong, Horsham, Melbourne, Mildura, Morwell, Sale, Shepparton, Wangaratta, Warrnambool and Wodonga.

PETER KIDD
Chief Judge
County Court of Victoria

**Dangerous Goods Act 1985
Interpretation of Legislation Act 1984**

NOTICE OF AMENDED INCORPORATED DOCUMENTS

Notice is given under section 10(1B) of the **Dangerous Goods Act 1985** and section 32(4)(a) (ii) of the **Interpretation of Legislation Act 1984** that –

The *Australian Code for the Transport of Dangerous Goods by Road and Rail*, edition 7.5 (ADG Code 7.5), published by the National Transport Commission in 2016, which is incorporated into the Dangerous Goods (Explosives) Regulations 2011, the Dangerous Goods (Storage and Handling) Regulations 2012, the Dangerous Goods (Transport by Road or Rail) Regulations 2008 and the Occupational Health and Safety Regulations 2017, will be amended and replaced by the *Australian Code for the Transport of Dangerous Goods by Road and Rail*, edition 7.6 (ADG Code 7.6), published by the National Transport Commission in 2018.

The ADG Code 7.6 comes into force on 25 October 2018. Duty holders, however, may choose to comply with ADG Code 7.5 rather than ADG Code 7.6 for a period of 12 months from that date. All duty holders must comply with ADG Code 7.6 on and from 25 October 2019.

The ADG Code 7.6 is available for inspection by the public, without charge, during normal business hours at the offices of WorkSafe Victoria, 1 Malop Street, Geelong. It is also available in electronic form at www.ntc.gov.au

A copy of the ADG Code 7.6 has been lodged with the Clerk of the Parliaments as required under section 32(4)(a)(i) of the **Interpretation of Legislation Act 1984**.

Dated Thursday 11 October 2018

VICTORIAN WORKCOVER AUTHORITY
(TRADING AS WORKSAFE)

Occupational Health and Safety Act 2004

NOTICE OF ORDER APPROVING THE PREVENTION OF FALLS IN
HOUSING CONSTRUCTION COMPLIANCE CODE

I, Robin Scott, Minister for Finance, as Minister administering the **Occupational Health and Safety Act 2004** (OHS Act), give notice of the following:

Under section 7(1)(b)(ii) of the OHS Act, it is within the power of the Victorian WorkCover Authority (VWA) to recommend that I propose the making of compliance codes. Compliance codes provide practical guidance to persons who have duties or obligations under the OHS Act or the Occupational Health and Safety Regulations 2017. Under section 149(1) of the OHS Act, I may make an order approving a compliance code.

The VWA has recommended the making of the Prevention of falls in housing construction compliance code. According to section 7(3) of the OHS Act, before making that recommendation the VWA must have issued the proposed compliance codes for public review and comment. I am satisfied that the proposed compliance code was issued for public review and comment.

Section 149(5) of the OHS Act requires that, as soon as practicable after making an order approving a compliance code, I must ensure that notice of the making is published in the Government Gazette and a newspaper circulating generally throughout the State.

Notice is hereby given that I have made an order approving the Prevention of falls in housing construction compliance code.

This Order comes into operation on the day on which this notice is published in the Government Gazette.

Copies of the Prevention of falls in housing construction compliance code and each document applied, adopted or incorporated by the Prevention of falls in housing construction compliance code will be available for inspection by members of the public, without charge, at the head office of the Victorian WorkCover Authority at 1 Malop Street, Geelong, during normal business hours.

ROBIN SCOTT MP
Minister for Finance

Occupational Health and Safety Act 2004NOTICE OF ORDER APPROVING THE PREVENTION OF FALLS IN
GENERAL CONSTRUCTION COMPLIANCE CODE

I, Robin Scott, Minister for Finance, as Minister administering the **Occupational Health and Safety Act 2004** (OHS Act), give notice of the following:

Under section 7(1)(b)(ii) of the OHS Act, it is within the power of the Victorian WorkCover Authority (VWA) to recommend that I propose the making of compliance codes. Compliance codes provide practical guidance to persons who have duties or obligations under the OHS Act or the Occupational Health and Safety Regulations 2017. Under section 149(1) of the OHS Act, I may make an order approving a compliance code.

The VWA has recommended the making of the Prevention of falls in general construction compliance code. According to section 7(3) of the OHS Act, before making that recommendation the VWA must have issued the proposed compliance codes for public review and comment. I am satisfied that the proposed compliance code was issued for public review and comment.

Section 149(5) of the OHS Act requires that, as soon as practicable after making an order approving a compliance code, I must ensure that notice of the making is published in the Government Gazette and a newspaper circulating generally throughout the State.

Notice is hereby given that I have made an order approving the Prevention of falls in general construction compliance code.

This Order comes into operation on the day on which this notice is published in the Government Gazette.

Copies of the Prevention of falls in general construction compliance code and each document applied, adopted or incorporated by the Prevention of falls in general construction compliance code will be available for inspection by members of the public, without charge, at the head office of the Victorian WorkCover Authority at 1 Malop Street, Geelong, during normal business hours.

ROBIN SCOTT MP
Minister for Finance

Occupational Health and Safety Act 2004NOTICE OF MAKING OF ORDER REVOKING THE APPROVAL OF THE
PREVENTION OF FALLS IN GENERAL CONSTRUCTION COMPLIANCE CODE

I, Robin Scott, Minister for Finance, as Minister administering the **Occupational Health and Safety Act 2004**, give notice pursuant to section 149(5) of the Act, that under section 149(3) of the Act I have made an Order revoking the approval of the Prevention of falls in general construction compliance code, which was approved by the Hon. Tim Holding MP, Minister for Finance, WorkCover and the Transport Accident Commission, on 19 September 2008.

This Order comes into operation on the day on which this notice is published in the Government Gazette.

ROBIN SCOTT MP
Minister for Finance

Education and Training Reform Act 2006

NOTICE OF MAKING OF MINISTERIAL ORDERS ABOUT SCHOOL COUNCILS

Notice is given under sections 2.3.2(1) and (2) and all other enabling provisions of the **Education and Training Reform Act 2006** of the making of the following Ministerial Order:

Ministerial Order: Ministerial Order No. 1167
Purpose: To constitute a school council for Burnside Primary School
Date of making: 3 October 2018

Notice is given under sections 2.3.2(1) and (2) and all other enabling provisions of the **Education and Training Reform Act 2006** of the making of the following Ministerial Order:

Ministerial Order: Ministerial Order No. 1168
Purpose: To constitute a school council for Dohertys Creek P-9 College
Date of making: 3 October 2018

THE HON. JAMES MERLINO MP
Minister for Education

Electoral Act 2002

CHANGE TO REGISTER OF POLITICAL PARTIES

In accordance with section 51(5)(e) of the **Electoral Act 2002**, I hereby give notice of the following change to the Register of Political Parties.

Name of party: Democratic Labour Party (DLP)

Registered logo:



Dated 8 October 2018

WARWICK GATELY, AM
Victorian Electoral Commission

Electricity Industry Act 2000NOTIFICATION OF VARIATION OF
ELECTRICITY GENERATION LICENCE

The Essential Services Commission (commission) gives notice under section 30(b) of the **Electricity Industry Act 2000** (Vic.) (Industry Act) that on 26 September 2018, pursuant to section 29(1)(b) of the Industry Act, the commission varied the electricity generation licence issued to Ecogen Energy Pty Ltd (ABN 86 086 589 611) (EG_01/1995) to vary the licensee's name to EnergyAustralia Ecogen Pty Ltd to reflect a change to the licensee's registered company name. These amendments do not make any material changes to the licence's conditions and obligations.

The varied licence continues on an ongoing basis. A copy of the licence is available on the commission's website, www.esc.vic.gov.au, or can be obtained by calling the commission on (03) 9032 1300.

DR RON BEN-DAVID
Chairperson

Electricity Industry Act 2000NOTIFICATION OF GRANT OF LICENCE
TO GENERATE AND SELL ELECTRICITY

The Essential Services Commission (the commission) gives notice under section 30 of the **Electricity Industry Act 2000** (Vic.) (Industry Act) that, pursuant to section 19(1) of the Industry Act, the commission has granted an application by the Trustee for Wemen Solar Unit Trust (ABN 76 874 996 133) for a licence to generate electricity for supply or sale, and to sell electricity.

The licence was issued on 3 October 2018, and is granted on an ongoing basis. A copy of the licence is available on the commission's website (at www.esc.vic.gov.au) or can be obtained by calling the commission on (03) 9032 1300.

DR RON BEN-DAVID
Chairperson

HERITAGE
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Heritage Act 2017

NOTICE OF REGISTRATION

As Executive Director for the purpose of the **Heritage Act 2017**, I give notice under section 53 that the Victorian Heritage Register is amended by modifying a place in the Heritage Register:

Number: H0134

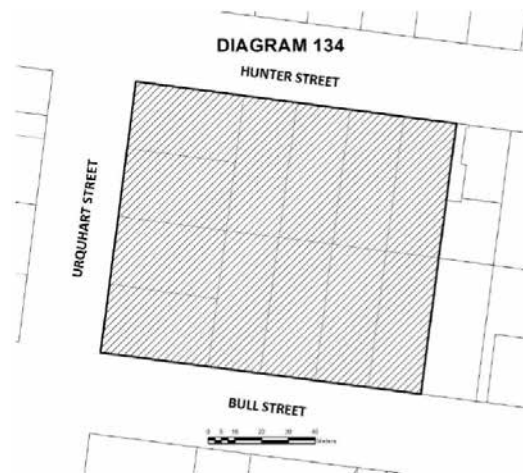
Category: Registered Place

Place: Buda

Location: 42–48 Hunter Street, Castlemaine

Municipality: Mount Alexander Shire

All of the place shown hatched on Diagram 134 encompassing all of Lots 1, 2, 3, 4 on Title Plan 844283; Lot 5 on Title Plan 869740; Lot 6 on TP844263; Lot 7 on TP844268; Lot 8 on Title Plan 844277; Lot 20 on TP844275; Lot 19 on TP844228; Lot 18 on TP844271; Lot 17 on TP844280 in the Parish of Castlemaine.



Dated 11 October 2018

STEVEN AVERY
Executive Director

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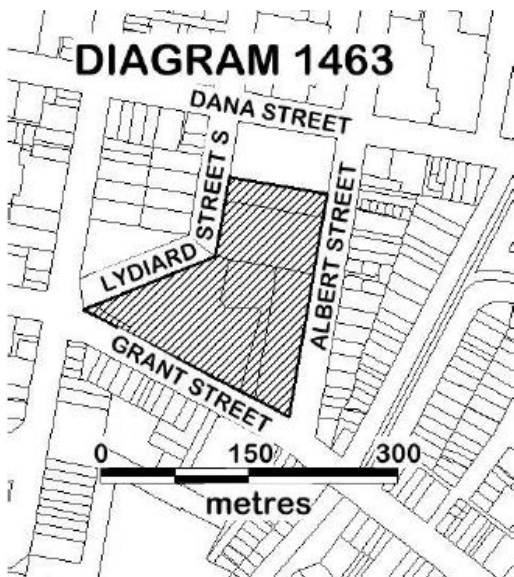
Heritage Act 2017

NOTICE OF REGISTRATION

As Executive Director for the purpose of the **Heritage Act 2017**, I give notice under section 53 that the Victorian Heritage Register is amended by modifying a place in the Heritage Register:

Number: H1463
 Category: Registered Place
 Place: Ballarat School of Mines (Federation University Australia)
 Location: 107 Lydiard Street South, Ballarat Central
 Municipality: Ballarat City

All of the place shown hatched on Diagram 1463 encompassing all of Crown Allotments 1, 1A, 1B, 2 and 2A, Section 9A, Township of Ballarat, and all of Lot 1 on Title Plan 745204.



Dated 11 October 2018

STEVEN AVERY
Executive Director

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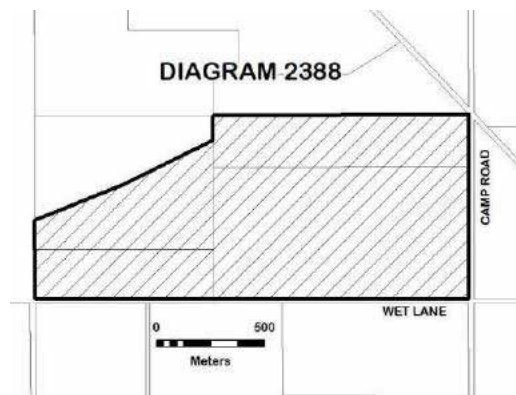
Heritage Act 2017

NOTICE OF REGISTRATION

As Executive Director for the purpose of the **Heritage Act 2017**, I give notice under section 53 that the Victorian Heritage Register is amended by including a place in the Heritage Register:

Number: H2388
 Category: Registered Place; Registered Archaeological Place
 Place: Murchison Prisoner of War Camp
 Location: 410–510 Wet Lane, Murchison
 Municipality: Greater Shepparton City

All of the place shown hatched on Diagram 2388 encompassing all of Lot 2 on Lodged Plan 113159, all of Lot 1 on Lodged Plan 113159, part of Lot 4 on Plan of Subdivision 439182, and Part of Lot 1 on Plan of Subdivision 439182.



Dated 11 October 2018

STEVEN AVERY
Executive Director

Geographic Place Names Act 1998

NOTICE OF REGISTRATION OF GEOGRAPHIC NAMES

The Registrar of Geographic Names hereby gives notice of the registration of the undermentioned place names.

Road Naming:

Change Request Number	Road Name	Locality	Naming Authority and Location
107418	Barrys Lane	Ballarat East	Ballarat City Council The road traverses west from Fussell Street.
116167	Saric Street	Fraser Rise	Melton City Council (formerly known as Saric Court) The road traverses north from Taylors Road.
116517	Lacey View	Flinders	Mornington Peninsula Shire Council The road traverses east from The Esplanade continuing to the Flinders Yacht Club.
116882	Baskerville Lane	Melbourne	Melbourne City Council (private road) The road traverses south from Little Latrobe Street to Latrobe Street.

Feature Naming:

Change Request Number	Place Name	Naming Authority and Location
113605	Pascoe Vale Community Centre	Moreland City Council Located at 7 Prospect Street, Pascoe Vale. For further details see map at www.delwp.vic.gov.au/namingplaces
116110	Glad Phillips Bridge	Mansfield Shire Council Located east of 1631 Maroondah Highway and extends approximately 400 metres across Lake Eildon, Bonnie Doon. For further details see map at www.delwp.vic.gov.au/namingplaces
116473	St Arnaud Early Learning Centre	Northern Grampians Shire Council (formerly known as St Arnaud Children's Precinct) Located at 3-5 Walker Street, St Arnaud. For further details see map at www.delwp.vic.gov.au/namingplaces
N/A	Stony Hut Creek, Korobeit	Melbourne Water The watercourse begins at Pykes Creek Reservoir running in an eastern and then northern direction ending within TP426473. For further details see map at www.delwp.vic.gov.au/namingplaces

Localities

Change Request Number	Naming Authority	Affected Localities	Location
116908	Manningham City Council	Donvale and Doncaster East	Minor boundary realignment to include the parcel of land known as 1119 Doncaster Road in the locality of Donvale. For further details see map at www.delwp.vic.gov.au/namingplaces

Geographic Names Victoria

Land Use Victoria

2 Lonsdale Street

Melbourne 3000

CRAIG L. SANDY
Registrar of Geographic Names

Land Acquisition and Compensation Act 1986

BARWON REGION WATER CORPORATION

Notice of Acquisition – Erratum

Compulsory Acquisition of Interest in Land

Notice is hereby given that that Notice of Acquisition – Compulsory Acquisition of Interest in Land published on pages 1792 and 1793 of the Victoria Government Gazette No. G33 dated 16 August 2018 contained an error in the description of the area of the interest in land being acquired. The description of the interest in land being acquired in the Notice is replaced with the following:

A freehold interest in the land known as Reserve 1 on plan of subdivision 748982K (plan of subdivision) being a total area of 2548 m² and being part of the Certificates of Title Volume 9990 Folios 015 and 016.

