



# Victoria Government Gazette

By Authority of Victorian Government Printer

**No. G 5 Thursday 4 February 2021**

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**GENERAL**

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**Advertisers Please Note**

As from 4 February 2021

The last Special Gazette was No. 55 dated 3 February 2021.

The last Periodical Gazette was No. 1 dated 3 June 2020.

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**How To Submit Copy**

- See our webpage [www.gazette.vic.gov.au](http://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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**PRIVATE ADVERTISEMENTS****DISSOLUTION OF PARTNERSHIP**

Notice is hereby given that the partnership previously subsisting between Valsamma Daniel, Deepa Mary Daniel and Divya Mukri, carrying on the business of providing health consultancy services under the name 'Bellfield Medical Centre', has been dissolved by mutual consent, with effect as and from midnight on 1 January 2020.

FLETCHER CLARENDON PTY LTD,  
Level 3, 1 Palmerston Crescent,  
South Melbourne, Victoria 3205.

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**DISSOLUTION OF PARTNERSHIP**

Notice is hereby given pursuant to section 41 of the **Partnership Act 1958** that the partnership previously subsisting between Marten Gerges and Micheal Ywakem, carrying on business under the trading name of Micky Mart, was dissolved by mutual consent on Monday 18 January 2021.

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Creditors, next-of-kin and others having claims in respect of the estate of VALERIE MARY KENDALL, deceased, late of 54 Queens Parade, Ashwood, Victoria, home duties, who died on 7 October 2020, are requested to send particulars of their claims to the executor, Michael John Kendall, care of the undersigned solicitors, by 8 April 2021, after which date he will convey or distribute the assets, having regard only to the claims of which he then has notice.

AITKEN PARTNERS, solicitors,  
Level 28, 140 William Street, Melbourne 3000

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Creditors, next-of-kin and others having claims in respect of the estate of SHIRLEY AGNES YATES, deceased, late of 43 Herbert Street, Parkdale, Victoria, home duties, who died on 22 June 2018, are requested to send particulars of their claims to the administrators, Christine Anne Grindley and John Peter Yates, care of the undersigned solicitors, by 8 April 2021, after which date they will convey or distribute the assets, having regard only to the claims of which they then have notice.

AITKEN PARTNERS, solicitors,  
Level 28, 140 William Street, Melbourne 3000.

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Estate of HENRY SYDNEY BARTLETT, late of 84–86 Shadforth Street, Kerang, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the abovenamed deceased, who died on 11 August 2020, are required by the executors, Nigel Gareth Bartlett and Tamara Gael Bartlett, to send particulars of such claims to them, in care of the undermentioned solicitors, within two months from the date of publication of this notice, after which date they will distribute the assets, having regard only to the claims of which they then have notice.

Dated 25 January 2021

BASILE & CO. PTY LTD, legal practitioners,  
consultants & conveyancers (Vic. and NSW),  
46 Wellington Street, Kerang, Victoria 3579.  
RB:GR:20303.

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Estate JOAN LILA KERR, late of 13–15 Burgoyne Street, Kerang, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the abovenamed deceased, who died on 24 October 2020, are required by the executor, Susan Camplin, to send particulars of such claims to her, in care of the undermentioned solicitors, within two months from the date of publication of this notice, after which date they will distribute the assets, having regard only to the claims of which they then have notice.

Dated 25 January 2021

BASILE & CO. PTY LTD, legal practitioners,  
consultants & conveyancers (Vic. and NSW),  
46 Wellington Street, Kerang, Victoria 3579.  
RB:GR:20419.

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Re: The estate of PETER JELLINEK, late of 14B Stanley Street, Black Rock, Victoria 3193.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 15 May 2020, are required by the executor, Yu Yu Chit Jellinek, to send particulars to her, care of the undersigned solicitors, by a date not later than two months from the date of publication hereof, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee then has notice.

BEAUMARIS LAW, legal practitioners,  
6/1 North Concourse, Beaumaris 3193.

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Re: The estate of JOHN KINGSLEY RICHARDS WILLIAMSON, late of Japara Kingdon Gardens, 173–213 Clarke Road, Springvale South, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 8 July 2020, are required by the executor, Melinda Joy Windsong, to send particulars to her, care of the undersigned solicitors by a date not later than two months from the date of publication hereof, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the Trustee then has notice.

BEAUMARIS LAW, legal practitioners,  
6/1 North Concourse, Beaumaris, Victoria 3193.

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ETHELWHYN MARSHALL, late of Uniting AgeWell Strathdon Community, 17 Jolimont Road, Forest Hill, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 3 September 2020, are required by the executor, David John Marshall, to send particulars of their claims to the undermentioned solicitors, within sixty days from the date of publication of this notice, after which date the executor may convey or distribute the assets, having regard only to the claims of which the executor then has notice.

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

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Re: ELVIE JEAN BEER, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 28 December 2020, are required by the trustee, Jill Ann Beer, care of Henderson & Ball Lawyers, 1/5 Wellington Street, Kew, to send particulars to the trustee, by 5 April 2021, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

HENDERSON & BALL,  
1/5 Wellington Street, Kew 3101.

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JEANNETTE MARY PERRIMAN, late of 14A Marquis Street, Ashburton, Victoria, bookkeeper, deceased.

Creditors, next-of-kin and all others having claims in respect of the estate of the deceased,

who died on 21 September 2020, are required by the administrators, Stuart James Perriman and Claire Nancy Perriman, to send particulars of such claims to the administrators, care of the undermentioned solicitors, within sixty days from the publication hereof, after which date the administrators will distribute the assets, having regard only to the claims of which the administrators have notice.

KCL LAW,  
Level 4, 555 Lonsdale Street, Melbourne, 3000.

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Re: HARITINA MUSIENKO, late of Sunshine North, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 27 July 2020, are required to send particulars of their claims to the executor, care of Kennedy Guy Lawyers, 12 Hertford Road, Sunshine, Victoria 3020, by 2 April 2021, after which date the executor may convey or distribute the assets, having regard only to the claims of which they may then have notice.

KENNEDY GUY LAWYERS,  
12 Hertford Road, Sunshine, Victoria 3020.

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JOYCE PLATT, late of 31 Hampstead Road, Maidstone, Victoria, home duties, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 10 August 2020, are required by the executor, Leonie Joy Tworowski, to send particulars of their claims to her, care of the undermentioned solicitors, within two months 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 she then has notice.

KENSINGTON LAWYERS,  
301A Racecourse Road, Kensington,  
Victoria 3031.

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MARJORIE JOY WALLER-OGDEN, late of Unit 4, 96 Main Street, Blackburn, Victoria, retiree, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 23 April 2019, are required by the executors, Carolyn Faye Waller and Richard Hale Waller, to send particulars of

their claims to them, care of the undermentioned solicitors, within two months from the date of publication of this notice, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

KENSINGTON LAWYERS,  
301A Racecourse Road, Kensington,  
Victoria 3031.

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Creditors, next-of-kin and others having claims in respect of the estate of EILEEN VERONICA FORDER, late of 6 Market Road, Werribee, Victoria, factory process worker, deceased, who died on 10 August 2020, are required by the executor, Tamara Jane Guljas, to send particulars of their claims to the executors, care of the undersigned lawyers, by 4 April 2021, 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. susan@lhpw.com.au

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Re: DANIEL ALAN NEASHAM-HEE, late of 37 Sussex Avenue, Cranbourne North, Victoria deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 9 April 2020, are required by the trustee, Tegan Maree Matthews care of Level 11, 575 Bourke Street, Melbourne, Victoria to send particulars to the trustee, care of the undermentioned solicitors, by 5 April 2021, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee then has notice.

McKEAN PARK, lawyers,  
Level 11, 575 Bourke Street, Melbourne,  
Victoria 3000.

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THELMA LORRAINE BATTERS, late of North Western Road, St Arnaud, Victoria 3478, homemaker, deceased.

Creditors, next-of-kin and others having claims in respect of the Will of the abovenamed deceased, who died on 18 July 2020, are required by the executors, John Matthew Batters and Barry David Batters, care of the undermentioned

solicitor, to send particulars of their claims to them by 6 April 2021, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

MCL LEGAL,  
78 Napier Street, St Arnaud, Victoria 3478.

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FRANCES MARY DRUM, late of Johnson Goodwin Memorial Homes, 22 Camp Street, Donald, Victoria 3480, home duties, deceased.

Creditors, next-of-kin and others having claims in respect of the Will of the abovenamed deceased, who died on 28 January 2020, are required by the executors, Gerald Patrick Drum and Christopher John Drum, care of the undermentioned solicitor, to send particulars of their claims to them by 6 April 2021, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

MCL LEGAL,  
78 Napier Street, St Arnaud, Victoria 3478.

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Re: MURIEL JOAN PURCELL, late of St Jude's Aged Care Facility, 381-403 Narre Warren North Road, Narre Warren North, waitress, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 21 May 2020, are required by the trustee, Robert Michael Purcell, care of 40-42 Scott Street, Dandenong, Victoria 3175, to send particulars to the trustee, care of the undersigned, by 4 April 2021, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

MACPHERSON KELLEY PTY LTD,  
40-42 Scott Street, Dandenong, 3175.

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Re: Estate of MARJORIE VALERIE GUNNER, late of 46 Grossard Point Road, Ventnor, Victoria deceased

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 24 June 2020, are required by the executors, Lisa Siobhan Sharland McLelland, Sebastian Michael Lawrence Gunner and Melissa

Alice Cassandra Gunner, to send particulars to them, care of the undermentioned solicitors, by 7 April 2021, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

MAHONS with Yuncken & Yuncken, solicitors, 177 Surrey Road, Blackburn 3130.  
SWM:2201423.

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Re: VINCENT SEYCHELL, late of 5 Davey Street, Sunshine West, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 2 October 2020, are required by the administrator, Rebecca Angela Seychell, to send particulars of such claims to her at the undermentioned address by 9 April 2021, after which date the administrator may convey or distribute the assets, having regard only to the claims of which she then has notice.

Rebecca Angela Seychell, care of  
MAURICE BLACKBURN LAWYERS,  
Level 21, 380 La Trobe Street, Melbourne 3000.  
Tel: (03) 9605 2700. Ref: ADK/5571983.

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Re: MARK JOHNSON, late of 19 Warburton Street, Beaufort, Victoria 3373, builder, deceased.

Creditors, next-of-kin and others having claims in respect of the Will/estate of the abovenamed deceased, who died on 25 July 2020, are required by the executor, Christina Ambrus, care of 41 Lydiard Street South, Ballarat, Victoria 3350, to send particulars of their claims to her by 17 April 2021, after which the executor may convey or distribute the assets, having regard only to the claims of which she then has notice. Probate was granted in Victoria on 4 November 2020.

NWF LAWYERS,  
41 Lydiard Street South, Ballarat, Victoria 3350.  
Ph: 03 5331 1244. Ref: 200503.

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IVANNOELGRIFFITHS, late of Cumberland View Nursing Home, 123–127 Whalley Drive, Wheelers Hill, Victoria 3150, deceased.

Creditors, next-of-kin and others having claims in respect of the Will of the abovenamed deceased, who died on 14 August 2020, are required by the executor, Peter Salvatore Gandolfo, care of Level 13, 636 St Kilda Road, Melbourne, Victoria 3004, to send particulars of

their claims to them by 5 April 2021, after which date the executor may convey or distribute the assets, having regard only to the claims of which they then have notice. Probate was granted in Victoria on 16 November 2020.

Patrick Robertson, solicitor,  
PARTNERS LEGAL PTY LTD,  
Level 13, 636 St Kilda Road, Melbourne,  
Victoria 3004.

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EILEEN MARY GIULIANI, late of 413 Childs Road, Mill Park, Victoria 3082, financial professional, deceased.

Creditors, next-of-kin and others having claims in respect of the Will/estate of the abovenamed deceased, who died on 6 November 2019, are required by the executor, Dean Sabatino Giuliani, care of Perpetuity Legal, Level 11, 456 Lonsdale Street, Melbourne, Victoria 3000, to send particulars of their claims to him, by 15 April 2021, after which date the executor may convey or distribute the assets, and distribute the estate, having regard only to the claims of which he then has notice. Probate was granted in Victoria on 23 December 2020.

PERPETUITY LEGAL,  
Level 11, 456 Lonsdale Street, Melbourne,  
Victoria 3000.  
Ph: (03) 9070 9883. Contact: Lav Chhabra.

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Re: CHARLES STANLEY NUGENT, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 27 August 2020, are required by the trustee, Gregory Lambert Nugent, to send particulars of such claims to him in care of the below mentioned lawyers by 1 April 2021, after which date the trustee may convey or distribute the assets, having regard only to the claims of which he then has notice.

ROBERTS BECKWITH PARTNERS,  
16 Blamey Place, Mornington, Victoria 3931.

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Re: KEITH WILLIAM TAMBLYN, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 14 June 2020, are required by the trustee, Margaret Una Tamblin, to send particulars of such claims to her, in care of the



below mentioned lawyers by 1 April 2021, after which date the trustee may convey or distribute the assets, having regard only to the claims of which she then has notice.

ROBERTS BECKWITH PARTNERS,  
16 Blamey Place, Mornington, Victoria 3931.

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Re: MARIA VERSACI, late of Embracia Aged Care, 65 Glasgow Avenue, Reservoir, widowed, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 15 August 2020, are required by the executors, Gina Rechichi and Domenica Aragona, to send particulars to them care of the undermentioned lawyers, by a date not later than two months from the date of publication hereof, after which date the executors will convey or distribute the assets, having regard only to the claims of which they then have notice.

SUZANNE LYTTLETON LAWYERS,  
PO Box 2181, St Kilda West, Victoria 3182.  
Telephone: 9646 4477.

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Re: OLIVE MAY FLEMING, late of Princeton View Aged Care, 29 Heathfield Road, Brighton East, Victoria 3187, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 19 November 2020, are required by the executor, Debra Ann Davey, to send particulars to her, care of the undermentioned solicitors, by 12 April 2021, 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.

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Estate of THEODORA ANTONIOU.

Creditors, next-of-kin and others having claims in respect of the estate THEODORA ANTONIOU, late of 15 Tunaley Parade, Reservoir, home duties, deceased, who died on 4 May 2020, are requested to send particulars of their claims to the executor, Nicolas Ploumatos (in the Will called Nicholas Ploumatos), care of the undersigned solicitors, by 7 March 2021, after which date the executor will

convey or distribute the assets, only having regard to the claims of which they then have notice. Probate was granted in Victoria on 7 September 2020.

WPC LAWYERS, solicitors,  
33 Bakery Square, Melton, Victoria 3337.

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Estate of BRIONE JOY CAMPBELL (also known as Briony Joy Campbell).

Creditors, next-of-kin and others having claims in respect of the estate Brione Joy Campbell (also known as Briony Joy Campbell), late of 6 Shandeanu Boardwalk, Melton West, home duties, deceased, who died on 13 May 2020, are requested to send particulars of their claims to the executor, Glenn William Campbell, care of the undersigned solicitors, by 7 March 2021, after which date the executor will convey or distribute the assets, only having regard to the claims of which they then have notice. Probate was granted in Victoria on 7 September 2020.

WPC LAWYERS, solicitors,  
33 Bakery Square, Melton, Victoria 3337.

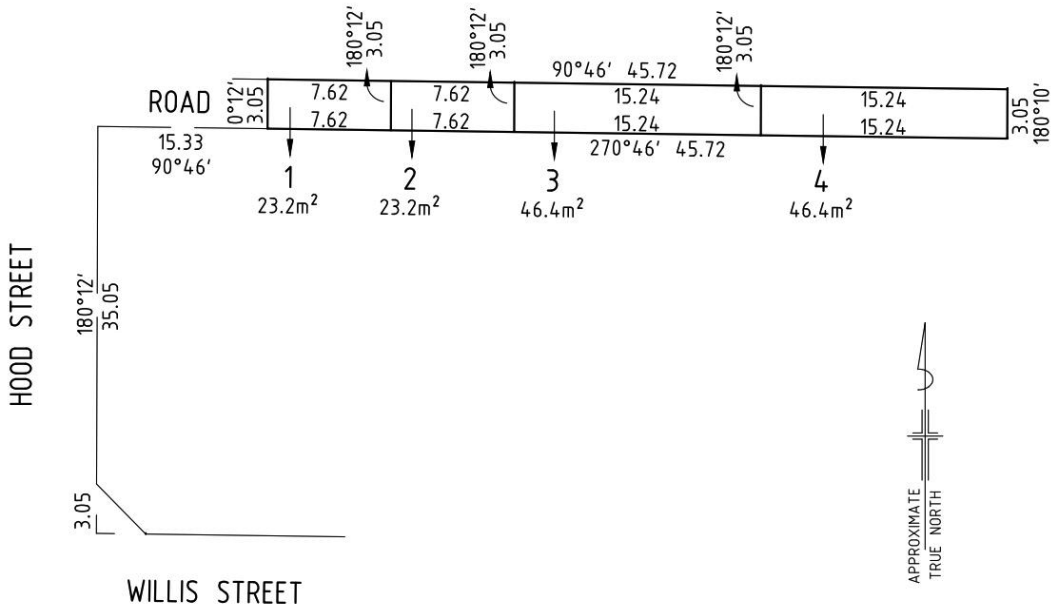
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**GOVERNMENT AND OUTER BUDGET  
SECTOR AGENCIES NOTICES**

**BAYSIDE CITY COUNCIL**  
Road Discontinuance

Bayside City Council, at its meeting on 17 December 2020 and acting under Clause 3 of Schedule 10 to the **Local Government Act 1989**, resolved to discontinue part of the road shown as R1 on Land Plan 8373, being the road adjoining 79, 81 and 83 Willis Street and 48, 50 and 52 Mills Street, Hampton, and shown as Lots 1, 2, 3 and 4 on the below plan (Road), and to sell the Lots to the adjoining owners.

The Road is to be sold subject to any right, power or interest held by Bayside City Council in the Road in connection with any sewers, drains or pipes under its control.



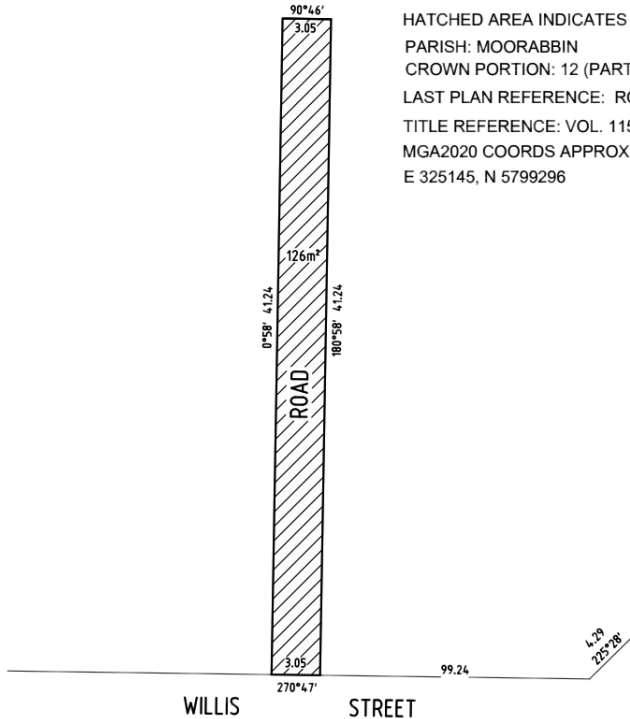
JILL COLSON  
Director Corporate Services  
Bayside City Council



BAYSIDE CITY COUNCIL  
Road Discontinuance

Bayside City Council, at its meeting on 17 December 2020 and acting under Clause 3 of Schedule 10 to the **Local Government Act 1989**, resolved to discontinue the part of the road (Road) contained in Certificate of Title Volume 11581 Folio 662 and described as Road R-1 on plan of subdivision LP8373 (being the Road adjoining 107 and 109 Willis Street and 74 and 76 Mills Street, Hampton) and which is the land of approximately 126m<sup>2</sup> area shown marked hatched on the plan below.