Published with the authority of Barwon Region Water Corporation.

For and on behalf of Barwon Region Water Corporation

Signed MICHAEL WATSON

Name and Michael Watson

Position Secretary

Dated 11 October 2018

Land Acquisition and Compensation Act 1986

FORM 7

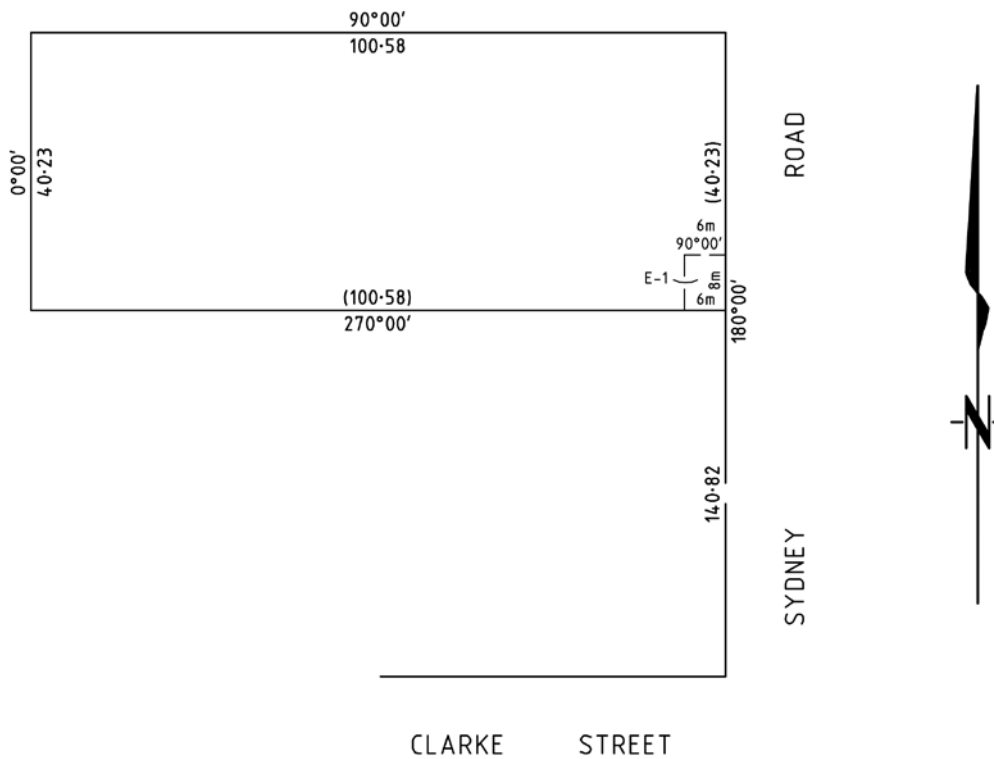
S. 21(a)
Reg. 16

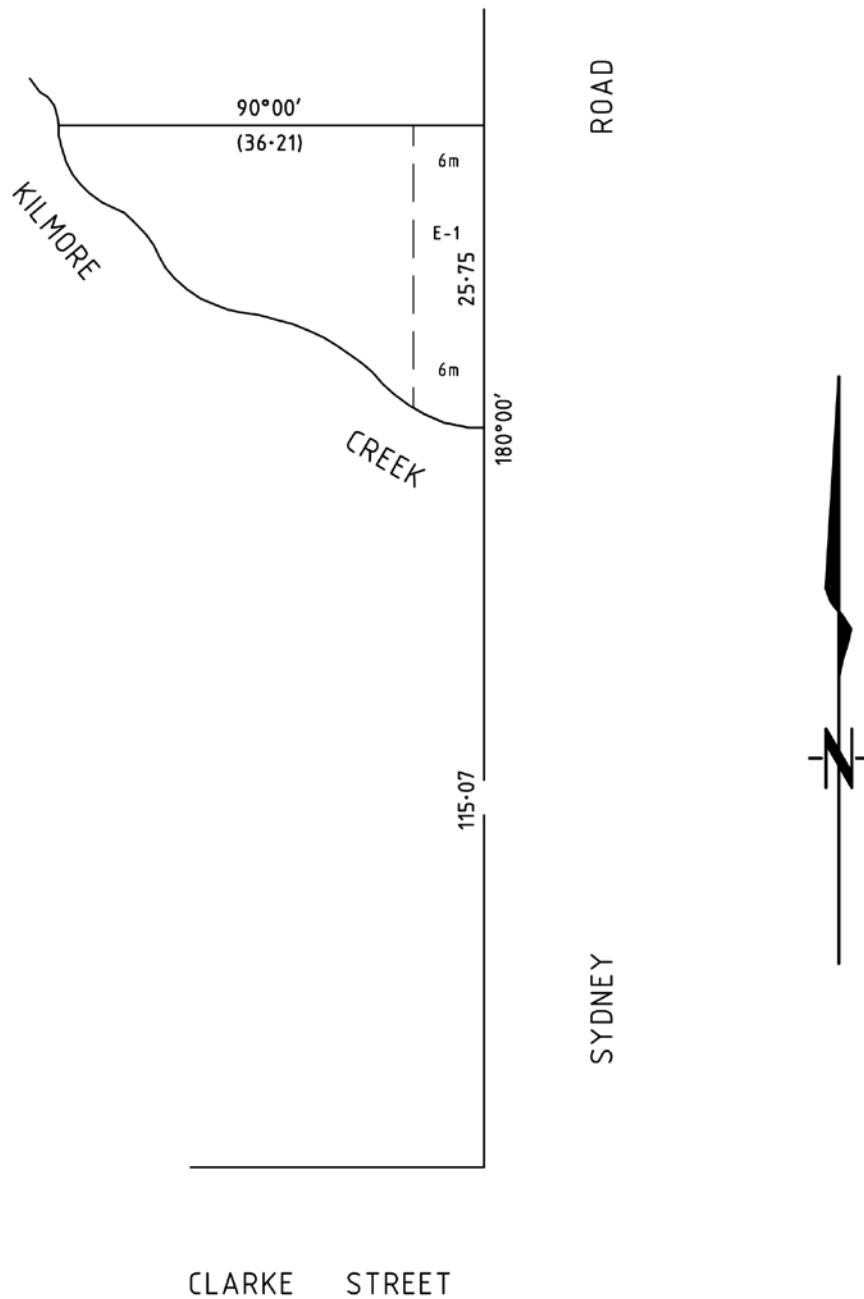
Notice of Acquisition

Compulsory Acquisition of Interest in Land

The Goulburn Valley Region Water Corporation, ABN 84 578 076 056, of 104–110 Fryers Street, Shepparton, Victoria 3632, declares that by this notice it acquires the following interest in the land described as ‘E-1’ on the plans of creation of easement (surveyor’s reference nos 13113/16 and 13113/19) annexed hereto over part of the land described as Lot 1 on Title Plan 961308V in Certificate of Title Volume 11827 Folio 048 and Lot 1 on Title Plan 961309T in Certificate of Title Volume 11827 Folio 049.

Interests Acquired: That of Christos Karamoshos and all other interests.





Published with the authority of the Goulburn Valley Region Water Corporation.

For and on behalf of the
Goulburn Valley Region Water Corporation

Signed DANIEL D. HOGAN

Name Daniel D. Hogan
General Manager – Corporate Services

Dated 11 October 2018

Marine Safety Act 2010
Section 208(2)

NOTICE OF BOATING ACTIVITY EXCLUSION ZONE

Goulburn Murray Water, as the declared waterway manager for Lake Eppalock, hereby gives notice under section 208(2) of the **Marine Safety Act 2010** that the waters of Lake Eppalock in Derrinal Pool, between the Victorian Speed Boat Club and the Moorabbee Lodge Caravan Park, as marked by buoys, are prohibited to all persons and vessels not registered to take part in the Victorian Speed Boat Club events as detailed in Table 1 below.

The exclusion zone will be in effect between the times and dates detailed in Table 1.

Table 1 – VSBC event dates

Date	Event	Times
13/10/2018 (back-up date 14/10/2018)	VSBC Club Day	7.00 am to 6.00 pm
11/01/2019	VSBC Eppalock Gold Cup	1.00 pm to 6.00 pm
12/01/2019	VSBC Eppalock Gold Cup	7.00 am to 6.00 pm
13/01/2019	VSBC Eppalock Gold Cup	7.00 am to 6.00 pm
08/03/2019	VSBC EC Griffith Cup	1.00 pm to 6.00 pm
09/03/2019	VSBC EC Griffith Cup	7.00 am to 6.00 pm
10/03/2019	VSBC EC Griffith Cup	7.00 am to 6.00 pm

Marine Safety Act 2010
Section 208(2)

NOTICE OF BOATING ACTIVITY EXCLUSION ZONE

Horsham Rural City Council, as the declared waterway manager for the Wimmera River within the Shire of Horsham, hereby gives notice under section 208(2) of the **Marine Safety Act 2010** that the waters of the Wimmera River between the western side of the Wimmera Bridge (Stawell Road) to Apex Island, measuring approximately one kilometre as marked by red buoys across the river at both ends, are prohibited to all persons and vessels not registered to take part in the Webbcon Marine Fishing and Boating Display.

The exclusion zone takes effect between 11.00 am to 6.00 pm on Sunday 14 October 2018.

Dated 5 October 2018

BY ORDER OF HORSHAM RURAL CITY COUNCIL

Marine Safety Act 2010

Section 208 (2)

NOTICE OF BOATING SAFETY EXCLUSION ZONE

I, Steve Cawcour, Chief Executive Officer of Strathbogie Shire Council, waterway manager for the Goulburn River from Hughes Creek to Goulburn Weir including Lake Nagambie, hereby give notice under section 208(2) of the **Marine Safety Act 2010** that all persons and vessels not participating in the ‘Head of the Goulburn’ rowing event on 27 October 2018 are prohibited from entering and remaining in the waters of the Goulburn River from the upstream boundary of the 5 knot zone at Tahbilk Winery to Chinaman’s Bridge.

The exclusion zone takes effect between 8.00 am and 2.00 pm on 27 October 2018.

The Strathbogie Shire Council has determined that this activity exclusion zone is a necessary measure to ensure the proposed activity can occur in the safest possible manner.

Dated 2 October 2018

STEVE CRAWCOUR
Chief Executive Officer
Strathbogie Shire Council

Plant Biosecurity Act 2010

ORDER PROHIBITING OR RESTRICTING THE ENTRY OR IMPORTATION INTO VICTORIA OF MATERIALS WHICH ARE HOSTS OF ASPARAGUS STEM BLIGHT

I, Rosa Crnov, as delegate of the Minister for Agriculture, being of the reasonable suspicion that the exotic disease asparagus stem blight exists within Australia but outside Victoria, make the following Order.

1 Objective

The objective of this Order is to prohibit, restrict or impose conditions upon the entry or importation into Victoria of materials which are hosts of asparagus stem blight.

2 Authorising provision

This Order is made under section 36(1) of the **Plant Biosecurity Act 2010** (the Act).

3 Commencement

This Order comes into force on the day of making.

4 Revocation

The Order made under section 36(1) of the **Plant Biosecurity Act 2010**, and published in Government Gazette G43 on 26 October 2017 at pages 2342–2343 is **revoked**.

5 Definitions

In this Order –

‘**asparagus stem blight**’ means the disease caused by the exotic fungus *Phomopsis asparagi* (Sacc.) Bubák.

‘**host material**’ means any host plant, agricultural machinery, used package or earth material in which any host plant has grown.

‘**host plant**’ means any plant or plant product of the genus *Asparagus*.

6 Prohibitions, restrictions and conditions

The following prohibitions, restrictions and conditions are specified in relation to the entry or importation of host material.

- (a) The entry or importation into Victoria of any host material is prohibited.

- (b) Sub-clause (a) does not apply if the host material –
 - (i) was grown on, sourced from or last used on a property that is located in a State or Territory or part of a State or Territory for which an area freedom certificate, issued by an officer responsible for agriculture in the State or Territory where the host material was grown, sourced or last used, is currently in force certifying that the State or Territory or part of the State or Territory is known to be free of asparagus stem blight; or
 - (ii) is accompanied by a plant health certificate, assurance certificate or plant health declaration, certifying or declaring that the material has been tested or treated in accordance with requirements described in Schedule 1; or
 - (iii) enters Victoria under and in accordance with a permit issued by an inspector and there is compliance with any conditions or requirements set out in the permit.

7 Verification of Consignments

Where requested by an inspector, host material imported into Victoria which is required by clause 6(b)(ii) to be accompanied by a certificate or declaration must be –

- (a) presented to an Inspector for inspection; or
- (b) verified by a person accredited to do so by the Department of Economic Development, Jobs, Transport and Resources.

8 Expiry

This Order remains in force for a period of 12 months after the day of making.

Schedule 1

Host materials –

- (1) in the case of asparagus spears, must undergo –
 - (a) packing line treatment, at a minimum concentration at least 50 ppm available chlorine, at a rate of not less than 20 L/min, where the pH is maintained between 6.5 to 7.0; and where the spears remain wet for five minutes after treatment; or
 - (b) hydro cooling treatment after packing at a minimum concentration at least 50 ppm available chlorine, at a rate of not less than 20 L/min, where the pH is maintained between 6.5 to 7.0; and where the spears remain wet for five minutes after treatment.
- (2) In the case of agricultural equipment used in the cultivation, harvesting or transport of host plants, must be –
 - (a) cleaned free of earth material and organic matter by –
 - (i) brushing; or
 - (ii) high pressure water; or
 - (iii) steam; and
 - (b) inspected and found free of earth material and organic matter.
- (3) in the case of used packages, must be –
 - (a) cleaned free of earth material and organic matter by –
 - (i) brushing; or
 - (ii) high pressure water; or
 - (iii) steam; and

- (b) disinfected by dipping or spray rinsing for at least 1 minute with –
 - (i) a solution of phenolic disinfectant followed by rinsing with water; or
 - (ii) a solution of at least 50 ppm available chlorine where the pH is maintained between 6.5 and 7.0; and
- (c) inspected and found free of earth material and organic matter.

Notes:

Section 38 of the Act provides that it is an offence for a person to cause, permit or assist any plant, plant product, plant vector, used equipment, used package, earth material or beehive to enter Victoria in contravention of an importation order under section 36. The maximum penalty of 60 penalty units applies in the case of a natural person, and 300 penalty units in the case of a body corporate.