The Road is to be sold subject to any right, power or interest held by Bayside City Council in the Road in connection with any sewers, drains or pipes, under the control of this authority in or near the Road.



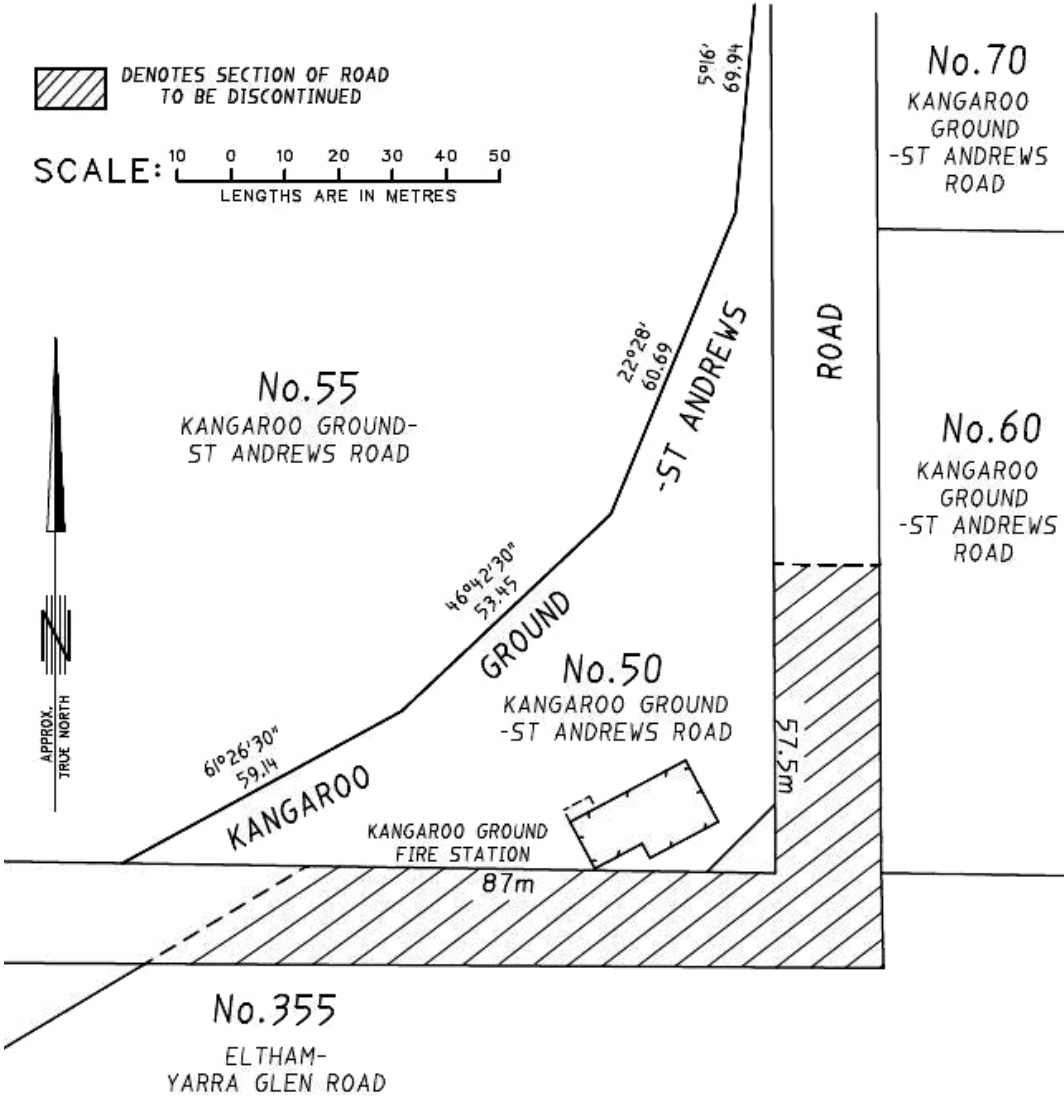
HATCHED AREA INDICATES ROAD TO BE DISCONTINUED.  
 PARISH: MOORABBIN  
 CROWN PORTION: 12 (PART)  
 LAST PLAN REFERENCE: ROADS ON LP8373 (PART)  
 TITLE REFERENCE: VOL. 11581 FOL. 662 (PART)  
 MGA2020 COORDS APPROX PARCEL CENTRE:  
 E 325145, N 5799296

JILL COLSON  
 Director Corporate Services  
 Bayside City Council

NILLUMBIK SHIRE COUNCIL

Road Discontinuance

At its meeting on 8 December 2020 and acting under Clause 3 of Schedule 10 to the **Local Government Act 1989**, Nillumbik Shire Council resolved to discontinue the road adjoining 50 Kangaroo Ground – St Andrews Road, Kangaroo Ground, shown hatched on the plan below, and retain the land.



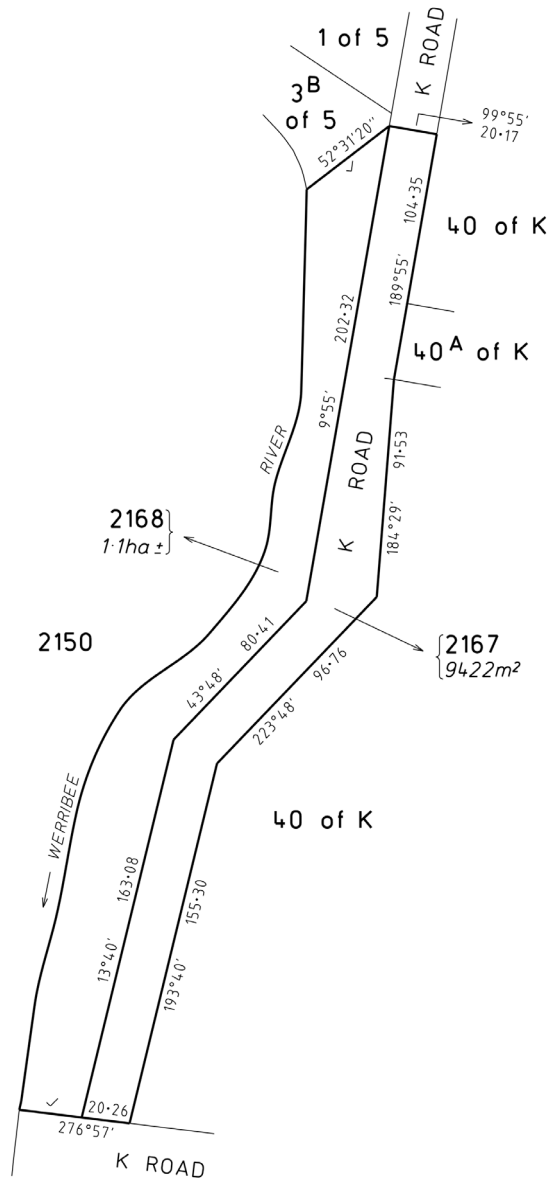
CARL COWIE  
Chief Executive Officer  
Nillumbik Shire Council

# wyndhamcity

## ROAD DISCONTINUANCE

Pursuant to section 206 and Schedule 10, Clause 3 of the **Local Government Act 1989**, the Wyndham City Council at its Council meeting held on 15 September 2020 resolved to discontinue the unused part of the Government Road known as K Road, Werribee South, shown as Allotment 2168, Parish of Deutgam, on plan OP125140, below.

MGA94  
ZONE 55

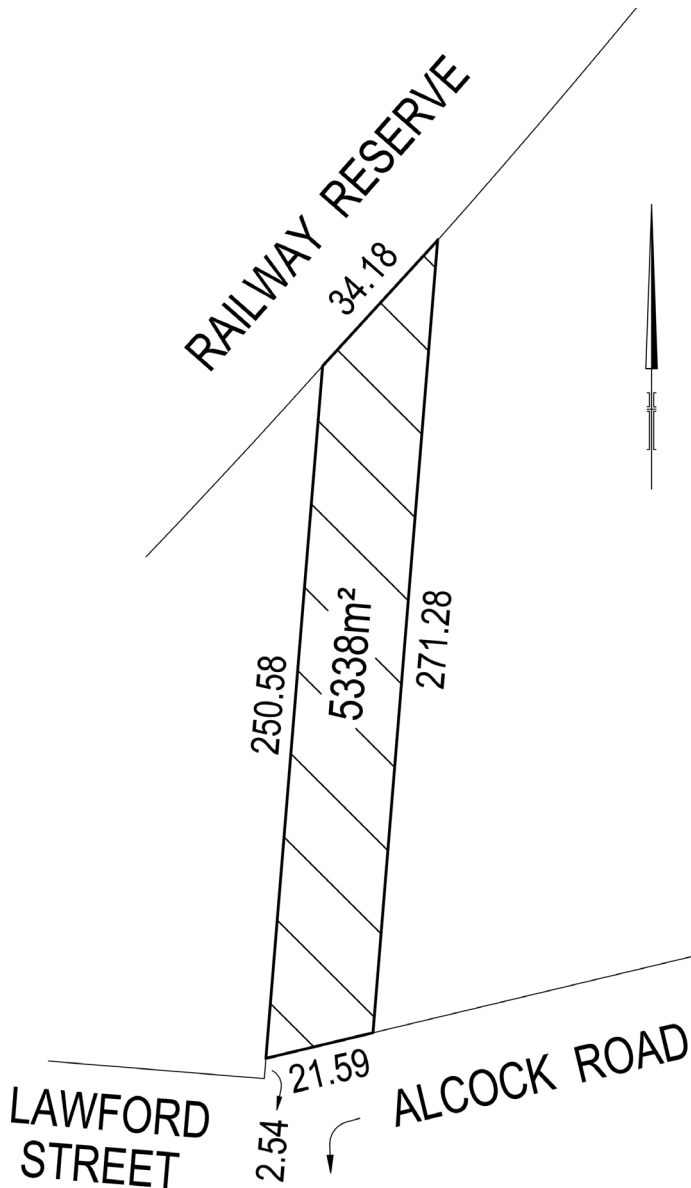


MICHAEL HUTCHISON  
Coordinator Strategic Property Management

# wyndhamcity

## ROAD DISCONTINUANCE

Pursuant to section 206 and Schedule 10, Clause 3 of the **Local Government Act 1989**, the Wyndham City Council at its Council meeting held on 15 September 2020 resolved to discontinue the section of unused Government Road, known as part of Woods Road, Truganina, shown by the hatching on the plan below.



MICHAEL HUTCHISON  
Coordinator Strategic Property Management



## MANNINGHAM

### Dog and Cat Control

The **Domestic Animals Act 1994** allows Council by resolution to make an Order that prohibits or imposes conditions as to the means of restraint of dogs and cats, in any public area of Manningham.

If you would like further information regarding this Order, please contact Council on 9840 9333.

Order No. 4 is described below and is effective from 15 September, 2020.

### Manningham City Council

#### Order No. 4

On 15 September 2020 Manningham City Council resolved to revoke Order No.3 made by Council on 30 April 2013 and made Order No. 4 pursuant to section 26(2) of the **Domestic Animals Act 1994**.

In reliance of its statutory power under section 26 of the **Domestic Animals Act 1994**, Manningham City Council orders that any dog present in any public place of the municipal district must be restrained by means of a chain, cord or leash except that –

1. the presence of any dog or cat in any of the public places being Council reserves listed in Schedule 1 is prohibited at all times;
2. any dog present in any of the public places being Council reserves listed in Schedule 2 may be unrestrained provided that the dog is under effective control and not within 15 metres of –
  - (a) children's play equipment;
  - (b) a permanent barbeque facility; or
  - (c) a sporting event, function or public meeting; and
3. apart from the prohibited public places listed in Schedule 1, this Order does not apply to –
  - (a) a fox hound, beagle or greyhound engaged in a public coursing match or in a hunt organised by a hunt club registered with the Hunts Club Association of Victoria Incorporated or any successor in law of that association; or
  - (b) a dog engaged in working livestock; or
  - (c) a dog going to a place for the purpose of working livestock or returning from a place where it has been working livestock if it is under the effective control of some person; or
  - (d) a dog or cat while it is being exhibited for show purposes at a fixture conducted under the rules and regulations of an applicable organisation; or
  - (e) a dog while it is being exhibited for show purposes at a fixture conducted by a recognised organisation; or
  - (f) a dog while it is being trained for or is participating in obedience trials or classes, retrieving game, hunting or some other customary sporting activity and is under the effective control of a responsible person; or
  - (g) a dog that is in an area designated in an order under section 26(2) as an area where dogs are not required to be on leads, if –
    - (i) the owner of the dog is a member of an applicable organisation and has in the last 12 months exhibited the dog for show purposes at a fixture conducted by an applicable organisation; and
    - (ii) the person in apparent control of the dog has with him or her the identification required by section 19.

**SCHEDULE 1 – DOG AND CAT PROHIBITED DESIGNATED AREAS**

|                              |  |
|------------------------------|--|
| <b>Doncaster East</b>        | George Street Athletics Track  |
| <b>Donvale</b>               | Currawong Bush Park<br>Bucks Reserve <ul style="list-style-type: none"> <li>• Dogs prohibited except for area known in Schedule 2 as Bucks Flats; and</li> <li>• Dogs prohibited from all other areas except for the main walking trail.</li> </ul> Mullum Mullum (Stage 3 Whitefriars Stretch) <ul style="list-style-type: none"> <li>• Dogs prohibited all areas except for main walking trail.</li> </ul>             |
| <b>Lower Templestowe</b>     | Finns Reserve <ul style="list-style-type: none"> <li>• Dogs prohibited from the fenced playground area known as Wombat Bend.</li> </ul>  |
| <b>Park Orchards</b>         | 100 Acres Reserve <ul style="list-style-type: none"> <li>• Dogs prohibited from the identified area of environmental significance. (located north west corner of reserve)</li> </ul>   |
| <b>South Warrandyte</b>      | Yangaii Barring Linear Park <ul style="list-style-type: none"> <li>• Cats prohibited all areas; and</li> <li>• Dogs prohibited from all areas except the main walking trail.</li> </ul>  |
| <b>Templestowe/Doncaster</b> | Mullum Mullum (Stage 5 Tikalara Section) <ul style="list-style-type: none"> <li>• Cats prohibited all areas; and</li> <li>• Dogs prohibited from all areas except for the main walking trail.</li> </ul> Ruffey Lake Park <ul style="list-style-type: none"> <li>• Dogs prohibited from the soft fall areas of the playgrounds situated at the Boulevard and Victoria Street and all fenced vegetation areas.</li> </ul> |
| <b>Warrandyte</b>            | Tindals Wildflower Reserve (including the fenced area of Diane Ct Bushland)<br>Warrandyte River Walk <ul style="list-style-type: none"> <li>• Dogs prohibited from the fenced playground area known as Federation Playspace.</li> </ul>  |

**SCHEDULE 2 – DOG OFF LEASH – DESIGNATED AREAS**

|                |   |
|----------------|---|
| <b>Bulleen</b> | Bulleen Park<br>Koonung Creek Linear Park<br>Koonung Park<br>Harold Street Reserve<br>Pleasant Road Reserve<br>Sheahans Road Reserve<br>Yarraleen/Morris Williams Reserve<br>Morang Reserve |
|----------------|---|



|                       |   |
|-----------------------|---|
| <b>Doncaster</b>      | <p>Anthony Avenue Reserve<br/> Burgundy Drive Reserve<br/> Katrina Street Reserve<br/> Koonung Creek Linear Park (except for the commuter section of the trail or within 5 metres of the trail – between Church Road and Springvale Road)<br/> Lawford Street Reserve<br/> Marshall Avenue Reserve<br/> Park Avenue Reserve<br/> Ruffey Lake Park, except for Schedule 1 and:</p> <ul style="list-style-type: none"> <li>● The BBQ and playground area of the park surrounded by Victoria Street to the east, Ruffey Creek to the south, Cricklewood Drive to the north and Church Road to the west.</li> <li>● The BBQ and playground area of the park surrounded by The Boulevard to the west, George Street to the south, an extension of the Botanic Drive property line to the east up to the junction of the pathway south of the fenced wetland area, including all walkways associated with those areas.</li> </ul> <p>Saxon Street Reserve<br/> Schramms Reserve<br/> Sharon Street Reserve<br/> Stanton Street Reserve<br/> Timber Ridge Reserve<br/> Tram Road Reserve<br/> Wilsons Road Reserve</p> |
| <b>Doncaster East</b> | <p>Andersons Park<br/> Baratta/Thea Reserve<br/> Boronia Grove Reserve<br/> Bullen Street Reserve<br/> Doncaster Reserve<br/> St Clems Reserve<br/> Cat Jump Park<br/> Deep Creek Reserve<br/> Hertford Rd Reserve<br/> Koonung Creek Linear Park (except for the commuter section of the trail or within 5 metres of the trail – between Church Road and Springvale Road)<br/> Landscape Drive Reserve<br/> Larnoo Drive Reserve (west of dam)<br/> Lyndal Close/Deep Creek Drive Reserve<br/> Pine Hills Reserve<br/> Rieschiecks Reserve<br/> Schafter Drive Reserve<br/> The Pines Reserve<br/> Woodlea Street Reserve<br/> Zerbes Reserve</p>  |

|                          |  |
|--------------------------|--|
| <b>Donvale</b>           | <p>Aranga Reserve (Dog Activity Centre)</p> <p>Bucks Reserve (area known as Bucks Flats only and not on days of organised horse riding events)</p> <p>Donvale Reserve</p> <p>Fahey Park (Daniel Street Reserve)</p> <p>Hillcrest Reserve</p> <p>Illawong Drive Reserve</p> <p>Koonung Creek Linear Park (except for the commuter section of the trail or within 5 metres of the trail – between Church Road and Springvale Road)</p> <p>Lookover Road Reserve</p> <p>Mullum Mullum Reserve</p> <p>Murndal Drive Reserve</p> <p>One Tree Hill Reserve (Berrima Reserve)</p> <p>Springwood Close Reserve (Dellview Court Reserve)</p> <p>Valepark Drive Reserve</p> <p>Woolerton Court Reserve</p> |
| <b>Lower Templestowe</b> | <p>Bimbadeen Park</p> <p>Dellfield Drive Reserve</p> <p>Finns Reserve (Dogs prohibited from Wombat Bend Playspace)</p> <p>Lynwood Parade Reserve</p> <p>Montpellier Reserve</p> <p>Swanston Street Reserve</p> <p>Ted Ajani Reserve</p>  |
| <b>Nunawading</b>        | <p>Oxford St Reserve</p>   |
| <b>Park Orchards</b>     | <p>Alder Court Reserve</p> <p>Dirlton Reserve</p> <p>Domeney Reserve</p> <p>Iona Grove Reserve</p> <p>Stintons Reserve</p> <p>Wilkinson Way Reserve</p>  |

|                    |  |
|--------------------|--|
| <b>Templestowe</b> | Aloha Gardens Reserve<br>Atkinson Reserve<br>Browning Drive Reserve<br>Fielding Way Reserve<br>Green Gully Linear Park (including Glendarragh, Clontarf and Hollywood Reserves)<br>Green Gully Reserve<br>Hermann Court Reserve<br>Jenkins Park<br>Kiwanis Reserve<br>Larnaca Court Reserve<br>Mandella Street Reserve<br>Matisse Drive Reserve<br>Mossdale Court Reserve<br>Pettys Reserve<br>Ruffey Creek Linear Park (including Kersey Place, Glen Court and Saville Court Reserves)<br>Ruffey Lake Park (refer to Doncaster)<br>Sarah Crescent Reserve<br>Serpells Community Reserve<br>Spring Valley Drive Reserve<br>Templestowe Reserve<br>The Grange Reserve |
| <b>Warrandyte</b>  | Coleman Park Oval<br>Harris Gully Reserve<br>Husseys Lane Reserve<br>Lynette Avenue Reserve<br>Oakland Drive Reserve<br>Stiggants Reserve<br>Warrandyte Reserve<br>Warrandyte River Walk <ul style="list-style-type: none"> <li>● (dogs prohibited in Federation Playground)</li> <li>● (except for 260 metres of the Warrandyte River Reserve between 183 Yarra Street and the Kangaroo Ground–Warrandyte Road Bridge)</li> </ul>   |
| <b>Wonga Park</b>  | Arthur John Upton Reserve<br>Blackwood Drive Reserve<br>Dudley Rd Reserve<br>Penderel Court Reserve (including Bessa Court Reserve)<br>Wittons Reserve<br>Wonga Park Reserve   |



**Road Management Act 2004**  
ROAD MANAGEMENT PLAN 2021–2025  
STATUTORY REVIEW OF ROAD MANAGEMENT PLAN

In accordance with section 54 of the **Road Management Act 2004**, notice is hereby given that the Moonee Valley City Council will conduct a review of its Road Management Plan. The purpose of the review is to assess current road management practices, including the inspection, maintenance and repair of all Council's roads as listed in its Register of Public Roads, taking account of financial considerations, community expectations and service delivery priorities.