Terms in this Order that are defined in the Act have that meaning.

Dated 4 October 2018

ROSA CRNOV
Chief Plant Health Officer

Plant Biosecurity Act 2010**ORDER PROHIBITING OR RESTRICTING THE ENTRY OR IMPORTATION INTO VICTORIA OF MATERIALS WHICH ARE HOSTS OF LUPIN ANTHRACNOSE**

I, Rosa Crnov, as delegate of the Minister for Agriculture, being of the reasonable suspicion that the exotic disease lupin anthracnose exists within Australia but outside Victoria, make the following Order.

1 Objective

The objective of this Order is to prohibit, restrict or impose conditions upon the entry or importation into Victoria of materials which are hosts of lupin anthracnose.

2 Authorising provision

This Order is made under section 36(1) of the **Plant Biosecurity Act 2010** (the Act).

3 Commencement

This Order comes into force on the day of making.

4 Revocation

The Order made under section 36(1) of the **Plant Biosecurity Act 2010**, prohibiting or restricting the entry or importation of lupin anthracnose into Victoria, and published in Victoria Government Gazette G43 on 26 October 2017 at pages 2340–2341 is **revoked**.

5 Definitions

In this Order –

‘**lupin anthracnose**’ means the exotic disease caused by the fungus *Colletotrichum lupini* (Bondar) Nirenberg et al.;

‘**host material**’ means any host plant and any agricultural equipment or used package used in growing, harvesting, processing or transport of host plants;

‘**host plant**’ means any plant or plant product of *Lupinus* species.

6 Prohibitions, restrictions and conditions

The following prohibitions, restrictions and conditions are specified in relation to the entry or importation of host material.

- (a) The entry or importation into Victoria of any host material is prohibited.

- (b) Sub-clause (a) does not apply if the host material –
- (i) was grown on, sourced from or last used on a property that is located in a State or Territory or part of a State or Territory for which an area freedom certificate, issued by an officer responsible for agriculture in the State or Territory where the host material was grown, sourced or last used, is currently in force certifying that the State or Territory or part of the State or Territory is known to be free of lupin anthracnose; or
 - (ii) is accompanied by a plant health certificate, assurance certificate or plant health declaration, certifying or declaring that the material has been treated in a manner described in the Schedule to this Order; or
 - (iii) enters Victoria under and in accordance with a permit issued by an Inspector and there is compliance with any conditions or requirements set out in the permit; or
 - (iv) in the case of whole or processed grain, is for human consumption; or
 - (v) in the case of grain, husks, hay, straw or fodder, is for processing or stock feed.

7 Expiry

This Order remains in force for a period of 12 months after the date of making.

Schedule

Host material must –

- (1) in the case of seed for sowing, be
 - (a) grown from seed tested and found free of lupin anthracnose; and
 - (i) sown and harvested using equipment which has not been used on crops known to be infected with lupin anthracnose within the previous two years; and
 - (ii) treated with a fungicide registered for the control of lupin anthracnose, at a rate specified on the label; or
 - (b) sampled, where for every 25 t of material in the consignment, 40 samples are taken, from which a 1.5 kg sub-sample is obtained, tested and found free of lupin anthracnose; and
- (2) in the case of host plants, where consigned during the period September to November, be inspected within 20 days before export by an officer of the department responsible for agriculture in the State or Territory where the plants were grown and found free of any symptoms of the disease.

Notes:

Section 38 of the Act provides that it is an offence for a person to cause, permit or assist any plant, plant product, plant vector, used equipment, used package, earth material or beehive to enter Victoria in contravention of an importation order under section 36. The maximum penalty of 60 penalty units applies in the case of a natural person, and 300 penalty units in the case of a body corporate.

Terms in this Order that are defined in the Act have that meaning.

Dated 4 October 2018

ROSA CRNOV
Chief Plant Health Officer

Road Safety Act 1986DECLARATION UNDER SECTION 99B(4) IN RELATION TO NON-ROAD ACTIVITIES
IN YARRAWONGA FOR THE 150 YEAR STREET PARADE CELEBRATIONS ON
13 OCTOBER 2018**1 Purpose**

The purpose of this Declaration is to exempt participants in the 150 Year Street Parade Celebrations from specified provisions of the Road Safety Road Rules 2017 and regulations under that Act with respect to the Event, which is a non-road activity to be conducted on the arterial roads listed in Table 2 on Saturday 13 October 2018.

2 Authorising provision

This notice is made under section 99B(4) of the **Road Safety Act 1986**. Section 99B(4) provides that the Minister may, on the application of a person proposing to conduct a non-road activity on a highway, by notice published in the Government Gazette, declare that specified provisions of the **Road Safety Act 1986** and of the regulations made under that Act do not apply with respect to the non-road activity specified in the notice during the period specified in the notice.

3 Commencement

This notice takes effect on Saturday 13 October 2018 at 11.30 am.

4 Expiry

This notice expires on Saturday 13 October 2018 at 12.30 pm.

5 Definitions

In this notice, unless the context or subject-matter otherwise requires –

- a) ‘Event’ means the 150 Year Street Parade Celebrations, to be held on Saturday 13 October 2018; and
- b) ‘Participants’ means participants in the Event, including officers, members and authorised agents of the 150 Year Street Parade Celebrations whose presence is reasonably required to ensure the safe conduct of the Event.

6 Declaration

I, Nicki Kyriakou, as delegate of the Minister for Roads and Road Safety, under section 99B(4) of the **Road Safety Act 1986**, declare that the provisions of the **Road Safety Act 1986** and regulations specified in Table 1 do not apply to Participants engaged in activities forming part of the Event on the highway specified in column 1 of Table 2 on the date and during the period specified in column 2 of Table 2, provided there is full compliance with any conditions imposed by VicRoads and the municipal council.

Dated 25 September 2018

NICKI KYRIAKOU
Regional Director North Eastern
Roads Corporation
Delegate of the Minister for Roads and Road Safety

Table 1**Provisions of the Road Safety Act 1986 and regulations under that Act
that do not apply to Participants in the Event****Road Safety Road Rules 2017**

ALL except Rule 304 (Direction by a Police Officer or Authorised Person)
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Road Safety (Vehicles) Regulations 2009

ALL

Table 2

<i>Column 1</i> Highway	<i>Column 2</i> Date and time
Belmore Street, Yarrowonga, between McNally Street and Witt Street	13 October 2018, between 11.30 am and 12.30 pm

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

Semi-Trailer (Bogie Drive, 6-axle)

Road Transport and Distribution Award 2010 – Category 6

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three-month period.

These requirements also apply to freight brokers and to tender situations.

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 10 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 vehicle².

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (greater than five years old), Tip Truck Tri axle Super Dog – GCM 42.5 tonnes (less than five years old), Tip Truck Tri Axle Super Dog – GCM 42.5 tonnes (greater than five years old), Tandem Tip Truck – GVM 22.5 tonnes (less than five years old) and Tandem Tip Truck – GVM 22.5 tonnes (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 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 \$96,603 (being the current average retail value of a 10-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 7.5% 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)	<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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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

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 \$96,603 (based on typical retail value of a 10-year-old vehicle and trailer), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$23,443		<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 \$6,225 and TAC charge of \$2,112 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>	\$8,337		<p>These fees are current as at 1 July 2018 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).</p> <p>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 9.5% of own labour assumed at \$45,348.</p>	\$4,308		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<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>	\$3,043		<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>
<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		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<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>	\$559		<p>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>
<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>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$45,348.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$2,041		<p>The rate is current as at 2017-2018 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>

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%	\$2,838		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	\$45,444		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$27.18		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 62.89 litres consumed per 100 km.	63.83 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. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly, or monthly fluctuations in fuel costs over the term of the contract.

Cost items assumptions assumes 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$609 per tyre (22 tyres) based on vehicle specific average performance and replaced after 80,000 km.	16.74 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 55.23 cents per km.	55.23 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	135.80 cents		

Total variable costs per driving hour	Typical cost per km	Your cost per km	Variations in this cost item
Assumes 18 km travelled per hour.	\$24.44		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.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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.

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$27.12	\$34.72	\$45.56
Range of rates typically paid in Victoria³		
\$27.12 to \$32.54	\$34.72 to \$41.66	\$45.56 to \$54.67

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).

³ The Award rate is accurate as at 1 July 2018 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 <http://www.fwc.gov.au/> or contacting your association or union.

- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS

1. Hourly total for hours up to 7.6 hours a day, 1,672 hours a year

Totals			
Totals per driving hour	Fixed Costs	Your figures	Notes
Fixed Costs	\$27.18		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$24.44		Assuming 18 km travelled per hour.
Labour	\$27.12		This worked example is based on a labour rate of \$27.12 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$78.74		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

2. Total per hour – for hours in excess of 7.6 hours per day / 1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 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	\$24.44		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$34.72		This worked example is based on a nominal penalty labour rate of \$34.72 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$59.16		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.business.vic.gov.au/ownerdrivershirers>

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

1 Tonne Van Courier/Messenger

Road Transport and Distribution Award 2010 – Category 2

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

These requirements also apply to freight brokers and to tender situations.

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 Van, Courier/Messenger. The worked example is based on certain assumptions about the business, for example, that the vehicle is 3 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 Van, Courier/Messenger (1 tonne being the weight of the vehicle fully loaded) or similar vehicle².

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (greater than five years old), Tip Truck Tri axle Super Dog – GCM 42.5 tonnes (less than five years old), Tip Truck Tri Axle Super Dog – GCM 42.5 tonnes (greater than five years old), Tandem Tip Truck – GVM 22.5 tonnes (less than five years old) and Tandem Tip Truck – GVM 22.5 tonnes (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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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 1,672 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 \$26,761 (being the current average retail value of a 3 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 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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: 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.

All costs are exclusive of GST

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 \$26,761 (based on typical retail value of a 3 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.	\$4,871		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 \$295.10. and TAC charge of \$522.50 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).	\$613.20		These fees are current as at 1 July 2018 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 9.5% of own labour assumed at \$32,212.	\$3,060		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<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.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$632		<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>
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$20,000 at an insurance rate of 0.8%.</p> <p>Assumes vehicle is not carrying dangerous goods. These fixed costs have been calculated at 100%.</p>	\$120		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<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>	\$419		<p>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>
<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>	\$356		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$32,212</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,450		<p>The rate is current as at 2018-2019 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>
<p>Business Administration Costs</p> <p>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%.</p>	\$2,129		<p>Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.</p> <p>Mobile phone charges will vary significantly depending on level of use.</p> <p>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.</p>
<p>Total annual fixed costs</p>	\$13,649.20		
<p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>	\$8.16		<p>Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.</p>

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost as at average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 18.20 litres consumed per 100 km.	15.07 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.
Tyres Assumes cost of \$308 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.	2.06 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 4.21 cents per km.	4.21 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	21.34 cents		

Total variable costs per driving hour	Typical cost per km	Your cost per km	Variations in this cost item
Assumes 25 km travelled per hour.	\$5.33		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.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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.

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$25.69	\$32.88	\$43.16
Range of rates typically paid in Victoria³		
\$25.69 to \$30.83	\$32.88 to \$39.46	\$43.16 to \$51.79

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.

³ The Award rate is accurate as at 1 July 2018 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 <http://www.fwc.gov.au/> or contacting your association or union.

- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).
- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS

1. Hourly total for hours up to 7.6 hours a day, 1,672 hours a year

Totals			
Totals per driving hour	Fixed Costs	Your figures	Notes
Fixed Costs	\$8.16		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$5.33		Assuming 25 km travelled per hour.
Labour	25.69		This worked example is based on a labour rate of \$25.69 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$39.18		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

2. Total per hour – for hours in excess of 7.6 hours per day/1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 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	\$5.33		Assuming 25 km travelled per hour.
Labour (overtime rates)	\$32.88		This worked example is based on a nominal penalty labour rate of \$32.88 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$38.21		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 www.business.vic.gov.au/ownerdrivershirers.

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

1 Tonne Vehicle (GVM) – General Freight

Road Transport and Distribution Award 2010 – Category 2

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

These requirements also apply to freight brokers and to tender situations.

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 (GVM) – General Freight. The worked example is based on certain assumptions about the business, for example, that the vehicle is 3 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 (GVM) – General Freight (1 tonne being the weight of the vehicle fully loaded) or similar vehicle².

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (greater than five years old), Tip Truck Tri axle Super Dog – GCM 42.5 tonnes (less than five years old), Tip Truck Tri Axle Super Dog – GCM 42.5 tonnes (greater than five years old), Tandem Tip Truck – GVM 22.5 tonnes (less than five years old) and Tandem Tip Truck – GVM 22.5 tonnes (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 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 \$26,761 (being the current average retail value of a 3 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 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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

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 \$26,761 (based on typical retail value of a 3-year-old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$6,494		<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 \$295.10 and TAC charge of \$522.50 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>	\$817.60		<p>These fees are current as at 1 July 2018 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).</p> <p>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 9.5% of own labour assumed at \$42,950.</p>	\$4,080		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<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.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$843		<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>
<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		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<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.</p>	\$559		<p>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>
<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>	\$474		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$42,950. Assumes vehicle is primarily travelling intrastate.</p>	\$1,933		<p>The rate is current as at 2017–2018 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>
<p>Business Administration Costs</p> <p>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%.</p>	\$2,838		<p>Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.</p> <p>Mobile phone charges will vary significantly depending on level of use.</p> <p>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.</p>
Total annual fixed costs	\$18,199.60		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$10.88		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 18.20 litres consumed per 100 km.	15.07 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.
Tyres Assumes cost of \$308 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.	2.06 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 4.21 cents per km.	4.21 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	21.34 cents		

Total variable costs per driving hour	Typical cost per km	Your cost per km	Variations in this cost item
Assumes 25 km travelled per hour.	\$5.33		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.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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.

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$25.69	\$32.88	\$43.16
Range of rates typically paid in Victoria³		
\$25.69 to \$30.83	\$32.88 to \$39.46	\$43.16 to \$51.79

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.

³ The Award rate is accurate as at 1 July 2018 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 <http://www.fwc.gov.au/> or contacting your association or union.

- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- **Shift Allowances:** Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).
- **Work on a Saturday:** For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- **Work on a Sunday:** For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS

1. Hourly total for hours up to 7.6 hours a day, 1,672 hours a year

Totals			
Totals per driving hour	Fixed Costs	Your figures	Notes
Fixed Costs	\$10.88		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$5.33		Assuming 25 km travelled per hour.
Labour	\$25.69		This worked example is based on a labour rate of \$25.69 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$41.90		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

2. Total per hour – for hours in excess of 7.6 hours per day / 1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 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	\$5.33		Assuming 25 km travelled per hour.
Labour (overtime rates)	\$32.88		This worked example is based on a nominal penalty labour rate of \$32.88 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$38.21		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 www.business.vic.gov.au/ownerdrivershirers.

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

4.5 Tonne Rigid Vehicle (GVM)

Road Transport and Distribution Award 2010 – Category 3

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

These requirements also apply to freight brokers and to tender situations.

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 Vehicle (GVM). The worked example is based on certain assumptions about the business, for example, that the vehicle is 5 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 Vehicle (GVM) (4.5 tonnes being the weight of the vehicle fully loaded) or similar vehicle².

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (greater than five years old), Tip Truck Tri axle Super Dog – GCM 42.5 tonnes (less than five years old), Tip Truck Tri Axle Super Dog – GCM 42.5 tonnes (greater than five years old), Tandem Tip Truck – GVM 22.5 tonnes (less than five years old) and Tandem Tip Truck – GVM 22.5 tonnes (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 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 \$38,345 (being the current average retail value of a 5 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 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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

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 \$38,345 (based on typical retail value of a 5 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.	\$9,305		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 \$607 and TAC charge of \$761.20 which is net of GST. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).	\$1,368.20		These fees are current as at 1 July 2018 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 9.5% of own labour assumed at \$43,478.	\$4,130		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<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.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$1,208		<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>
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$30,000 at an insurance rate of 0.8%.</p> <p>Assumes vehicle is not carrying dangerous goods.</p>	\$240		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<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.</p>	\$559		<p>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>
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$43,478.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,957		<p>The rate is current as at 2017–2018 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>

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.	\$2,838		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	\$22,079.20		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$13.21		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 39,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 20.20 litres consumed per 100 km.	23.49 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.
Tyres Assumes cost of \$308 per tyre (6 tyres) based on vehicle specific average performance and replaced after 60,000 km.	3.08 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.

Cost items assumptions assumes 39,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Servicing, Repairs and Maintenance Based on rate of 7.84 cents per km.	7.84 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	34.42 cents		

Total variable costs per driving hour	Typical cost per km	Your cost per km	Variations in this cost item
Assumes 25 km travelled per hour.	\$8.60		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.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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.

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$26.00	\$33.28	\$43.69
Range of rates typically paid in Victoria³		
\$26.00 to \$31.20	\$33.28 to \$39.94	\$43.69 to \$52.43

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010³ (the award) for a casual employee driver of a semi-trailer ('the Award rate') and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee's ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).
- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

³ The Award rate is accurate as at 1 July 2018 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 <http://www.fwc.gov.au/> or contacting your association or union.

PART 4 – HOURLY TOTALS**1. Hourly total for hours up to 7.6 hours a day, 1,672 hours a year**

Totals			
Totals per driving hour	Fixed Costs	Your figures	Notes
Fixed Costs	\$13.21		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$8.60		Assuming 25 km travelled per hour.
Labour	\$26.00		This worked example is based on a labour rate of \$26.00 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$47.83		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

2. Total per hour – for hours in excess of 7.6 hours per day/1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 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	\$8.60		Assuming 25 km travelled per hour.
Labour (casual overtime rates)	\$33.28		This worked example is based on a nominal penalty labour rate of \$33.28 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$41.88		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 www.business.vic.gov.au/ownerdrivershirers.

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

8 Tonne Rigid Vehicle (GVM)

Road Transport and Distribution Award 2010 – Category 3

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

These requirements also apply to freight brokers and to tender situations.

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 8 Tonne Rigid Vehicle (GVM). The worked example is based on certain assumptions about the business, for example, that the vehicle is 6 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 8 Tonne Rigid Vehicle (GVM) (8 tonnes being the weight of the vehicle fully loaded) or similar vehicle².

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (greater than five years old), Tip Truck Tri axle Super Dog – GCM 42.5 tonnes (less than five years old), Tip Truck Tri Axle Super Dog – GCM 42.5 tonnes (greater than five years old), Tandem Tip Truck – GVM 22.5 tonnes (less than five years old) and Tandem Tip Truck – GVM 22.5 tonnes (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 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 \$64,570 (being the current average retail value of a 6 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 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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

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 \$64,570 (based on typical retail value of a 6 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$15,670		<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 \$607 and TAC charge of \$761.20 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>	\$1,368.20		<p>These fees are current as at 1 July 2018 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).</p> <p>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 9.5% of own labour assumed at \$43,478.</p>	\$4,130		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<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.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$2,034		<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>
<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		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<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>	\$559		<p>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>
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$43,478.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,957		<p>The rate is current as at 2017–2018 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>

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.	\$2,838		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	\$29,430.20		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$17.60		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 39,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 24.57 litres consumed per 100 km.	23.49 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. The price of fuel at the time negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 39,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$308 per tyre (8 tyres) based on vehicle specific average performance and replaced after 80,000 km.	3.08 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 10.04 cents per km.	10.04 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	36.62 cents		

Total variable costs per driving hour	Typical cost per km	Your cost per km	Variations in this cost item
Assumes 20 km travelled per hour.	\$7.32		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.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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.

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$26.00	\$33.28	\$43.69
Range of rates typically paid in Victoria³		
\$26.00 to \$31.20	\$33.28 to \$39.94	\$43.69 to \$52.43

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).

³ The Award rate is accurate as at 1 July 2018 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 <http://www.fwc.gov.au/> or contacting your association or union.

- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS

1. Hourly total for hours up to 7.6 hours a day, 1,672 hours a year

Totals			
Totals per driving hour	Fixed Costs	Your figures	Notes
Fixed Costs	\$17.60		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$7.32		Assuming 20 km travelled per hour.
Labour	\$26.00		This worked example is based on a labour rate of \$26.00 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$50.92		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

2. Total per hour – for hours in excess of 7.6 hours per day / 1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 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	\$7.32		Assuming 20 km travelled per hour.
Labour (overtime rates)	\$33.28		This worked example is based on a nominal penalty labour rate of \$33.28 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$40.60		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 www.business.vic.gov.au/ownerdrivershirers.

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

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

Road Transport and Distribution Award 2010 – Category 4

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

These requirements also apply to freight brokers and to tender situations.

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 (GVM) (2-axle). The worked example is based on certain assumptions about the business, for example, that the vehicle is 10 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 (GVM) (2-axle) (12 tonnes being the weight of the vehicle fully loaded) or similar vehicle².

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (greater than five years old), Tip Truck Tri axle Super Dog – GCM 42.5 tonnes (less than five years old), Tip Truck Tri Axle Super Dog – GCM 42.5 tonnes (greater than five years old), Tandem Tip Truck – GVM 22.5 tonnes (less than five years old) and Tandem Tip Truck – GVM 22.5 tonnes (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 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 \$52,985 (being the current average retail value of a 10 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 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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

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 \$52,985 (based on typical retail value of a 10 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$12,858		<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 \$607 and TAC charge of \$761.20 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>	\$1,368.20		<p>These fees are current as at 1 July 2018 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).</p> <p>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 9.5% of own labour assumed at \$44,275.</p>	\$4,206		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<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>	\$1,669		<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>
<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		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<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.</p>	\$559		<p>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>
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$44,275.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,993		<p>The rate is current as at 2017–2018 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>

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.	\$2,838		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	\$26,365.20		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$15.77		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 33,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 25.71 litres consumed per 100 km.	22 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. The price of fuel at the time negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 33,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$609 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	7.61 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 22.28 cents per km.	22.28 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	51.89 cents		

Total variable costs per driving hour	Typical cost per km	Your cost per km	Variations in this cost item
Assumes 18 km travelled per hour.	\$9.34		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.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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.

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$26.48	\$33.89	\$44.49
Range of rates typically paid in Victoria³		
\$26.48 to \$32.416	\$33.89 to \$40.67	\$44.56 to \$53.47

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).

³ The Award rate is accurate as at 1 July 2018 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 <http://www.fwc.gov.au/> or contacting your association or union.

- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS

1. Hourly total for hours up to 7.6 hours a day, 1,672 hours a year

Totals			
Totals per driving hour	Fixed Costs	Your figures	Notes
Fixed Costs	\$15.77		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$9.34		Assuming 18 km travelled per hour.
Labour	\$26.48		This worked example is based on a labour rate of \$26.48 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$51.59		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

2. Total per hour – for hours in excess of 7.6 hours per day / 1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 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	\$9.34		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$33.89		This worked example is based on a nominal penalty labour rate of \$33.89 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$43.23		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 www.business.vic.gov.au/ownerdrivershirers.

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

Prime Mover (Bogie Drive)

Road Transport and Distribution Award 2010 – Category 6

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

These requirements also apply to freight brokers and to tender situations.

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 10 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 (Bogie Drive) or similar vehicle².

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (greater than five years old), Tip Truck Tri axle Super Dog – GCM 42.5 tonnes (less than five years old), Tip Truck Tri Axle Super Dog – GCM 42.5 tonnes (greater than five years old), Tandem Tip Truck – GVM 22.5 tonnes (less than five years old) and Tandem Tip Truck – GVM 22.5 tonnes (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 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 \$70,444 (being the current average retail value of a 10 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 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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

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 \$70,444 (based on typical retail value of a 10 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$17,095		<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 \$4,512 and TAC charge of \$2,112 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>	\$6,624		<p>These fees are current as at 1 July 2018 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).</p> <p>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 9.5% of own labour assumed at \$45,348.</p>	\$4,308		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<p>Insurance Comprehensive Vehicle</p> <p>Based on rate of 4.5% 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.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$2,219		<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>
<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		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<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>	\$559		<p>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>
<p>Insurance Public Liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$45,348.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$2,041		<p>The rate is current as at 2017–2018 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>

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%.	\$2,838		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	\$36.558		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$21.87		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 62.89 litres consumed per 100 km.	63.83 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. The price of fuel at the time negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$609 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	7.61 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 41.90 cents per km.	41.90 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	113.34 cents		

Total variable costs per driving hour	Typical cost per km	Your cost per km	Variations in this cost item
Assumes 18 km travelled per hour.	\$20.40		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.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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.

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$27.12	\$34.72	\$45.56
Range of rates typically paid in Victoria³		
\$27.12 to \$32.54	\$34.72 to \$41.66	\$45.56 to \$54.67

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).

³ The Award rate is accurate as at 1 July 2018 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 <http://www.fwc.gov.au/> or contacting your association or union.

- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS

1. Hourly total for hours up to 7.6 hours a day, 1,672 hours a year

Totals			
Totals per driving hour	Fixed Costs	Your figures	Notes
Fixed Costs	\$21.87		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$20.40		Assuming 18 km travelled per hour.
Labour	\$27.12		This worked example is based on a labour rate of \$27.12 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$69.39		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

2. Total per hour – for hours in excess of 7.6 hours per day / 1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 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	\$20.40		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$34.72		This worked example is based on a nominal penalty labour rate of \$34.72 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$55.12		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 www.business.vic.gov.au/ownerdrivershirers.

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

Truck and Quad Axle Dog Trailer GCM up to 50 tonnes (less than five years old)

Road Transport and Distribution Award 2010 – Category 7

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three-month period.

These requirements also apply to freight brokers and to tender situations.

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.

This Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Truck and Quad Axle Dog trailer GCM 50 less than five years old.² The worked example is based on certain assumptions about the business, for example, that the vehicle is in operation for 7.6 hours a day, uses a certain number of tyres and operates within the excavation sector of the building and construction industry.

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.

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (greater than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 tonnes (less than five years old), Tandem – GVM up to 22.5 tonnes (less than five years old), Truck and Triaxle Super Dog Trailer GCM up to 42.5 (greater than five years old) and Tandem – GVM up to 22.5 (less than five years old) Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the Schedule provides for a four per cent return on investment.

Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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 2017 manufactured base model vehicle and quad axle dog trailer with a current capital value of \$429,500 (being the current average retail value of a vehicle of this type).³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 61.73% residual, with interest at a comparison interest rate of 7.5% 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)	<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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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 or current capital value (or both) of the vehicle is less or more than the above figures;
- other finance arrangements apply – the vehicle is fully owned or is subject to a loan;
- more or fewer hours are worked each year; or
- the vehicle is fitted with additional features.

³ Cost based on the average price of a 2017 three axle Japanese vehicle of \$297,000 and the average price of a 2017 manufactured quad axle dog trailer of \$132,500. This price is based on a vehicle with standard features, additional features will incur additional cost.

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 of owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate 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. 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

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 \$297,000 (based on the typical retail value of a 2017 manufactured vehicle and trailer), and is based on a lease arrangement over a 5-year term with a 61.73% residual, at 7.5% interest per annum.</p>	\$41,843		<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>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Trailer Lease Costs</p> <p>This model is based on a 2017 Tri-axle Super Dog trailer with a capital value of \$132,500, based on a lease arrangement over a 5-year term with a 61.73% residual at 7.5% interest per annum.</p>	\$18,667		<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>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$9,554 and a trailer cost of \$2,504 and TAC charge of \$1,920 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>	\$13,978		<p>These fees are current as at 1 July 2018 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration).</p> <p>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 9.5% of own labour assumed at \$55,209.</p>	\$5,245		
<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>	\$9,356		<p>Rates may be higher for interstate trucks. 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.</p>
<p>Insurance Trailer-in-Control</p> <p>Based on a new Quad Axle Dog Trailer with a capital value of \$132,500 and an annual rate of 3.15%. 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>	\$4,174		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<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. These fixed costs have been calculated at 100%.</p>	\$559		<p>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>
<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>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$55,209. Assumes vehicle is primarily travelling intrastate.</p>	\$2,485		<p>The rate is current as at 2017-2018 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>Yard and Parking</p>	\$3,075		<p>The rate is based on \$256.25 per/month for a truck and trailer.</p>
<p>GPS and Mapping System</p>	\$256		<p>The rate is based on a monthly rate of \$21.33</p>
<p>Business Administration Costs</p> <p>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%</p>	\$2,838		<p>Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.</p> <p>Mobile phone charges will vary significantly depending on level of use.</p> <p>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.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
Total annual fixed costs	\$102,950		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$61.57		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 51 litres consumed per 100 km.	69.26 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. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.
Tyres Assumes cost of \$608.80 per tyre (26 tyres) based on vehicle specific average performance and replaced annually or after 63,800 km.	24.81 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 10.93 cents per km.	10.93 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	105 cents		

Total variable costs per driving hour	Typical variable cost per driving hour	Your total variable cost per driving hour	Variations in this cost item
Assumes 38.16 km travelled per hour.	\$40.07		<p>These rates are typical for city driving only.</p> <p>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.</p> <p>Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.</p>

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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 casual 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 a casual employee rather than an owner driver.

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$27.52	\$35.22	\$46.23
Range of rates typically paid in Victoria³		
\$27.52 to \$33.02	\$35.22 to \$42.27	\$46.23 to \$55.47

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010⁴ (the award) for a casual employee driver of a Truck and Quad Axle Dog Trailer – GCM 50 (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rates: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).
- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

⁴ The Award rate is accurate as at 1 July 2018, 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 fwc.gov.au or contacting your association or union.

PART 4 – HOURLY TOTALS**Hourly total for hours up to 7.6 hours a day, 1,672 hours a year⁵**

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$61.57		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$40.07		Assuming 38.16 km travelled per hour.
Labour	\$33.02		This worked example is based on a casual labour rate of \$33.02 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$5.39		This worked example is based on a four per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour	\$140.05		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day.

Total per hour – for hours in excess of 7.6 hours per day/1,672 hours a year⁶

This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using overtime rates of pay.

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$40.07		Assuming 38.16 km travelled per hour.
Labour (overtime rates)	\$42.27 – \$55.47		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.