A copy of the current Road Management Plan 2017–2021 and the draft Road Management Plan 2021–2025 can be inspected at our Council Civic Centre, located at 9 Kellaway Avenue, Moonee Ponds, during normal office hours. Alternatively, the plan and the draft plan can be viewed from Council's website located at [www.mvcc.vic.gov.au/rmp](http://www.mvcc.vic.gov.au/rmp)

Any person wishing to make comment as part of this review can do so by email: [rmpfeedback@mvcc.vic.gov.au](mailto:rmpfeedback@mvcc.vic.gov.au); in writing to RMP Feedback, PO Box 126, Moonee Ponds, Victoria 3039; handing in written feedback in person at our Civic Centre.

Council will consider all submissions received from 9.00 am Thursday 4 February up to 5.00 pm Thursday 4 March 2021.

For further information please contact Council's Infrastructure Maintenance Coordinator, Mr Jonathon Horne on (03) 83251718.

The logo for Hepburn Shire Council is a stylized, cursive script of the word "Hepburn".

SHIRE COUNCIL

**Planning and Environment Act 1987**

HEPBURN PLANNING SCHEME

Notice of the Preparation of an Amendment

Amendment C82

The Hepburn Shire Council has prepared Amendment C82 to the Hepburn Planning Scheme. The Amendment applies to the Old Hepburn Hotel at 236 Main Road, Hepburn.

The Amendment will make the following changes to the Hepburn Planning Scheme:

- amend the Schedule to Clause 43.01 (Heritage Overlay) to include the Old Hepburn Hotel at 236 Main Road, Hepburn (HO987) in the Heritage Overlay of the Hepburn Planning Scheme, with paint controls on a permanent basis; and
- amend the Schedule to Clause 72.04 to include the Statement of Significance for the Old Hepburn Hotel at 236 Main Road, Hepburn, as an incorporated document.

You may inspect the Amendment, any documents that support the Amendment, the explanatory report about the Amendment, free of charge, at the following locations: Hepburn Shire Council website, [www.hepburn.vic.gov.au/planning-building/Amendmentc82](http://www.hepburn.vic.gov.au/planning-building/Amendmentc82); during office hours, at the office of the planning authority, Hepburn Shire Council, corner Duke and Albert Streets, Daylesford; the Department of Land Water and Planning website, [www.delwp.vic.gov.au/public-inspection](http://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 Thursday 4 March 2021.

A submission must be made to the Strategic Planning officer, Hepburn Shire Council, PO Box 21, Daylesford, Victoria 3460, or [planningscheme@hepburn.vic.gov.au](mailto:planningscheme@hepburn.vic.gov.au)

The planning authority must make a copy of every submission available on line for two months after the Amendment comes into operation or lapses. Copies of each submission will be available on Council's website.

BRADLEY THOMAS  
Acting 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 12 April 2021, 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.

GRAF, Dorothy Valda, late of Hammondcare, 294 Kooyong Road, Caulfield, Victoria 3162, retired, deceased, who died on 30 November 2020.

KENNEDY, Robert John, late of 22 Gladstone Street, Hamlyn Heights, Victoria 3215, deceased, who died on 5 November 2020.

McCORMICK, Ellen Joy, late of Scope, 95 Gower Street, Preston, Victoria 3072, deceased, who died on 31 October 2020.

PARKER, Francis John Charles, late of Bupa Aged Care Bendigo, 208 Holdsworth Road, Bendigo, Victoria 3550, deceased, who died on 22 November 2020.

Dated 1 February 2021

#### EXEMPTION

Application No H241/2020

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

- employ only women as staff members and engage only women as contractors;
- confine participation in programs, workshops and other activities offered by the Applicant to women only; and
- advertise these matters

(together, the exempt conduct).

At the directions hearing held on 5 November 2020, the Applicant applied for an interim exemption to enable the Applicant to continue the exempt conduct while the exemption application was considered and concluded.

The Tribunal granted an interim exemption to remain in force from the day on which notice of the exemption was published in the Government Gazette until 5 February 2021, or when the substantive application was determined, whichever occurred first.

The Tribunal also directed the Applicant to file written submissions by 3 December 2020 addressing whether the exempt conduct was a special measure as set out in section 12, or whether an exception such as section 28 and 88 of the Act already applies. The Applicant filed their written submissions on 11 January 2021.

Upon reading the material filed in support of this application, including the affidavit of the Applicant's General Manager Meghan Bourke, and the written submissions, the Tribunal is satisfied that it is appropriate to grant an exemption from sections 16, 44, 107 and 182 of the Act to enable the Applicant to engage in the exempt conduct. The Tribunal considered whether there was a need for an exemption from section 71, but it was not satisfied the activities offered by the Applicant could be defined as participating in a sporting activity.

In granting this exemption the Tribunal noted:

- The Applicant has previously been granted exemptions (A59/2012, A317/2007, A426/2002, A427/2002, A39/2000, A48/1996) with the most recent having expired in May 2017.
- The Applicant aims to, through training programs and performance, allow women to reaffirm control over their bodies, build self-esteem, set personal goals for development, and create artistic works in a safe and non-competitive environment.
- Membership of the Applicant is open to all women. The Applicant particularly encourages victims of sexual assault and abuse to join. Each year approximately 5000 people train with the Applicant. Of those over 45% identify as survivors of trauma, 45% as LGBTQIA, 10% as either disabled or having a disability, and 5% are from a refugee background. All staff regularly interact with members, and are in attendance during most of the training programs and performances, and occupy office space which is attached directly to the training space. To meet the aims of the Applicant, it is preferable for staff and contractors to be women, and for the activities offered to be open to women only.
- The Tribunal considered if the exempt conduct was a special measure as set out in section 12, or whether an exception applied, such as section 28 and 88 of the Act. On the material before it, the Tribunal was not satisfied that the nature of the inequality sought to be overcome was defined precisely enough for the exempt conduct to be considered a special measure. The Tribunal was also not satisfied the material before it identified a specified group with special needs for which the exempt conduct was designed to meet. Therefore, the Tribunal was not satisfied an exception applied.
- As the exempt conduct is not a special measure and no exception applies, in the absence of an exemption the exempt conduct would amount to prohibited discrimination.
- When making decisions about exemptions, the Tribunal is required to give proper consideration to relevant human rights as set out in the **Charter of Human Rights and Responsibilities Act 2006** (the Charter). Arguably, this exemption limits the right to equality and in particular the right to equal and effective protection against discrimination of men who would wish to be employed or engaged by the Applicant or who would wish to participate in its activities. The Tribunal is satisfied that, in the circumstances discussed above, the limit imposed by this exemption is reasonable and justified under the Charter.

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

This exemption is to remain in force from the day on which notice of the exemption is published in the Government Gazette until 5 February 2026.

Dated 1 February 2021

C. THWAITES  
Member



**Country Fire Authority Act 1958**

## DECLARATION OF FIRE DANGER PERIOD

In pursuance of the powers conferred by section 4 of the **Country Fire Authority Act 1958**, I, Jason Heffernan, 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 2021.

To commence from 0100 hours on 8 February 2021:

- Knox City Council
- Manningham City Council (those portions not included in the area formerly known as the Metropolitan Fire District as at 30 June 2020)
- Maroondah City Council (those portions not included in the area formerly known as the Metropolitan Fire District as at 30 June 2020)
- Yarra Ranges Shire Council (those portions not included in the area formerly known as the Metropolitan Fire District as at 30 June 2020).

JASON HEFFERNAN  
Chief Officer

**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 registered political party:** Liberal Democratic Party

**New address:** Level 1, 203–205 Blackburn Road, Mount Waverley, Victoria 3149.

Dated 25 January 2021

WARWICK GATELY, AM  
Victorian Electoral Commission

**PREVENTION OF CRUELTY TO ANIMALS REGULATIONS 2019**

## Notice under Regulation 74(3) Approved Rodeo Organisation

Pursuant to regulation 74(3) of the Prevention of Cruelty to Animals Regulations 2019, I, Cathy Pawsey, Acting Director, Pets and Animal Welfare, Animal Welfare Victoria, and delegate of the Minister under the Instrument of Delegation dated 28 September 2020, give notice that I approve Rodeo Services Australia Pty Ltd (ABN 89 363 459 402) as an approved rodeo organisation for the purposes of Part 4 of the Prevention of Cruelty to Animals Regulations 2019. This approval is effective for two years from the date this notice is published in the Government Gazette, or until earlier revoked.

Dated 29 January 2021

CATHY PAWSEY  
Acting Director, Pets and Animal Welfare

**Fisheries Act 1995**

**FURTHER QUOTA ORDER FOR THE ABALONE FISHERY**

(Central Abalone Zone)

Notice is hereby given that the below notice amends and replaces that published on page 556 G11 of the Victoria Government Gazette dated 19 March 2020.