⁵ Assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday

⁶ Assumes overtime completed by employee working 38 ordinary hours of work between 5.30 am and 6.30 pm, Monday through Friday

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Total per hour	\$82.34 – \$95.74		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 business.vic.gov.au/ownerdrivershirers

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

Truck and Quad Axle Dog GCM up to 50 tonnes (greater than five years old)

Road Transport and Distribution Award 2010 – Category 7

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three-month period.

These requirements also apply to freight brokers and to tender situations.

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.

This Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Tandem GVM 22.5 less than five years old.² The worked example is based on certain assumptions about the business, for example, that the vehicle is in operation for 7.6 hours a day, uses a certain number of tyres and operates within the excavation sector of the building and construction industry.

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.

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (greater than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 tonnes (less than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 (greater than five years old) and Tandem – GVM up to 22.5 (greater than five years old) Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the Schedule provides for a five per cent return on investment.

Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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 \$265,135 (being the current average retail value of a 2013 manufactured vehicle).³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 42.95% residual, with interest at a comparison interest rate of 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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 or current capital value (or both) of the vehicle is less or more than the above figures;
- other finance arrangements apply – the vehicle is fully owned or is subject to a loan;
- more or fewer hours are worked each year; or
- the vehicle is fitted with additional features.

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.

³ Cost based on the average retail price of a 2013 model three axle Japanese vehicle of \$183,341 and the average retail price of a five year old tri axle super dog trailer of \$81,794. This price is based on a vehicle with standard features, additional features or modifications will incur additional 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 of owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate 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. 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

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 \$183,341 (based on typical retail value of a 5-year-old vehicle and trailer), and is based on a lease arrangement over a 5-year term with a 42.95% residual, at 7.5% interest per annum.</p>	\$31,760		<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>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Trailer Lease Costs</p> <p>This model is based on a Quad Axle Dog Trailer with a capital value of \$81,794, based on a lease arrangement over a 5-year term with a 42.95% residual at 7.5% interest per annum.</p>	\$13,837		<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>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$9,554 and a trailer fee of \$2,504 and TAC charge of \$1,920 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>	\$13,978		<p>These fees are current as at 1 July 2018 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration).</p> <p>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 9.5% of own labour assumed at \$55,209.</p>	\$5,245		
<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>	\$5,775		<p>Rates may be higher for interstate trucks. 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.</p>
<p>Insurance Trailer-in-Control</p> <p>Based on a 5-year-old Quad Axle Dog Trailer with a capital value of \$81,794 and an annual rate of 3.15%. 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>	\$2,576		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<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>	\$559		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> <p>These fixed costs have been calculated at 100%.</p>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.59% for the assumed labour rate of the business owner of \$55,209.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$2,485		<p>The rate is current as at 2017–2018 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>
Yard and Parking	\$3,075		The rate is based on \$256.25 per month for a truck and trailer.
GPS and Mapping System	\$256		The rate is based on a monthly rate of \$21.33

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%	\$2,838		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	\$82,858		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$49.56		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 56.10 litres consumed per 100 km.	76.18 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. A fuel surcharge applied to this percentage operating cost accounts for weekly, fortnightly or monthly fluctuations in fuel costs over the term of the contract. The price of fuel at the time of quotation should therefore be used to assess the base rate fuel cost to be applied.

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Tyres Assumes cost of \$608.80 per tyre (26 tyres) based on vehicle specific average performance and replaced annually or after 63,800 km.	24.81 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 15.91 cents per km.	15.91 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	116.90 cents		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 38.16 km travelled per hour.	\$44.61		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. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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 casual 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 a casual employee rather than an owner driver.

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$27.52	\$35.22	\$46.23
Range of rates typically paid in Victoria³		
\$27.52 to \$33.02	\$35.22 to \$42.27	\$46.23 to \$55.47

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010⁴ (the award) for a casual employee driver of a Vehicle and Quad Axle Dog trailer – GCM up to 50 tonnes (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).

⁴ The Award rate is accurate as at 1 July 2018, 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 <http://www.fwc.gov.au/> or contacting your association or union.

- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS

Hourly total for hours up to 7.6 hours a day, 1,672 hours a year⁵

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$49.56		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$44.61		Assuming 38.16 km travelled per hour.
Labour	\$33.02		This worked example is based on a casual labour rate of \$33.02 per hour. See discussion on rates for labour in Part 3.
Return on Investment	\$6.36		This worked example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$133.54		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day.

Total per hour – for hours in excess of 7.6 hours per day / 1,672 hours a year⁶

This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using overtime rates of pay.

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$44.61		Assuming 38.16 km travelled per hour.

⁵ Assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday

⁶ Assumes overtime completed by employee working 38 ordinary hours of work between 5.30 am and 6.30 pm, Monday through Friday

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Labour (overtime rates)	\$42.27 – \$55.47		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour	\$86.88 – \$100.08		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.business.vic.gov.au/ownerdrivershirers>

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

Truck and Tri Axle Super Dog Trailer GCM up to 42.5 tonnes (greater than five years old)

Road Transport and Distribution Award 2010 – Category 6

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three-month period.

These requirements also apply to freight brokers and to tender situations.

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.

This Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Truck and Tri-axle Super Dog Trailer GCM 42.5 greater than 5 years old.² The worked example is based on certain assumptions about the business, for example, that the vehicle is 5 years old, is in operation for 7.6 hours a day, uses a certain number of tyres and operates within the excavation sector of the building and construction industry.

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.

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.

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), Truck and Quad Axle Dog Trailer – GCM 50 (new), Truck and Quad Axle Dog Trailer – GCM 50 (greater than five years old), Truck and Triaxle Super Dog – GCM 42.5 (less than five years old), Tandem – GVM 22.5 (less than five years old) and Tandem – GVM 22.5 (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the Schedule provides for a five per cent return on investment.

Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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 2013 manufacture base model vehicle and a tri-axel super dog trailer with a current capital value of \$241,986 (being the current average retail value of a 5-year-old vehicle)³. ● a vehicle subject to a lease arrangement, over a 5-year term with a 45.3% residual, with interest at a comparison interest rate of 7.5% 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)	<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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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 or current capital value (or both) of the vehicle is less or more than the above figures;
- other finance arrangements apply – the vehicle is fully owned or is subject to a loan;
- more or fewer hours are worked each year; or
- the vehicle is fitted with additional features.

³ Cost based on the average retail price of a 2013 model three axle Japanese vehicle of \$183,34 and the average retail price of a five year old tri axle super dog trailer of \$58,644. This price is based on a vehicle with standard features, additional features or modifications will incur additional costs.

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 of owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate 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. 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

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 \$183,344 (based on typical retail value of a 5-year-old vehicle) and is based on a lease arrangement over a 5-year term with a 45.3% residual, at 7.5% interest per annum.</p>	\$31,760		<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>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Trailer Lease Costs</p> <p>This model is based on a tri-axle super dog trailer with a capital value of \$58,644, based on a lease arrangement over a 5-year term with a 45.3% residual at 7.5% interest per annum.</p>	\$9,921		<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>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$1,179, trailer registration of \$1,890 and TAC charge of \$1,920 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>	\$4,989		<p>These fees are current as at 1 July 2018 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration).</p> <p>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 9.5% of own labour assumed at \$54,417.</p>	\$5,170		
<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>	\$5,775		<p>Rates may be higher for interstate trucks. 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.</p>
<p>Insurance Trailer-in-Control</p> <p>Based on a 5-year-old Tri-Axle Super Dog Trailer with a capital value of \$58,644 and an annual rate of 3.15%. 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>	\$1,847		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<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>	\$559		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>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$54,417.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$2,449		<p>The rate is current as at 2017–2018 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>
Yard and Parking	\$3,075		The rate is based on \$256.25 per/month for a truck and trailer.
GPS and Mapping System	\$256		The rate is based on a monthly rate of \$21.33

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%	\$2,838		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	\$69,113		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$41.34		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 53.90 litres consumed per 100 km.	73.20 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. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge can be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Tyres Assumes cost of \$608.80 per tyre (22 tyres) based on vehicle specific average performance and replaced annually or after 63,800 km.	20.99 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 15.91 cents per km.	15.91 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	110.09 cents		

Total variable costs per driving hour	Typical variable cost per driving hour	Your total variable cost per km	Variations in this cost item
Assumes 38.16 km travelled per hour.	\$42.01		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. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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 casual 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 a casual employee rather than an owner driver.

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

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$27.12	\$34.74	\$45.56
Range of rates typically paid in Victoria³		
\$27.12 to \$32.55	\$34,74 to \$41.66	\$45.56 to \$54.68

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010⁴ (the award) for a casual employee driver of a Truck and Tri Axle Super Dog Trailer – GCM 42.5 (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rates: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).

⁴ The Award rate is accurate as at 1 July 2018, 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 fwc.gov.au or contacting your association or union.

- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS**Hourly total for hours up to 7.6 hours a day, 1,672 hours a year⁵**

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Fixed Costs	\$41.34		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$42.01		Assuming 38.16 km travelled per hour.
Labour	\$32.55		This worked example is based on a casual labour rate of \$32.55 per hour. See discussion on rates for labour in Part 3.
Return on Investment	\$5.79		This worked example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$121.69		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day.

Total per hour – for hours in excess of 7.6 hours per day / 1,672 hours a year⁶

This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using overtime rates of pay.

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$42.01		Assuming 38.16 km travelled per hour.

⁵ Assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday

⁶ Assumes overtime completed by employee working 38 ordinary hours of work between 5.30 am and 6.30 pm, Monday through Friday

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Labour (overtime rates)	\$41.66 – \$54.68		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour	\$83.87 – \$96.69		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 business.vic.gov.au/ownerdrivershirers

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

Truck and Tri Axle Super Dog Trailer GCM up to 42.5 tonnes (less than five years old)

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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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three-month period.

These requirements also apply to freight brokers and to tender situations.

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.

This Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Truck and Tri Axle Super Dog GCM 42.5 less than five years old.² The worked example is based on certain assumptions about the business, for example, that the vehicle is in operation for 7.6 hours a day, uses a certain number of tyres and operates within the excavation sector of the building and construction industry.

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.

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM 50 (less than five years old), Truck and Quad Axle Dog Trailer – GCM 50 (greater than five years old), Truck and Tri axle Super Dog Trailer GCM 42.5 (greater than five years old), Tandem – GVM 22.5 (up to five years old) and Tandem – GVM 22.5 (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the Schedule provides for a four per cent return on investment.

Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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 2017 manufactured vehicle and trailer with a current capital value of \$392,000³ (being the current average retail value of a vehicle of this type). ● a vehicle subject to a lease arrangement, over a 5-year term with a 61.73% residual, with interest at a comparison interest rate of 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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 or current capital value (or both) of the vehicle is less or more than the above figures;
- other finance arrangements apply – the vehicle is fully owned or is subject to a loan;
- more or fewer hours are worked each year; or
- The vehicle is fitted with additional features

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.

³ Cost based on the average price of a 2017 manufactured three axle Japanese vehicle of \$297,000 and the average price of a 2017 manufactured tri axle super dog trailer of \$95,000. This price is based on a vehicle with standard features, additional features will incur additional costs.

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 of owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate 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. 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

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 \$297,000 (based on the typical retail value of a 2017 manufactured vehicle and trailer), and is based on a lease arrangement over a 5-year term with a 61.73% residual, at 7.5% interest per annum.</p>	\$41,843		<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>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Trailer Lease Costs</p> <p>This model is based on a Tri Axle super dog trailer with a capital value of \$95,000, based on a lease arrangement over a 5-year term with a 61.73% residual at 7.5% interest per annum.</p>	\$13,384		<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>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$1,179 and a trailer fee of \$1,890 and TAC charge of \$1,920 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>	\$4,989		<p>These fees are current as at 1 July 2018 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration).</p> <p>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 9.5% of own labour assumed at \$54,417.</p>	\$5,170		
<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>	\$9,355		<p>Rates may be higher for interstate trucks. Comprehensive vehicle insurance costs may vary depending upon the 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.</p>
<p>Insurance Trailer-in-Control</p> <p>Based on a new Tri Axle Super Dog Trailer with a capital value of \$95,000 and a 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>	\$2,992		<p>Insurance costs may vary depending upon the 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.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs: \$	Variations in this cost item
<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>	\$559		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>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$54,417.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$2,449		<p>The rate is current as at 2017–2018 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>
Yard and Parking	\$3,075		The rate is based on \$256.25 per month for a truck and trailer.
GPS and Mapping System	\$256		The rate is based on a monthly rate of \$21.33

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%	\$2,838		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	\$87,386		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$52.26		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 49 litres consumed per 100 km.	66.54 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. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge can be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Tyres Assumes cost of \$608.80 per tyre (22 tyres) based on vehicle specific average performance and replaced annually or after 63,800km.	22.99 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 10.93 cents per km.	10.93 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	98.47 cents		

Total variable costs per driving hour	Typical variable cost per driving hour	Your total variable cost per km	Variations in this cost item
Assumes 38.16 km travelled per hour.	\$37.57		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. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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 casual 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 a casual employee rather than an owner driver.

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$27.52	\$34.74	\$45.56
Range of rates typically paid in Victoria³		
\$27.52 to \$33.02	\$34.74 to \$41.66	\$45.56 to \$54.68

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010⁴ (the award) for a casual employee driver of a Truck and Tri-Axle Super Dog Trailer – GCM 42.5 (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rates: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.

⁴ The Award rate is accurate as at 1 July 2018, 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 fwc.gov.au or contacting your association or union.

- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- **Shift Allowances:** Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).
- **Work on a Saturday:** For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- **Work on a Sunday:** For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS

Hourly total for hours up to 7.6 hours a day, 1,672 hours a year⁵

Totals			
Totals per driving hour	Fixed Costs	Your figures	Notes
Fixed Costs	\$52.26		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$37.57		Assuming 38.16 km travelled per hour.
Labour	\$32.55		This worked example is based on a casual labour rate of \$32.55 per hour. See discussion on rates for labour in Part 3.
Return on Investment	\$4.90		This worked example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$127.28		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day.

⁵ Assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday

Total per hour – for hours in excess of 7.6 hours per day/1,672 hours a year⁶

This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using overtime rates of pay.

Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$37.57		Assuming 38.16 km travelled per hour.
Labour (overtime rates)	\$41.66 – \$54.68		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour	\$79.23 – \$92.25		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 business.vic.gov.au/ownerdrivershirers

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.

⁶ Assumes overtime completed by employee working 38 ordinary hours of work between 5.30 am and 6.30 pm, Monday through Friday

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

Tandem GVM 22.5 tonnes (greater than 5 years old)

Road Transport and Distribution Award 2010 – Category 6

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three-month period.

These requirements also apply to freight brokers and to tender situations.

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.

This Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Tandem GVM 22.5 greater than 5 years old.² The worked example is based on certain assumptions about the business, for example, that the vehicle is 5 years old, is in operation for 7.6 hours a day, uses a certain number of tyres and operates within the excavation sector of the building and construction industry.

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.

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (greater than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 tonnes (less than five years old), Truck and Triaxle Super Dog Trailer GCM up to 42.5 (greater than five years old) and Tandem – GVM up to 22.5 (less than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the Schedule provides for a five per cent return on investment.

Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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 2013 manufactured base model vehicle with a current capital value of \$183,341 (being the current average retail value of a 5-year-old vehicle).³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 45.3% residual, with interest at a comparison interest rate of 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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 or current capital value (or both) of the vehicle is less or more than the above figures;
- other finance arrangements apply – the vehicle is fully owned or is subject to a loan;
- more or fewer hours are worked each year; or
- the vehicle is fitted with additional features.

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.

³ Cost based on the average price of a 2013 three axle Japanese vehicle of \$183,341. This price is based on a vehicle with standard features, additional features will incur additional cost.

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 of owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate 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. 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

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 \$183,341 (based on typical retail value of a 5-year-old vehicle), and is based on a lease arrangement over a 5-year term with a 45.3% residual, at 7.5% interest per annum.</p>	\$31,760		<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>Based on a vehicle with standard features. Additional Features will incur additional costs.</p>
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$1,142 and TAC charge of \$1,920 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>	\$3,062		<p>These fees are current as at 1 July 2018 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments.</p> <p>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 9.5% of own labour assumed at \$54,417.</p>	\$5,170		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<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>	\$5,775		Rates may be higher for interstate trucks. 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.
<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. These fixed costs have been calculated at 100%.</p>	\$559		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>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$54,417. Assumes vehicle is primarily travelling intrastate.</p>	\$2,449		<p>The rate is current as at 2017–2018 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>
Yard and Parking	\$3,075		The rate is based on \$256.25 per month for a truck.
GPS and Mapping System	\$256		The rate is based on a monthly rate of \$21.33

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%	\$2,838		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	\$55,418		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$33.14		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 30.80 litres consumed per 100 km.	41.83 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. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge can be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Tyres Assumes cost of \$608.80 per tyre (10 tyres) based on vehicle specific average performance and replaced annually or after 44,000 km.	9.54 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 18.87 cents per km.	18.87 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	70.24 cents		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 26.32 km travelled per hour.	\$18.48		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. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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 casual 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 a casual employee rather than an owner driver.

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

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$27.12	\$34.72	\$45.56
Range of rates typically paid in Victoria³		
\$27.12 to \$32.55	\$34.72 to \$41.66	\$45.56 to \$54.28

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010⁴ (the award) for a casual employee driver of a Tandem – GVM 22.5 (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).

⁴ The Award rate is accurate as at 1 July 2018, 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 <http://www.fwc.gov.au/> or contacting your association or union.

- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS**Hourly total for hours up to 7.6 hours a day, 1,672 hours a year⁵**

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$33.14		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$18.48		Assuming 26.31 km travelled per hour.
Labour	\$32.55		This worked example is based on a casual labour rate of \$32.55 per hour. See discussion on rates for labour in Part 3.
Return on Investment	\$4.21		This worked example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$88.38		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day.

Total per hour – for hours in excess of 7.6 hours per day / 1,672 hours a year⁶

This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using overtime rates of pay.

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$18.48		Assuming 26.32 km travelled per hour.

⁵ Assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday

⁶ Assumes overtime completed by employee working 38 ordinary hours of work between 5.30 am and 6.30 pm, Monday through Friday

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Labour (overtime rates)	\$41.66 – \$54.68		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour	\$60.14 – \$73.16		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 business.vic.gov.au/ownerdrivershirers

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

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2018–2019

Tandem GVM 22.5 tonnes (less than 5 years old)

Road Transport and Distribution Award 2010 – Category 6

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** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three-month period.

These requirements also apply to freight brokers and to tender situations.

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.

This Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Tandem GVM 22.5 less than five years old.² The worked example is based on certain assumptions about the business, for example, that the vehicle is in operation for 7.6 hours a day, uses a certain number of tyres and operates within the excavation sector of the building and construction industry.

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.

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.

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), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (greater than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 tonnes (less than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 (greater than five years old) and Tandem – GVM up to 22.5 (greater than five years old) Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

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 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the Schedule provides for a five per cent return on investment.

Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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 2017 manufactured base model vehicle with a current capital value of \$297,000 (being the current average retail value of a vehicle of this type).³ ● a vehicle subject to a lease arrangement, over a – year term with a 61.73% residual, with interest at a comparison interest rate of 7.5% 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. 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 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 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 or current capital value (or both) of the vehicle is less or more than the above figures;
- other finance arrangements apply – the vehicle is fully owned or is subject to a loan;
- more or fewer hours are worked each year; or
- the vehicle is fitted with additional features.

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.

³ Cost based on the average price of a 2017 three axle Japanese vehicle of \$297,000. This price is based on a vehicle with standard features, additional features will incur additional cost.

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 of owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate 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. 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

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 \$297,000 (based on the typical retail value of a 2017 manufactured vehicle), and is based on a lease arrangement over a 5-year term with a 61.73% residual, at 7.5% interest per annum.</p>	\$41,843		<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>Based on a vehicle with standard features. Additional Features will incur additional costs.</p>
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$1,142 and TAC charge of \$1,920 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>	\$3,062		<p>These fees are current as at 1 July 2018 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration).</p> <p>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 9.5% of own labour assumed at \$54,417.</p>	\$5,170		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Insurance Comprehensive Vehicle</p> <p>Based on a capital value of \$297,000 and a rate of 3.15% per annum, an 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>	\$9,356		Rates may be higher for interstate trucks. 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.
<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>	\$559		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> <p>These fixed costs have been calculated at 100%.</p>	\$474		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$54,417.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$2,449		<p>The rate is current as at 2018–2019 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>
Yard and Parking	\$2,460		The rate is based on \$205 per month.
GPS and Mapping System	\$256		The rate is based on a monthly rate of \$21.33

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%	\$2,838		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	\$68,467		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$40.95		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2017 of 136 cents per litre, which is net of GST. Assumes 28 litres consumed per 100 km.	38.02 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. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge can be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Tyres Assumes cost of \$608.80 per tyre (10 tyres) based on vehicle specific average performance and replaced annually or after 63,800km.	9.54 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 11.72 cents per km.	11.72 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	59.28 cents		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 26.32 km travelled per hour.	\$15.60		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. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

Your hirer is responsible for reimbursing you for toll costs incurred if they direct you to take a toll road, or if you need to take a toll road to complete your trip.

If the hirer does not reimburse the toll costs you will need to include these costs as part of your cost calculation. The price of your trip will depend on the following factors: how far you travel, the type of vehicle you use, whether you travel in peak or off-peak times and the account or pass you choose. There are trip toll caps on both Citylink and Eastlink for heavy commercial vehicles. To check the current costs, use the following toll calculators:

citylink.com.au/using-citylink/toll-calculator

eastlink.com.au/toll-calculator

PART 3 – 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 casual 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 a casual employee rather than an owner driver.

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

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$27.12	\$34.72	\$45.56
Range of rates typically paid in Victoria³		
\$27.12 to \$32.55	\$34.72 to \$41.66	\$45.56 to \$54.68

Notes:

- 1) Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010⁴ (the award) for a casual employee driver of a Tandem – GVM 22.5 (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees 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 receive.
- 2) Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. 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.
- 3) 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.

The Award also provides for the following payments, which may need to be factored into your cost calculation, where they apply:

- Shift Allowances: Shift allowances will apply for casual employee drivers at the rate of 117.5% for a shift where ordinary hours of work are completed after 6.30 pm but before 12.30 am (afternoon shift) and at the rate of 130% where ordinary hours of work are completed after 12.30 am but before 8.30 am (night shift).

⁴ The Award rate is accurate as at 1 July 2018, 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 <http://www.fwc.gov.au/> or contacting your association or union.

- Work on a Saturday: For all ordinary hours worked on a Saturday a casual employee driver would receive payment at the rate of 150% for hours worked. Work undertaken on a Saturday as Overtime would receive payment at the rate of 150% for the first two hours and 200% for all hours thereafter.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS**Hourly total for hours up to 7.6 hours a day, 1,672 hours a year⁵**

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Fixed Costs	\$40.95		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$15.60		Assuming 26.31 km travelled per hour.
Labour	\$32.55		This worked example is based on a casual labour rate of \$32.55 per hour. See discussion on rates for labour in Part 3.
Return on Investment	\$3.56		This worked example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$92.66		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day.

Total per hour – for hours in excess of 7.6 hours per day / 1,672 hours a year⁶

This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using overtime rates of pay.

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$15.60		Assuming 26.32 km travelled per hour.

⁵ Assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday

⁶ Assumes overtime completed by employee working 38 ordinary hours of work between 5.30 am and 6.30 pm, Monday through Friday

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Labour (overtime rates)	\$41.66 – \$54.68		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour	\$57.26 – \$70.28		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 business.vic.gov.au/ownerdrivershirers

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.

Planning and Environment Act 1987

CARDINIA PLANNING SCHEME

Notice of Approval of Amendment

Amendment C243

The Minister for Planning has approved Amendment C243 to the Cardinia Planning Scheme.

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

The Amendment inserts a new incorporated document titled *Puffing Billy Railway Discovery Centre Incorporated Document, August 2018* into the Schedules to Clauses 51.01 and 72.04 and makes associated changes to the Cardinia Planning Scheme.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Cardinia Shire Council, 20 Siding Avenue, Officer.

STUART MENZIES

Director

State Planning Services

Department of Environment, Land, Water and Planning

Planning and Environment Act 1987

DAREBIN PLANNING SCHEME

Notice of Approval of Amendment

Amendment C164

The Minister for Planning has approved Amendment C164 to the Darebin Planning Scheme.

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

The Amendment corrects an error to the spatial application of HO295 where it applies to the Reservoir substation.

A copy of the amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of Darebin City Council, 274 Gower Street, Preston.

STUART MENZIES

Director

State Planning Services

Department of Environment, Land, Water and Planning

Planning and Environment Act 1987

BRIMBANK PLANNING SCHEME

CASEY PLANNING SCHEME

CARDINIA PLANNING SCHEME

GLEN EIRA PLANNING SCHEME

GREATER DANDENONG PLANNING SCHEME

HUME PLANNING SCHEME

KINGSTON PLANNING SCHEME

MARIBYRNONG PLANNING SCHEME

MELTON PLANNING SCHEME

MONASH PLANNING SCHEME

STONNINGTON PLANNING SCHEME

WHITTLESEA PLANNING SCHEME

YARRA PLANNING SCHEME

Notice of Approval of Amendment

Amendment GC96

The Minister for Planning has approved Amendment GC96 to the Brimbank, Casey, Cardinia, Glen Eira, Greater Dandenong, Hume, Kingston, Maribyrnong, Melton, Monash, Stonnington, Whittlesea and Yarra planning schemes.

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

The Amendment inserts the *Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document, May 2018* into the Brimbank, Casey, Cardinia, Glen Eira, Greater Dandenong, Hume, Kingston, Maribyrnong, Melton, Monash, Stonnington, Whittlesea and Yarra planning schemes.

A copy of the amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Brimbank City Council – 301 Hampshire Road, Sunshine, 3020; Casey City Council – 2 Patrick NE Drive, Narre Warren 3805; Cardinia Shire Council – 20 Siding Avenue, Officer 3809; Glen Eira City Council – corner Glen Eira and Hawthorn Roads, Caulfield South 3162; Greater Dandenong City Council – 225 Lonsdale Street, Dandenong 3175; Hume City Council – 1079 Pascoe Vale Road, Broadmeadows 3047; Kingston City Council – 1230 Nepean Highway, Cheltenham 3192; Maribyrnong City Council – corner Hyde and Napier Streets, Footscray 3011; Melton City Council – 232 High Street, Melton 3337; Monash City Council – 293 Springvale Road, Glen Waverley 3150; Stonnington City Council – corner Glenferrie Road and High Street, Malvern 3144; Whittlesea City Council – 25 Ferres Boulevard, South Morang 3752; and Yarra City Council – 333 Bridge Road, Richmond 3121.

STUART MENZIES

Director

State Planning Services

Department of Environment, Land, Water and Planning

Planning and Environment Act 1987

GLEN EIRA PLANNING SCHEME

Notice of Approval of Amendment

Amendment C149

The Minister for Planning has approved Amendment C149 to the Glen Eira Planning Scheme.

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

The Amendment replaces Clause 22.01 Heritage Policy with an updated Heritage Policy and makes associated changes to the Glen Eira Planning Scheme.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of Glen Eira City Council, corner of Glen Eira and Hawthorn Roads, Caulfield.

STUART MENZIES

Director

State Planning Services

Department of Environment, Land, Water and Planning

Planning and Environment Act 1987

GREATER BENDIGO PLANNING SCHEME

Notice of Approval of Amendment

Amendment C234

The Minister for Planning has approved Amendment C234 to the Greater Bendigo Planning Scheme.

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

The Amendment:

- Applies the Heritage Overlay (HO915) to part of the land at 40 Harley Street, Strathdale.
- Amends Clause 21.10 of the Municipal Strategic Statement to include a new reference document titled *Nanga Gnulle 40 Harley Street, Strathdale Heritage Citation*, Amended September 2018.
- Amends the Schedule to Clause 43.01 (Heritage Overlay) to:
 - include a new heritage place (HO915) ‘Nanga Gnulle’ mud brick and reclaimed materials house on land known as part of 40 Harley Street, Strathdale;
 - correct an error with the date of the incorporated plan; and
 - update the Schedule to comply with the *Ministerial Direction on the Form and Content of Planning Schemes*.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Greater Bendigo City Council, Hopetoun Mill, 15 Hopetoun Street, Bendigo.

STUART MENZIES

Director

State Planning Services

Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
GREATER BENDIGO PLANNING SCHEME
Notice of Approval of Amendment
Amendment C234

The Minister for Planning has approved Amendment C234 to the Greater Bendigo Planning Scheme.

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

The Amendment:

- Applies the Heritage Overlay (HO915) to part of the land at 40 Harley Street, Strathdale.
- Amends Clause 21.10 of the Municipal Strategic Statement to include a new reference document titled *Nanga Gnulle 40 Harley Street, Strathdale Heritage Citation*, Amended September 2018.
- Amends the Schedule to Clause 43.01 (Heritage Overlay) to:
 - include a new heritage place (HO915) ‘Nanga Gnulle’ mud brick and reclaimed materials house on land known as part of 40 Harley Street, Strathdale;
 - correct an error with the date of the incorporated plan; and
 - update the Schedule to comply with the *Ministerial Direction on the Form and Content of Planning Schemes*.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Greater Bendigo City Council, Hopetoun Mill, 15 Hopetoun Street, Bendigo.

STUART MENZIES
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
MAROONDAH PLANNING SCHEME
Notice of Approval of Amendment
Amendment C96

The Minister for Planning has approved Amendment C96 to the Maroondah Planning Scheme.

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

The Amendment amends the Local Planning Policy Framework (Clauses 21 and 22), applies a Design and Development Overlay over the existing commercial area and corrects several mapping anomalies.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Maroondah City Council, Braeside Avenue, Ringwood 3134.

STUART MENZIES
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
MAROONDAH PLANNING SCHEME
Notice of Approval of Amendment
Amendment C97

The Minister for Planning has approved Amendment C97 to the Maroondah Planning Scheme. The Amendment comes into operation on the date this notice is published in the Victoria Government Gazette.

The Amendment amends the Local Planning Policy Framework (Clause 21), applies a Design and Development Overlay over the existing commercial area, rezones three properties and corrects several mapping anomalies.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Maroondah City Council, Braeside Avenue, Ringwood 3134.