I, Travis Dowling, Chief Executive Officer of the Victorian Fisheries Authority, as delegate of the Minister for Fishing and Boating, and having undertaken consultation in accordance with section 3A of the **Fisheries Act 1995** (the Act), make the following Further Quota Order under section 66D of the Act:

1. This Order applies for the period commencing on 1 April 2020 and ending on 30 June 2021 ('the quota period').
2. The total allowable catch for blacklip abalone in the central abalone zone for the quota period is 252.6 tonnes of unshucked blacklip abalone.
3. The total allowable catch for greenlip abalone in the central abalone zone for the quota period is 3.4 tonnes of unshucked greenlip abalone.
4. The quantity of fish comprising an individual blacklip abalone quota unit in the central abalone zone for the quota period is 371.47 kilograms of unshucked blacklip abalone.
5. The quantity of fish comprising an individual greenlip abalone quota unit in the central abalone zone for the quota period is 100.00 kilograms of unshucked greenlip abalone.

This Order commences on 1 April 2020 and remains in force until 30 June 2021.

Dated 19 January 2021

DALLAS D'SILVA  
Acting Chief Executive Officer  
Victorian Fisheries Authority

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**Fisheries Act 1995**  
FISHERIES NOTICE 2020

I, Dallas D'Silva, Acting Chief Executive Officer of the Victorian Fisheries Authority, as delegate of the Minister for Fishing and Boating, and having undertaken consultation in accordance with section 3A of the **Fisheries Act 1995** (the Act), make the following Fisheries Notice under sections 67, 68A, 114 and 152 of the Act:

Dated 19 January 2021

DALLAS D'SILVA  
Acting Chief Executive Officer

FISHERIES (CENTRAL ABALONE ZONE) NOTICE 2020

**1. Title**

This Notice may be cited as the Fisheries (Central Abalone Zone) Notice 2020.

**2. Objectives**

The objective of this Notice is to:

- a. fix minimum size limits for blacklip abalone and greenlip abalone taken under an Abalone Fishery Access Licence in the Central Abalone Zone.
- b. address sustainability concerns for Victorian Central Abalone Zone abalone stocks and related management issues by closing specified marine waters to commercial abalone harvest.
- c. supersede the previous Fisheries (Central Abalone Zone) Notice 2020, pursuant to an amendment to the 2020–21 quota period.

**3. Authorising provision**

This Notice is made under sections 67, 68A, 114 and 152 of the Act.

**4. Commencement**

This Notice comes into operation on the day it is published in the Victoria Government Gazette.

**5. Definitions**

In this fisheries notice –

‘**AFAL**’ means an Abalone Fishery (Central Zone) Access Licence;

‘**central abalone zone**’ means all Victorian waters between longitude 142° 31’ East and longitude 148° East;

‘**CEO**’ means the Chief Executive Officer of the VFA;

‘**closed waters**’ means the marine waters within a spatial management unit for which the upper limit has been reached or exceeded as specified in Column 3 of Schedule 3;

‘**nominated operator**’ means –

(a) a licence holder permitted under section 39(1) of the Act; or

(b) a person listed on an access licence for the purposes of section 39(2) of the Act;

‘**size zone**’ means each area of Victorian marine waters between the coordinates specified in Column 2 of Schedule 1 for blacklip abalone and Column 1 of Schedule 2 for greenlip abalone;

‘**spatial management unit**’ means each area of Victorian marine waters specified in Column 1 of Schedule 3;

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

‘**upper limit**’ for the spatial management unit specified in Column 1 of Schedule 3 means the amount of abalone specified in Column 3 of Schedule 3 corresponding to that spatial management unit;

‘**VFA**’ means the Victorian Fisheries Authority.

**6. Minimum sizes for abalone taken from the central abalone zone**

- (1) For the purposes of the Act, the minimum size with respect to the taking of blacklip abalone under an AFAL from the waters specified in columns 1 and 2 of Schedule 1 is the size specified for those waters in Column 3 of Schedule 1.
- (2) For the purposes of the Act, the minimum size with respect to the taking of greenlip abalone under an AFAL from the waters specified in column 1 of Schedule 2 is the size specified for those waters in Column 2 of Schedule 2.

**Notes:** There are offences in sections 68A and 68B of the Act relating to taking or possessing fish of a species that are less than the minimum size specified for that species of fish in this Notice. Various penalties apply.

Under section 152(3), of the Act, if a provision of this Notice is inconsistent with any regulations, the Fisheries Notice prevails to the extent of the inconsistency. The general size limits specified in the *Fisheries Regulations 2019* will continue to apply in circumstances where the size limits specified in clauses 6 and 7 do not apply.

**7. Abalone not to be taken from more than one size zone**

For the purposes of section 67 of the Act –

- (a) the taking of abalone under an AFAL from more than one size zone on any fishing trip; or
  - (b) the possession of abalone taken from more than one size zone on-board any boat being used under an AFAL; or
  - (c) the landing of abalone taken under an AFAL from more than one size zone;
- is prohibited.

**Note:** It is an offence under section 67(3) of the **Fisheries Act 1995** to fail to comply with a prohibition.

**8. Closed waters**

(1) For the purposes of section 67 of the Act –

- (a) the taking of abalone from closed waters; or
- (b) the possession of abalone in or on closed waters –

by the holder of an access licence, or a person acting or purporting to act under an access licence, is prohibited.

**Note:** Failure to comply with this prohibition is an offence under section 67 of the **Fisheries Act 1995**. A maximum penalty of 100 penalty units and/or six months imprisonment applies.

Sub-clause (1)(b) does not apply to a person possessing abalone on-board a boat under way and travelling by the most direct route to reach a point of landing or specified open waters for the purpose of commercial abalone diving.

**9. Application to fisheries reserves**

This Notice applies to a Fisheries Reserve, as declared under section 88 of the Act, to the extent that fishing is permitted in the Fisheries Reserve.

**10. Revocation**

Unless sooner revoked, this Notice will be revoked on 30 June 2021.

**SCHEDULES**  
**SCHEDULE 1**

| <b>Column 1</b><br><b>Spatial management unit name</b>   | <b>Column 2</b><br><b>Coordinates bordering spatial management unit</b>  | <b>Column 3</b><br><b>Minimum size (Millimetres)</b> |
|--|--|--|
| Shipwreck Coast spatial management unit that includes:<br>a. Reef Code 4.01 Lake Gilliar<br>b. Reef Code 4.02 Antares<br>c. Reef Code 5.01 Peterborough<br>d. Reef Code 5.02 Point Hesse<br>e. Reef Code 5.03 Port Campbell  | 1. 38°24'14"S 142°31'00"E<br>2. 38°26'29"S 142°31'00"E<br>3. 38°39'19"S 143°03'00"E<br>4. 38°38'52"S 143°03'18"E   | 130  |
| Cape Otway spatial management unit that includes:<br>a. Reef Code 6.01 Moonlight Head<br>b. Reef Code 6.02 Milanesia Beach<br>c. Reef Code 6.03 Rotten Point<br>d. Reef Code 7.03 East Otway<br>e. Reef Code 7.04 Blanket Bay<br>f. Reef Code 7.05 Apollo Bay<br>g. Reef Code 7.06 Skenes Creek<br>h. Reef Code 7.07 Franklin - Parker<br>i. Reef Code 7.08 Parker River West Outside<br>j. Reef Code 8.01 Kennett & Wye | 1. 38°44'01"S 143°11'08"E<br>2. 38°44'46"S 143°09'58"E<br>3. 38°38'06"S 143°55'30"E<br>4. 38°38'06"S 143°53'29"E   | 125  |
| Surf Coast spatial management unit that includes:<br>a. Reef Code 8.02 Cumberland<br>b. Reef Code 8.03 Eastern View<br>c. Reef Code 9.01 Anglesea<br>d. Reef Code 9.02 Jan Juc<br>e. Reef Code 10.01 Point Impossible<br>f. Reef Code 10.02 Thirteenth Beach<br>g. Reef Code 10.03 Ocean Grove<br>h. Reef Code 10.04 Lonsdale Back Beach<br>i. Reef Code 10.05 The Anchor  | 1. 38°38'06"S 143°53'29"E<br>2. 38°38'06"S 143°55'30"E<br>3. 38°18'32"S 144°36'17"E<br>4. 38°18'00"S 144°37'11"E<br>5. 38°16'29"S 144°42'55"E<br>6. 38°10'27"S 144°43'08"E | 110  |

| <b>Column 1</b><br><b>Spatial management unit name</b>  | <b>Column 2</b><br><b>Coordinates bordering spatial management unit</b>   | <b>Column 3</b><br><b>Minimum size (Millimetres)</b> |
|---|---|--|
| Port Phillip Bay spatial management unit that includes:<br>a. Reef Code 11.01 Indented Head<br>b. Reef Code 11.02 Bellarine<br>c. Reef Code 11.03 Point Wilson<br>d. Reef Code 11.04 Kirks Point<br>e. Reef Code 11.05 Werribee<br>f. Reef Code 11.06 Sheoak<br>g. Reef Code 11.07 Point Cook<br>h. Reef Code 11.08 Altona Bay<br>i. Reef Code 11.09 Sticks Reef<br>j. Reef Code 11.10 Williamstown<br>k. Reef Code 11.11 St Kilda<br>l. Reef Code 11.12 Brighton<br>m. Reef Code 11.13 Black Rock<br>n. Reef Code 11.14 Mordialloc<br>o. Reef Code 11.15 Frankston<br>p. Reef Code 11.16 Canadian Bay<br>q. Reef Code 11.17 Mount Martha<br>r. Reef Code 11.18 Portsea Bayside | 1. 38°10'14"S 144°43'08"E<br>2. 38°10'14"S 144°44'27"E<br>3. 38°18'44"S 144°42'50"E<br>4. 38°19'07"S 144°42'50"E  | 105  |
| Back Beaches spatial management unit that includes:<br>a. Reef Code 12.01 Nepean Bay<br>b. Reef code 12.02 Portsea Ocean Beach<br>c. Reef Code 12.03 Sorrento Ocean Beach<br>d. Reef Code 12.04 Rye Ocean Beach<br>e. Reef Code 12.05 Gunnamatta  | 1. 38°19'07"S 144°42'50"E<br>2. 38°18'44"S 144°42'50"E<br>3. 38°19'28"S 144°38'58"E<br>4. 38°21'41"S 144°38'49"E<br>5. 38°28'45"S 144°51'09"E<br>6. 38°28'45"S 144°53'09"E                              | 119  |
| Flinders spatial management unit that includes:<br>a. Reef Code 12.06 Cape Schanck<br>b. Reef code 13.01 Bushrangers Bay<br>c. Reef Code 13.02 Symmonds Bay West<br>d. Reef Code 13.03 Symmonds Bay East<br>e. Reef Code 13.04 Cairns Bay<br>f. Reef Code 13.05 Flinders<br>g. Reef Code 13.06 Western Port West<br>h. Reef Code 13.07 West Head Tide   | 1. 38°28'45"S 144°53'09"E<br>2. 38°28'45"S 144°51'09"E<br>3. 38°30'23"S 145°00'32"E<br>4. 38°31'11"S 145°06'19"E<br>5. 38°27'38"S 145°09'39"E<br>6. 38°24'01"S 145°08'43"E<br>7. 38°23'27"S 145°07'42"E | 112  |



| Column 1<br>Spatial management unit name  | Column 2<br>Coordinates bordering spatial management unit  | Column 3<br>Minimum size (Millimetres) |
|---|--|--|
| Phillip Island spatial management unit that includes:<br>a. Reef Code 14.01 Ventnor – Flynnns<br>b. Reef Code 14.02 Cat Bay<br>c. Reef Code 14.03 Seal Rocks<br>d. Reef Code 14.04 Penguin Reserve<br>e. Reef Code 14.05 Summerlands – Berry<br>f. Reef Code 14.06 Pyramid Rock West<br>g. Reef Code 14.07 Pyramid Rock East<br>h. Reef Code 14.08 Sunderland Bay<br>i. Reef Code 14.09 Cape Woolamai West<br>j. Reef Code 14.10 Cape Woolamai East<br>k. Reef Code 14.11 Summerlands | 1. 38°27'55"S 145°09'55"E<br>2. 38°27'38"S 145°09'39"E<br>3. 38°31'11"S 145°06'19"E<br>4. 38°32'33"S 145°06'38"E<br>5. 38°33'55"S 145°23'03"E<br>6. 38°31'27"S 145°21'06"E<br>7. 38°31'06"S 145°21'50"E<br>8. 38°31'00"S 145°21'42"E | 112                                    |
| Kilcunda spatial management unit that includes:<br>a. Reef Code 15.01 San Remo<br>b. Reef Code 15.02 Powlett<br>c. Reef Code 15.03 Harmers Haven<br>d. Reef Code 15.04 Cape Patterson<br>e. Reef Code 15.05 Inverloch   | 1. 38°31'12"S 145°22'02"E<br>2. 38°31'06"S 145°21'50"E<br>3. 38°31'27"S 145°21'06"E<br>4. 38°33'55"S 145°23'03"E<br>5. 38°41'43"S 145°43'43"E<br>6. 38°38'33"S 145°43'43"E<br>7. 38°38'21"S 145°43'30"E                              | 115                                    |
| Cape Liptrap spatial management unit that includes:<br>a. Reef code 16.01 Venus Bay<br>b. Reef Code 16.02 Morgans Beach<br>c. Reef Code 16.03 Cape Liptrap West<br>d. Reef Code 16.04 Cape Liptrap East<br>e. Reef Code 16.05 Walkerville<br>f. Reef Code 16.06 Waratah Reef  | 1. 38°38'33"S 145°43'43"E<br>2. 38°41'43"S 145°43'43"E<br>3. 38°53'14"S 146°02'24"E<br>4. 38°48'41"S 146°02'24"E   | 110                                    |
| Prom Westside spatial management unit includes:<br>a. Reef Code 16.07 Cotters Beach<br>b. Reef Code 17.02 Tongue Point<br>c. Reef Code 17.04 Leonard Point<br>d. Reef Code 17.05 Pillar Point   | 1. 146°02'25"E to a straight line connecting coordinates longitude 146° 19'35"E, latitude 39°02'28"S and longitude 146°13'48"E, latitude 39°04'08"S (the north-western boundary of the Wilsons Promontory Marine National Park).     | 115                                    |

| <b>Column 1</b><br><b>Spatial management unit name</b>   | <b>Column 2</b><br><b>Coordinates bordering spatial management unit</b>   | <b>Column 3</b><br><b>Minimum size (Millimetres)</b> |
|--|---|--|
| Prom Westside spatial management unit that includes: <ol style="list-style-type: none"> <li>a. Reef Code 17.01 Shellback Island</li> <li>b. Reef Code 17.03 Norman Island</li> <li>c. Reef Code 17.10 Great Glennie Island</li> <li>d. Reef Code 17.11 Dannevig Island</li> <li>e. Reef Code 17.12 Citadel Island</li> <li>f. Reef Code 17.13 McHugh Island</li> </ol>     | 1. The area between longitudes 146°13'02"E and 146°14'22"E and between latitudes 38°57'39"S and 38°58'27"S (Shellback Island), the waters around Norman Island extending to a maximum depth of 30 metres, and the area bounded on the east by waters within 300 metres of the Low Water Marks on McHugh, Dannevig and Great Glennie Islands (the western boundary of the Wilsons Promontory Marine National Park), on the south by latitude 39°07'10"S, on the north by latitude 39°03'48"S and on the west by a straight line connecting coordinates longitude 146°13'12"E, latitude 39°03'48"S, longitude 146°13'12"E, latitude 39°05'09"S, longitude 146°14'00"E, latitude 39°06'02"S and longitude 146°14'00"E, latitude 39°07'10"S (Great Glennie Island, Dannevig Island, Citadel Island and McHugh Island) | 120  |
| Prom Eastside spatial management unit that includes: <ol style="list-style-type: none"> <li>a. Reef Code 18.03 Refuge Cove</li> <li>b. Reef Code 18.04 Five Mile Beach</li> <li>c. Reef Code 18.05 Monkey Point</li> <li>d. Reef Code 18.06 Rabbit Island &amp; Rock</li> <li>e. Reef Code 18.07 Three Mile Beach</li> <li>f. Reef Code 18.09 Ninety Mile Beach</li> </ol> | 1. 39°03'59"S 146°28'43"E<br>2. 39°04'02"S 146°28'41"E<br>3. 38°57'34"S 146°36'36"E<br>4. 38°53'29"S 146°36'36"E<br>5. 38°53'29"S 146°44'43"E<br>6. 38°54'12"S 146°44'43"E<br>7. 37°55'45"S 148°00'00"E<br>8. 37°52'52"S 148°00'00"E  | 110  |
| Clifly Group spatial management unit that includes: <ol style="list-style-type: none"> <li>a. Reef Code 18.08 Seal Island Group</li> </ol>   | 1. 38°57'34"S 146°36'36"E<br>2. 38°53'29"S 146°36'36"E<br>3. 38°53'29"S 146°44'43"E<br>4. 38°54'12"S 146°44'43"E  | 110  |

## SCHEDULE 2

| <b>Column 1</b><br><b>Waters taken from</b><br><b>Victorian marine waters –</b>                         | <b>Column 2</b><br><b>Minimum size</b><br><b>(Millimetres)</b> |
|---|--|
| Mouth of Hopkins River to Point Nepean<br>i.e. between longitude 142°30.498'E and longitude 144°38.88'E | 145  |
| Point Nepean to Lakes Entrance<br>i.e. between longitude 144°38.88'E and longitude 148°E                | 150  |

## SCHEDULE 3

| <b>Column 1</b><br><b>Spatial management unit name</b>   | <b>Column 2</b><br><b>Coordinates bordering spatial</b><br><b>management unit</b>  | <b>Column 3</b><br><b>Upper limit</b> |
|--|--|---------------------------------------|
| Shipwreck Coast spatial management unit that includes:<br>a. Reef Code 4.01 Lake Gilllear<br>b. Reef Code 4.02 Antares<br>c. Reef Code 5.01 Peterborough<br>d. Reef Code 5.02 Point Hesse<br>e. Reef Code 5.03 Port Campbell   | 1. 38°24'14"S 142°31'00"E<br>2. 38°26'29"S 142°31'00"E<br>3. 38°39'19"S 143°03'00"E<br>4. 38°38'52"S 143°03'18"E   | 36.3 tonnes                           |
| Cape Otway spatial management unit that includes:<br>a. Reef Code 6.01 Moonlight Head<br>b. Reef Code 6.02 Milanesia Beach<br>c. Reef Code 6.03 Rotten Point<br>d. Reef Code 7.03 East Otway<br>e. Reef Code 7.04 Blanket Bay<br>f. Reef Code 7.05 Apollo Bay<br>g. Reef Code 7.06 Skenes Creek<br>h. Reef Code 7.07 Franklin – Parker<br>i. Reef Code 7.08 Parker River West Outside<br>j. Reef Code 8.01 Kennett & Wye | 1. 38°44'01"S 143°11'08"E<br>2. 38°44'46"S 143°09'58"E<br>3. 38°38'06"S 143°55'30"E<br>4. 38°38'06"S 143°53'29"E   | 63.1 tonnes                           |
| Surf Coast spatial management unit that includes:<br>a. Reef Code 8.02 Cumberland<br>b. Reef Code 8.03 Eastern View<br>c. Reef Code 9.01 Anglesea<br>d. Reef Code 9.02 Jan Juc<br>e. Reef Code 10.01 Point Impossible<br>f. Reef Code 10.02 Thirteenth Beach<br>g. Reef Code 10.03 Ocean Grove<br>h. Reef Code 10.04 Lonsdale Back Beach<br>i. Reef Code 10.05 The Anchor  | 1. 38°38'06"S 143°53'29"E<br>2. 38°38'06"S 143°55'30"E<br>3. 38°18'32"S 144°36'17"E<br>4. 38°18'00"S 144°37'11"E<br>5. 38°16'29"S 144°42'55"E<br>6. 38°10'27"S 144°43'08"E | 5.0 tonnes                            |