STUART MENZIES
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
MOUNT ALEXANDER PLANNING SCHEME
Notice of Approval of Amendment
Amendment C84

The Minister for Planning has approved Amendment C84 to the Mount Alexander Planning Scheme.

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

The Amendment rezones land at Lots A, B and C on PS 746864C (26 Market Street) and part Lot 1 on PS 315122 (part 17 Craigie Street), Harcourt, from Farming Zone to General Residential Zone (Schedule 1).

The Minister has granted the following permit(s) under Division Five Part Four of the Act:

Permit No.	Description of land
PA 162/2017	Lots A, B and C, PS 746864C (26 Market Street) and part Lot 1 PS 315122 (part 17 Craigie Street), Harcourt

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Mount Alexander Shire Council, Civic Centre, 27 Lyttleton Street, Castlemaine.

STUART MENZIES
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
WHITTLESEA PLANNING SCHEME
Notice of Approval of Amendment
Amendment C113

The Minister for Planning has approved Amendment C113 to the Whittlesea Planning Scheme.

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

The Amendment rezones land at 410 Cooper Street and 315 O'Herns Road, Epping, from Farming Zone and Special Use Zone Schedule 4 to Industrial 1 Zone, and introduces and applies Development Plan Overlay Schedule 24 to the land.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the City of Whittlesea, 25 Ferres Boulevard, South Morang, Victoria 3752.

STUART MENZIES
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
YARRA PLANNING SCHEME
Notice of Approval of Amendment
Amendment C188

The Minister for Planning has approved Amendment C188 to the Yarra Planning Scheme.

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

The Amendment allows use of the land for 'dwelling' through an exemption in '5-15 Mayfield Street, Abbotsford, Incorporated Document October 2018' in Clause 51.01 and Clause 72.04.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Yarra City Council, 333 Bridge Road, Richmond.

STUART MENZIES
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
YARRA RANGES PLANNING SCHEME
 Notice of Approval of Amendment
 Amendment C142

The Minister for Planning has approved Amendment C142 to the Yarra Ranges Planning Scheme.

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

The Amendment makes changes to the Yarra Ranges Planning Scheme (the Scheme) to apply a new Schedule 11 to the Special Use Zone (SUZ11) to the Burnham Beeches site at 1 Sherbrooke Road, Sherbrooke, to facilitate its commercial use as a major tourist facility.

Specifically, the Amendment:

- Deletes the Special Use Zone Schedule 2 (Major Tourist Facility) from 1 Sherbrooke Road, Sherbrooke.
- Amends the Special Use Zone Schedule 2 to delete the reference of 1 Sherbrooke Road, Sherbrooke.
- Inserts a new schedule to the Special Use Zone – Schedule 11 (Burnham Beeches Residential Hotel and Resort).
- Replaces the schedule to Clause 51.02 with a new schedule to include a reference to Schedule 11.

The Minister has granted the following permit(s) under Division Five Part Four of the Act:

Permit No.	Description of Land
YR-2016/105 to allow the use and development of the land for one (1) residential hotel (including ancillary food and drink premises and function centre), two (2) food and drink premises (including ancillary shop), industry and manufacture sales (brewery, including associated food and drink premises), a shop (including ancillary food and drink premises), three (3) accommodation buildings (two (2) for staff and one (1) for guests), the sale and consumption of liquor, intersection works at the Sherbrooke Road entrance, a reduction in the car parking requirement and the removal of vegetation.	1 Sherbrooke Road, Sherbrooke; Land in Plan of Consolidation 161674V.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Yarra Ranges Council, 15 Anderson Street, Lilydale, Victoria 3140.

STUART MENZIES
 Director
 State Planning Services
 Department of Environment, Land, Water and Planning

ORDERS IN COUNCIL

Appointment of Her Majesty's Counsel Order 2014

APPOINTMENT OF HER MAJESTY'S COUNSEL

Order in Council

The Governor in Council, in accordance with the **Appointment of Her Majesty's Counsel Order 2014**, hereby issues Letters Patent for appointment as one of Her Majesty's Counsel to Graeme Geoffrey Hicks.

The appointment and Letters Patent expressly provide that the appointment is without loss or gain of precedence granted previously as Senior Counsel, and with full authority to do all things that any other of Her Majesty's Counsel may do and in the same manner and form.

The appointment will be effective from the date that it is made.

Dated 10 October 2018

Responsible Minister:

THE HON MARTIN PAKULA MP

Attorney-General

ANDREW ROBINSON
Clerk of the Executive Council

Control of Weapons Act 1990

WEAPONS EXEMPTION – HERITAGE INSPECTORS

Order in Council

The Governor in Council under section 8B of the **Control of Weapons Act 1990** exempts the classes of persons listed in Column 1 of the Table below from sections 5(1), 5(1AB), 5(1A), 5AA and 8A(1) of the **Control of Weapons Act 1990** as it applies to activities listed in Column 2 of the Table in relation to the items listed in Column 3 of the Table for the purposes listed in Column 4 of the Table.

Column 1 Class of person	Column 2 Activity	Column 3 Item	Column 4 Purposes
<p>A person who is appointed as an inspector under the Heritage Act 2017 and is authorised as:</p> <ul style="list-style-type: none"> ● an authorised officer of the Department of Environment, Land, Water and Planning as referred to in the Planning and Environment Act 1987; and ● an authorised officer of the Minister for Planning as the responsible authority as referred to in the Planning and Environment Act 1987. 	<p>Bringing into Victoria, causing to be brought into or sent into Victoria, purchasing, possessing, using or carrying a prohibited weapon or item listed in Column 3.</p>	<ul style="list-style-type: none"> ● Oleoresin capsicum spray ● Extendable baton ● Body armour 	<p>That person's official duties when those duties involve the enforcement of the –</p> <ul style="list-style-type: none"> ● Heritage Act 2017; ● Heritage Regulations 2017; ● Heritage (Underwater Cultural Heritage) Regulations 2017; ● Historic Shipwrecks Act 1976 (Cth); or ● Planning and Environment Act 1987.

An employee of the Department of Environment, Land, Water and Planning, authorised by the Secretary of that Department.	Bringing into Victoria, causing to be brought into or sent into Victoria, purchasing or possessing a prohibited weapon or item listed in Column 3.	<ul style="list-style-type: none"> • Oleoresin capsicum spray • Extendable baton • Body armour 	Storing, maintaining or supplying an item listed in Column 3 to a person who is appointed as an inspector under the Heritage Act 2017 and is an authorised officer of the Department of Environment, Land, Water and Planning under the Planning and Environment Act 1987 .
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Conditions:

It is a condition of this exemption that:

- (a) the person must not be a prohibited person under the **Control of Weapons Act 1990**;
- (b) inspectors/authorised officers must be accredited in accordance with the policy and operating procedures issued from time to time by the Secretary of the Department of Environment, Land, Water and Planning to possess, carry or use an item listed in Column 3 of the above Table in the course of their official duties;
- (c) inspectors/authorised officers must have successfully completed the training requirements set out in the training manual issued from time to time by the Secretary of the Department of Environment, Land, Water and Planning in relation to the use of oleoresin capsicum spray and/or extendable batons prior to bringing into Victoria, causing to be brought into or sent into Victoria, purchasing, possessing, carrying or using that item; and
- (d) inspectors/authorised officers must comply at all times with the instructions set out in the policy and operating procedures issued from time to time by the Secretary of the Department of Environment, Land, Water and Planning in relation to the issue, carriage, use and storage of an item listed in Column 3 of the above Table prior to bringing into Victoria, causing to be brought into or sent into Victoria, purchasing, possessing, carrying or using that item.

Commencement:

This Order comes into effect from the date it is published in the Government Gazette.

Dated 10 October 2018

Responsible Minister:

HON LISA NEVILLE MP

Minister for Police

ANDREW ROBINSON
Clerk of the Executive Council

Control of Weapons Act 1990

WEAPONS EXEMPTION (LASER POINTERS) – VICTORIA POLICE

ORDER IN COUNCIL

The Governor in Council under section 8B of the **Control of Weapons Act 1990** exempts the class of persons listed in Column 1 of the Table below from sections 5(1), 5(1AB), 5(1A) and 5AA of the **Control of Weapons Act 1990** as it applies to activities listed in Column 2 of the Table in relation to the items listed in Column 3 of the Table for the purposes listed in Column 4 of the Table.

TABLE

Column 1 Class of person	Column 2 Activity	Column 3 Item	Column 4 Purpose
A police officer who is a member of the Technical Surveillance Unit, the Special Operations Group or the Dog Squad of Victoria Police.	Bring into Victoria, cause to be brought into or sent into Victoria, purchase, possess, use or carry a laser pointer.	A hand-held battery-operated article commonly known as a 'laser pointer' designed or adapted to emit a laser beam with an accessible emission limit of greater than 1mW.	That person's official duties when: a) conducting or participating in training in the use of a laser pointer; or b) conducting or participating in operations requiring the use of a laser pointer.
A police officer or an employee of Victoria Police who is authorised to exercise administrative duties.	Bring into Victoria, cause to be brought into or sent into Victoria, purchase or possess a laser pointer.	A hand-held battery-operated article commonly known as a 'laser pointer' designed or adapted to emit a laser beam with an accessible emission limit of greater than 1mW.	That person's official duties when required to perform administrative duties relating to the supply, distribution, transportation, storage or disposal of a laser pointer.

Revocation:

The Governor in Council under section 8B of the **Control of Weapons Act 1990** revokes the Order in Council dated 23 May 2017 and published in Government Gazette G21 on 25 May 2017, which exempted members of the Technical Surveillance Unit and the Special Operations Group of Victoria Police and members or employees of Victoria Police authorised to exercise administrative duties, from certain provisions of the **Control of Weapons Act 1990** in relation to laser pointers.

Dated 10 October 2018

Responsible Minister:

HON LISA NEVILLE MP

Minister for Police

ANDREW ROBINSON
Clerk of the Executive Council

Domestic Animals Act 1994
ORDER EXEMPTING AUSTRALIAN BORDER FORCE DETECTOR DOGS
FROM THE OPERATION OF CERTAIN PROVISIONS OF THE
DOMESTIC ANIMALS ACT 1994

Order in Council

The Governor in Council makes the following Order under section 5 of the **Domestic Animals Act 1994**:

1. Objectives

The objectives of this Order are –

- (a) to exempt certain *Australian Border Force Detector Dogs* from the operation of section 10A of the **Domestic Animals Act 1994**; and
- (b) to exempt the Australian Border Force Detector Dog Program, in relation to Australian Border Force Detector Dogs from the operation of –
 - (i) paragraphs (b), (d) and (e) of the definition of *domestic animal business* in section 3 of the **Domestic Animals Act 1994**; and
 - (ii) section 96 of the **Domestic Animals Act 1994**; and
- (c) to impose specified conditions on the exemption.

2. Authorising provision

This Order is made under section 5 of the **Domestic Animals Act 1994**.

3. Commencement

This Order takes effect on the day that the Order is published in the Government Gazette.

4. Definitions

In this Order –

Australian Border Force has the same meaning as in the **Australian Border Force Act 2015** of the Commonwealth;

Australian Border Force Detector Dog means a dog that is bred and trained by the Australian Border Force under the Australian Border Force Detector Dog Program and is owned, reared or kept –

- (a) by the Australian Border Force at the premises where the Australian Border Force Detector Dog Program is operated; or
- (b) at a private premises by an individual.

Australian Border Force Detector Dog Program means the detector dog training program run by the Australian Border Force;

the Act means the **Domestic Animals Act 1994**.

5. Exemption from the operation of paragraphs (b), (d) and (e) of the definition of *domestic animal business* in section 3 of the Act and from the operation of sections 10A and 96 of the Act

- (1) An Australian Border Force Detector Dog is exempt from the operation of section 10A of the Act.
- (2) The enterprise, known as the Australian Border Force Detector Dog Program, in relation to Australian Border Force Detector Dogs, is exempt from –
 - (a) the operation of paragraphs (b), (d) and (e) of the definition of *domestic animal business* in section 3 of the Act; and
 - (b) the operation of section 96 of the Act –
subject to the conditions specified in clause 6.

6. Conditions of the Australian Border Force Detector Dog Program's exemption from paragraphs (b), (d) and (e) of the definition of *domestic animal business*

- (1) The Australian Border Force must, in relation to the Australian Border Force Detection Program, before 1 October in each year that the Order remains in force, submit to the Minister –
- (a) a copy of its annual report; and
 - (b) a signed statement declaring that –
 - (i) only dogs that are in excess of operational needs or that are unsuitable as detection dogs have been sold or given away;
 - (ii) any dog sold or given away to a pet home has been desexed;
 - (iii) every dog sold or given away has been microchipped in accordance with the Act;
 - (iv) any dog that is aggressive, anti-social, or has a known vice, has not been sold or given away;
 - (v) any sick, injured or diseased dog or dog with a life threatening defect has not been sold or given away;
 - (vi) any dog with a minor defect that has been sold or given away –
 - (A) was sold or given away under the guidance of a veterinary practitioner; and
 - (B) all information relating to its defect was provided to the prospective owner before the sale;
 - (vii) any dog sold or given away has been wormed and has had all current vaccination certificates signed by a veterinary practitioner; and
 - (c) an inventory report that sets set out –
 - (i) the total number of dogs sold or transferred from the detector dog program;
 - (ii) the reasons for the sale or transfer of each dog;
 - (iii) the date of sale or transfer of each dog.
- (2) The Australian Border Force must ensure that a copy of the details provided under sub-clause 6.1(c) are kept in a safe place for a period of not less than 5 years.

Dated 10 October 2018

Responsible Minister:

JAALA PULFORD
Minister for Agriculture

ANDREW ROBINSON
Clerk of the Executive Council

Electricity Industry Act 2000**ORDER UNDER SECTION 94**

Order in Council

The Governor in Council, acting under section 94(6A) of the **Electricity Industry Act 2000** (the 'Act') makes the following Order:

1. Objective

The objective of this Order is to prescribe a methodology for determining amounts payable under section 94(5) of the Act by a generation company, an associated entity of a generation company or an exempt generator to a relevant council in respect of land used for generation functions.

2. Commencement

This Order commences on the date on which it is published in the Government Gazette.

3. Revocation

The existing Order under section 94, made under section 94(6A) of the Act and published in Victoria Government Gazette G 34 on 25 August 2005, is revoked.

4. Prescribed methodology

(1) Subject to paragraphs 4(2) and (3), for the purposes of section 94(6A) of the Act, the prescribed methodology for determining amounts required to be paid under section 94(5) of the Act by a generation company to a relevant council in respect of land used for generation functions is the methodology set out in paragraph 5.

(2) If—

(a) the total nameplate capacity of all generating units comprising the power station is 25 MW or lower; and

(b) the fuel source for electricity produced is solar, wind, or a combination of both, the prescribed methodology for determining amounts required to be paid under section 94(5) of the Act by a generation company to a relevant council in respect of land used for generation functions is the methodology set out in paragraph 6.

(3) Where the land used for generation functions lies within more than one municipal district, the amount determined in accordance with either paragraph 5 or 6 is payable to more than one relevant council and payments must be apportioned between each relevant council, having regard to the proportion of the nameplate rating of the power station located in each municipal district.

5. Prescribed methodology for electricity generators

(1) Subject to paragraphs 5(2) and (3), the generation company must pay to the relevant council in respect of that financial year:

(a) for each power station of the generation company located on the land used for generation functions and within the municipal district of the relevant council, \$54,400, as escalated; and

(b) for each MW of the nameplate rating for each generating unit comprising the power station, \$1,225, as escalated; or

(2) Where, in any financial year, the power station operates at an average capacity factor of:

(a) less than 10%, the amount otherwise payable under paragraph 5(1)(a), must be reduced by 50%;

(b) between 10% and 20%, the amount otherwise payable under paragraph 5(1)(a), must be reduced by 25%;

- (3) The amount otherwise payable under paragraphs 5(1)(a) and (b) may be further increased or decreased with the parties' agreement, having regard to other factors presented by the parties and which the arbitrator considers relevant, which may include:
- (a) the age of the power station, where this may be shown to have a demonstrated effect on the efficiency of the output of the power station; and
 - (b) the impact of the generation company or associated entity on the local area;
- (4) The generation company or associated entity may initially pay the amounts under paragraph 5(1), where paragraph 5(2) is applied using an estimate of the average capacity factor of the power station for the financial year.
- (5) If an amount has been paid under paragraph 5(4) but a subsequent calculation of the amounts in paragraph 5(1), using the actual average capacity factor of the power station for that year for the purposes of paragraph 5(2), results in an amount that:
- (a) is more than any amount initially paid under paragraph 5(4), the generation company or associated entity must pay the difference between the amounts to the relevant council; or
 - (b) is less than any amount initially paid under paragraph 5(4), the relevant council must pay the difference between the amounts to the generation company or associated entity.

6. Prescribed methodology for solar/wind generators with nameplate capacity of 25 MW or lower

- (1) Subject to paragraphs 6(1), (2) and (3), the generation company must pay to the relevant council in respect of each financial year an amount calculated in accordance with the following formula:

$$A_n = (E \times R_n) + (D \times R_{n-1})$$

Where –

A_n is the amount payable to the relevant council under section 94(5) of the Act by a generation company for the current financial year n , expressed in dollars;

E is an estimate of the amount of electricity anticipated to be generated by the facility for the current financial year n , expressed in MWh;

R_n is the following amount, expressed in dollars and as escalated, for the current financial year n ;

- a) \$0.56, in the case of a Community Generator;
- b) \$1.12 in any other case;

D is the difference between the estimated and actual generation for the facility for the previous financial year $n-1$, calculated in accordance with the following formula* –

$$D = G_{n-1} - E_{n-1}$$

Where –

G_{n-1} is the actual amount of electricity generated by the facility for the previous financial year $n-1$, expressed in MWh;

E_{n-1} is the estimate of the amount of electricity anticipated to be generated by the facility for the previous financial year $n-1$, expressed in MWh;

* for the avoidance of doubt, D may be a positive or negative value;

R_{n-1} is the amount for R_n for the previous financial year $n-1$.

- (2) If the amount A_n calculated in accordance with the formula in paragraph 6(1) for a Community Generator is less than \$5,000, then the amount payable under section 94(5) of the Act by the generation company to the relevant council is \$5,000.

- (3) If the amount A_n calculated in accordance with the formula in paragraph 6(1) for a generation company that is not a Community Generator is less than \$7,500, then the amount payable under section 94(5) of the Act by the generation company to the relevant council is \$7,500.

7. Definitions and Interpretation

- a) In this Order:

‘Community Generator’ means a generation company –

- 1) for which at least 20% of the persons that have a shareholding interest in the power station are an organisation established for community service purposes (except political purposes); and
- 2) that undertakes community service activities within the municipal district of the relevant council and distributes at least 20% in revenue from the sale of electricity generated by the power station towards such activities (except lobbying and political activities).

‘generation company’ includes an associated entity of a generation company or an exempt generator;

‘nameplate rating’ means the maximum continuous output of a generating unit, expressed in MW; and

‘power station’ means:

- 1) where the fuel source for electricity produced is coal or gas, a generating unit or group of generating units connected to a common connection point;
- 2) where the fuel source for electricity produced is solar, water or wind, a generating unit or group of generating units connected to one or more connection points, but forming part of the same scheme, as determined by the arbitrator, having regard to the scheme ownership structure, relevant planning approvals and environment effects statements.

- b) A reference to ‘as escalated’ in this Order is to be read as if it means ‘as adjusted in accordance with the following formula:

$$A_2 = A_1 * (CPI_2 / CPI_1)$$

Where:

A_2 = the adjusted amount;

A_1 = the amount to be adjusted;

CPI_2 = the Consumer Price Index: All Groups Index for Melbourne as published by the Australian Bureau of Statistics (ABS) for the March quarter immediately preceding the beginning of the relevant financial year;

CPI_1 = the Consumer Price Index: all Groups Index for Melbourne as published by the ABS for the June 2018 quarter.’

- c) A reference to ‘average capacity factor’ in this Order means the percentage figure determined in accordance with the following:

$$ACF = (SOG/NR * 8760) * 100$$

Where:

ACF = average capacity factor for a financial year;

SOG = unless otherwise agreed between the generation company and relevant council, the sent out generation for a power station being, the total amount of electricity supplied by all generating units to the transmission or distribution network for a financial year, measured at its connection point or points, in MWh;

NR = the total nameplate rating for all generating units comprising the power station.

Dated 10 October 2018

Responsible Minister

LILY D'AMBROSIO

Minister for Energy, Environment and Climate Change

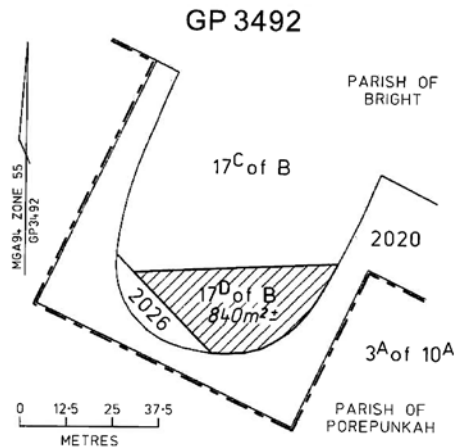
ANDREW ROBINSON
Clerk of the Executive Council

Forests Act 1958
EXCISIONS FROM RESERVED FOREST
Order in Council
Schedule F1/2018

The Governor in Council under section 49(1) of the **Forests Act 1958** authorises the permanent excision from reserved forest of the lands specified in this Order.

(Item 1) TYNTYNDER NORTH – Area, 2740 square metres, being Crown Allotment 2005, Parish of Tyntynder North as shown on Plan OP124116 lodged in the Central Plan Office. – (01L5-3454)

(Item 2) BRIGHT – Area, 840 square metres, more or less, being Crown Allotment 17D, Section B, Parish of Bright as shown hatched on Plan GP 3492. – (11L8/4831)



(Item 3) EVERTON – Total area, 6886 square metres, being Crown Allotments 2024 and 2025, Parish of Everton as shown hatched on Plan LEGL./14-584 lodged in the Central Plan Office. – (11L8/6858)

(Item 4) HEATHCOTE – Area, 2693 square metres, being Crown Allotment 2067, Parish of Heathcote as shown on Plan OP124119 lodged in the Central Plan Office. – (P122595)

Such excisions to come into effect on the fourteenth day after the publication of this Legislative Instrument in the Government Gazette.

Dated 10 October 2018

Responsible Minister

HON LILY D'AMBROSIO MP

Minister for Energy, Environment and Climate Change

ANDREW ROBINSON
Clerk of the Executive Council

Major Events Act 2009**MAJOR SPORTING EVENT ORDER FOR THE AUSTRALIAN SUPERCROSS CHAMPIONSHIP TO BE HELD AT KARDINIA PARK, GEELONG ON 13 OCTOBER 2018**

Order in Council

The Governor in Council under section 7 of the **Major Events Act 2009** (the Act) specifies each of the matters in Column 2 of Table 1 in accordance with the corresponding section of the Act in Column 1 of Table 1.

Table 1: Australian Supercross Championship – 13 October 2018	
Column 1 – Section and Description	Column 2 – Matter Specified
8(1)(a) Major event:	The Australian Supercross Championship
8(1)(b) Event venue:	Kardinia Park
8(2)(a) Event organiser:	Motorcycling Australia
8(2)(b) Event area:	The land within Kardinia Park outlined by the yellow border on the plan LEGL./14-004 lodged in the Central Plan Office.
8(2)(e) Crowd management period:	Starting at 10.00 am on 13 October 2018 and ending at midnight.
8(2)(i) Parts of the Act that apply to the major event specified in this table:	Part 4 (Crowd Management).

This Order comes into effect on the day that it is published in the Government Gazette.

Dated 10 October 2018

Responsible Minister:

HON JOHN EREN MP

Minister for Tourism and Major Events

ANDREW ROBINSON
Clerk of the Executive Council

Major Events Act 2009**MAJOR SPORTING EVENT ORDER FOR THE 2018 TO 2022 SPRING RACING CARNIVAL
(MELBOURNE CUP CARNIVAL) TO BE HELD AT FLEMINGTON RACECOURSE****Order in Council**

The Governor in Council under section 7 of the **Major Events Act 2009** (the Act) specifies each of the matters in Column 2 of Table 1 in accordance with the corresponding section of the Act in Column 1 of Tables 1

Table 1: 2018 to 2022 Melbourne Cup Carnival Racing events held at Flemington Racecourse between 2018 and 2022	
Column 1 – Section and Description	Column 2 – Matter Specified
8(1)(a) Major sporting events:	Victoria Derby Day Melbourne Cup Day Oaks Day Stakes Day
8(1)(b) Event venue:	Flemington Racecourse
8(2)(a) Event organiser:	Victoria Racing Club
8(2)(b) Event area:	The land adjacent to Flemington Racecourse and indicated as an Event Area on the plan LEGL./18-369 lodged in the Central Plan Office.
8(2)(e) Crowd management period:	7.00 am to 12.00 am on the day of each major sporting event in the years 2018 to 2022.
8(2)(i) Parts of the Act that apply to the major sporting event specified in this table:	Part 4 (Crowd Management).

This Order comes into effect on the day that it is published in the Government Gazette.

Dated 10 October 2018

Responsible Minister:

HON JOHN EREN MP

Minister for Tourism and Major Events

ANDREW ROBINSON
Clerk of the Executive Council

Major Events Act 2009**MAJOR SPORTING EVENT ORDER FOR THE 2018 TO 2022 SPRING RACING CARNIVAL
EVENTS TO BE HELD AT CAULFIELD RACECOURSE**

Order in Council

The Governor in Council under section 7 of the **Major Events Act 2009** (the Act) specifies each of the matters in Column 2 of Table 1 in accordance with the corresponding section of the Act in Column 1 of Table 1.

Table 1: 2018 to 2022 Spring Racing Carnival events at Caulfield Racecourse	
Column 1 – Section and Description	Column 2 – Matter Specified
8(1)(a) Major sporting event:	Caulfield Guineas Day Blue Sapphire Stakes Day Caulfield Cup Day
8(1)(b) Event venue:	Caulfield Racecourse
8(2)(a) Event organiser:	Melbourne Racing Club
8(2)(b) Event area:	The land adjacent to Caulfield Racecourse outlined by the red border and cross hatched in red on the plan LEGL./18-370 lodged in the Central Plan Office.
8(2)(e) Crowd management period:	7.00 am to 12.00 am on the day of each major sporting event in the years 2018 to 2022.
8(2)(i) Parts of the Act that apply to the major sporting event specified in this table:	Part 4 (Crowd Management).

This Order comes into effect on the day that it is published in the Government Gazette.

Dated 10 October 2018

Responsible Minister:

HON JOHN EREN MP

Minister for Tourism and Major Events

ANDREW ROBINSON
Clerk of the Executive Council

Major Events Act 2009**MAJOR SPORTING EVENT ORDER FOR THE 2018 TO 2022 SPRING RACING CARNIVAL
EVENTS TO BE HELD AT MOONEE VALLEY RACECOURSE**

Order in Council

The Governor in Council under section 7 of the **Major Events Act 2009** (the Act) specifies each of the matters in Column 2 of Table 1 in accordance with the corresponding section of the Act in Column 1 of Table 1.

Table 1: 2018 to 2022 Spring Carnival Racing events held at Moonee Valley Racecourse	
Column 1 – Section and Description	Column 2 – Matter Specified
8(1)(a) Major sporting events:	Manikato Stakes Night Cox Plate Day
8(1)(b) Event venue:	Moonee Valley
8(2)(a) Event organiser:	Moonee Valley Racing Club
8(2)(b) Event area:	The land adjacent to Moonee Valley Racecourse hatched in red on the plan and indicated as an Event Area on the plan LEGL./18-371 lodged in the Central Plan Office.
8(2)(e) Crowd management period:	7.00 am to 12.00 am on the day of each major sporting event in the years 2018 to 2022.
8(2)(i) Parts of the Act that apply to the major sporting event specified in this table:	Part 4 (Crowd Management).

This Order comes into effect on the day that it is published in the Government Gazette.

Dated 10 October 2018

Responsible Minister:

HON JOHN EREN MP

Minister for Tourism and Major Events

ANDREW ROBINSON
Clerk of the Executive Council

Victorian Energy Efficiency Target Act 2007
2019 GREENHOUSE GAS REDUCTION RATES

Order in Council

The Governor in Council under section 32 of the **Victorian Energy Efficiency Target Act 2007** on the recommendation of the Minister for Energy, Environment and Climate Change, fixes 0.15419 as the greenhouse gas reduction rate for electricity and fixes 0.00778 as greenhouse gas reduction rate for gas, both for the year commencing 1 January 2019.

This Order comes into effect on the day it is published in the Victoria Government Gazette.

Dated 10 October 2018

Responsible Minister:

HON LILY D'AMBROSIO MP

Minister for Energy, Environment and Climate Change

ANDREW ROBINSON
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 SAI Global Bookshop, 85 Buckhurst Street, South Melbourne, on the date specified:

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| Authorising Act: | Prevention of Cruelty to Animals Act 1986 | <i>Authorising Act:</i> | Public Health and Wellbeing Act 2008 |
| Date first obtainable: | 9 October 2018 | <i>Date first obtainable:</i> | 9 October 2018 |
| Code A | | <i>Code A</i> | |
| 145. Statutory Rule: | Victorian Energy Efficiency Target Regulations 2018 | 149. <i>Statutory Rule:</i> | Plumbing Regulations 2018 |
| Authorising Act: | Victorian Energy Efficiency Target Act 2007 | <i>Authorising Act:</i> | Building Act 1993 |
| Date first obtainable: | 9 October 2018 | <i>Date first obtainable:</i> | 9 October 2018 |
| Code F | | <i>Code E</i> | |
| 146. Statutory Rule: | Environment Protection (Residential Noise) Regulations 2018 | 150. <i>Statutory Rule:</i> | Transport (Compliance and Miscellaneous) (Ticketing) Amendment (Electronic Testing of Tickets) Regulations 2018 |
| Authorising Act: | Environment Protection Act 1970 | <i>Authorising Act:</i> | Transport (Compliance and Miscellaneous) Act 1983 |
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| 147. Statutory Rule: | Children, Youth and Families Further Amendment Regulations 2018 | | |
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