| Column 1<br>Spatial management unit name  | Column 2<br>Coordinates bordering spatial management unit   | Column 3<br>Upper limit |
|---|---|-------------------------|
| Port Phillip Bay spatial management unit that includes:<br>a. Reef Code 11.01 Indented Head<br>b. Reef Code 11.02 Bellarine<br>c. Reef Code 11.03 Point Wilson<br>d. Reef Code 11.04 Kirks Point<br>e. Reef Code 11.05 Werribee<br>f. Reef Code 11.06 Sheoak<br>g. Reef Code 11.07 Point Cook<br>h. Reef Code 11.08 Altona Bay<br>i. Reef Code 11.09 Sticks Reef<br>j. Reef Code 11.10 Williamstown<br>k. Reef Code 11.11 St Kilda<br>l. Reef Code 11.12 Brighton<br>m. Reef Code 11.13 Black Rock<br>n. Reef Code 11.14 Mordialloc<br>o. Reef Code 11.15 Frankston<br>p. Reef Code 11.16 Canadian Bay<br>q. Reef Code 11.17 Mount Martha<br>r. Reef Code 11.18 Portsea Bayside | 1. 38°10'14"S 144°43'08"E<br>2. 38°10'14"S 144°44'27"E<br>3. 38°18'44"S 144°42'50"E<br>4. 38°19'07"S 144°42'50"E  | 5.0 tonnes              |
| Back Beaches spatial management unit that includes:<br>a. Reef Code 12.01 Nepean Bay<br>b. Reef code 12.02 Portsea Ocean Beach<br>c. Reef Code 12.03 Sorrento Ocean Beach<br>d. Reef Code 12.04 Rye Ocean Beach<br>e. Reef Code 12.05 Gunnamatta  | 1. 38°19'07"S 144°42'50"E<br>2. 38°18'44"S 144°42'50"E<br>3. 38°19'28"S 144°38'58"E<br>4. 38°21'41"S 144°38'49"E<br>5. 38°28'45"S 144°51'09"E<br>6. 38°28'45"S 144°53'09"E                              | 63.9 tonnes             |
| Flinders spatial management unit that includes:<br>a. Reef Code 12.06 Cape Schanck<br>b. Reef code 13.01 Bushrangers Bay<br>c. Reef Code 13.02 Symmonds Bay West<br>d. Reef Code 13.03 Symmonds Bay East<br>e. Reef Code 13.04 Cairns Bay<br>f. Reef Code 13.05 Flinders<br>g. Reef Code 13.06 Western Port West<br>h. Reef Code 13.07 West Head Tide   | 1. 38°28'45"S 144°53'09"E<br>2. 38°28'45"S 144°51'09"E<br>3. 38°30'23"S 145°00'32"E<br>4. 38°31'11"S 145°06'19"E<br>5. 38°27'38"S 145°09'39"E<br>6. 38°24'01"S 145°08'43"E<br>7. 38°23'27"S 145°07'42"E | 28.1 tonnes             |

| <b>Column 1</b><br><b>Spatial management unit name</b>  | <b>Column 2</b><br><b>Coordinates bordering spatial management unit</b>  | <b>Column 3</b><br><b>Upper limit</b> |
|---|--|---------------------------------------|
| Phillip Island spatial management unit that includes:<br>a. Reef Code 14.01 Ventnor – Flynnns<br>b. Reef Code 14.02 Cat Bay<br>c. Reef Code 14.03 Seal Rocks<br>d. Reef Code 14.04 Penguin Reserve<br>e. Reef Code 14.05 Summerlands – Berry<br>f. Reef Code 14.06 Pyramid Rock West<br>g. Reef Code 14.07 Pyramid Rock East<br>h. Reef Code 14.08 Sunderland Bay<br>i. Reef Code 14.09 Cape Woolamai West<br>j. Reef Code 14.10 Cape Woolamai East<br>k. Reef Code 14.11 Summerlands | 1. 38°27'55"S 145°09'55"E<br>2. 38°27'38"S 145°09'39"E<br>3. 38°31'11"S 145°06'19"E<br>4. 38°32'33"S 145°06'38"E<br>5. 38°33'55"S 145°23'03"E<br>6. 38°31'27"S 145°21'06"E<br>7. 38°31'06"S 145°21'50"E<br>8. 38°31'00"S 145°21'42"E | 35.7 tonnes                           |
| Kilcunda spatial management unit that includes:<br>a. Reef Code 15.01 San Remo<br>b. Reef Code 15.02 Powlett<br>c. Reef Code 15.03 Harmers Haven<br>d. Reef Code 15.04 Cape Patterson<br>e. Reef Code 15.05 Inverloch   | 1. 38°31'12"S 145°22'02"E<br>2. 38°31'06"S 145°21'50"E<br>3. 38°31'27"S 145°21'06"E<br>4. 38°33'55"S 145°23'03"E<br>5. 38°41'43"S 145°43'43"E<br>6. 38°38'33"S 145°43'43"E<br>7. 38°38'21"S 145°43'30"E                              | 17.8 tonnes                           |
| Cape Liptrap spatial management unit that includes:<br>a. Reef code 16.01 Venus Bay<br>b. Reef Code 16.02 Morgans Beach<br>c. Reef Code 16.03 Cape Liptrap West<br>d. Reef Code 16.04 Cape Liptrap East<br>e. Reef Code 16.05 Walkerville<br>f. Reef Code 16.06 Waratah Reef  | 1. 38°38'33"S 145°43'43"E<br>2. 38°41'43"S 145°43'43"E<br>3. 38°53'14"S 146°02'24"E<br>4. 38°48'41"S 146°02'24"E   | 19.2 tonnes                           |

| <b>Column 1</b><br><b>Spatial management unit name</b>  | <b>Column 2</b><br><b>Coordinates bordering spatial management unit</b>   | <b>Column 3</b><br><b>Upper limit</b> |
|---|---|---------------------------------------|
| Prom Westside spatial management unit that includes:<br>a. Reef Code 16.07 Cotters Beach<br>b. Reef Code 17.01 Shellback Island<br>c. Reef Code 17.02 Tongue Point<br>d. Reef Code 17.03 Norman Island<br>e. Reef Code 17.04 Leonard Point<br>f. Reef Code 17.05 Pillar Point<br>g. Reef Code 17.10 Great Glennie Island<br>h. Reef Code 17.11 Dannevig Island<br>i. Reef Code 17.12 Citadel Island<br>j. Reef Code 17.13 McHugh Island | 1. 38°48'41"S 146°02'24"E<br>2. 38°53'14"S 146°02'24"E<br>3. 39°02'59"S 146°17'47"E<br>4. 39°02'28"S 146°19'34"E<br>5. Between the High Water Mark of Norman Island and a maximum depth of 30 m<br>6. 39°03'48"S 146°13'11"E<br>7. 39°05'09"S 146°13'11"E<br>8. 39°06'01"S 146°14'00"E<br>9. 39°07'10"S 146°14'00"E<br>10. Within 300 m of the High Water Marks of Great Glennie, Dannevig and McHugh Islands | 38.5 tonnes                           |
| Prom Eastside spatial management unit that includes:<br>a. Reef Code 18.03 Refuge Cove<br>b. Reef Code 18.04 Five Mile Beach<br>c. Reef Code 18.05 Monkey Point<br>d. Reef Code 18.06 Rabbit Island & Rock<br>e. Reef Code 18.07 Three Mile Beach<br>f. Reef Code 18.09 Ninety Mile Beach   | 1. 39°03'59"S 146°28'43"E<br>2. 39°04'02"S 146°28'41"E<br>3. 38°57'34"S 146°36'36"E<br>4. 38°53'29"S 146°36'36"E<br>5. 38°53'29"S 146°44'43"E<br>6. 38°54'12"S 146°44'43"E<br>7. 37°55'45"S 148°00'00"E<br>8. 37°52'52"S 148°00'00"E  | 7.7 tonnes                            |
| Clifly Group spatial management unit that includes:<br>a. Reef Code 18.08 Seal Island Group   | 1. 38°57'34"S 146°36'36"E<br>2. 38°53'29"S 146°36'36"E<br>3. 38°53'29"S 146°44'43"E<br>4. 38°54'12"S 146°44'43"E  | 7.2 tonnes                            |

**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:

| <b>Change Request Number</b> | <b>Road Name</b> | <b>Locality</b> | <b>Naming Authority and Location</b>   |
|------------------------------|------------------|-----------------|--|
| 136204                       | Blue Wren Lane   | Sandringham     | Bayside City Council<br>Location: The laneway runs between 12 and 14 Meredith Street.                                |
| 136547                       | Pine Lane        | West Footscray  | Maribyrnong City Council<br>Location: The laneway runs at the rear of 111–167 Sunshine Road and 2–58 Fontein Street. |

Localities:

| <b>Change Request Number</b> | <b>Naming Authority</b>  | <b>Affected Localities</b> | <b>Location</b>   |
|------------------------------|--------------------------|----------------------------|---|
| 135930                       | Stonnington City Council | Malvern and Armadale       | The locality boundary is to be amended to include 335B, 335C and 335D Glenferrie Road, in the locality of Armadale. For further details see map at <a href="http://www.delwp.vic.gov.au/namingplaces">www.delwp.vic.gov.au/namingplaces</a> |

Geographic Names Victoria

Land Use Victoria  
2 Lonsdale Street  
Melbourne 3000

CRAIG L. SANDY  
Registrar of Geographic Names

**Interpretation of Legislation Act 1984****OCCUPATIONAL HEALTH AND SAFETY AMENDMENT REGULATIONS 2020**

## Notice of Incorporation of Documents

As required by section 32 of the **Interpretation of Legislation Act 1984**, notice is given that the Occupational Health and Safety Amendment Regulations 2020 apply, adopt or incorporate the following documents:

| <b>Statutory rule provision</b> | <b>Title of document</b>  | <b>Page of document</b> |
|---------------------------------|---|-------------------------|
| Regulation 5                    | Globally Harmonized System of Classification and Labelling of Chemicals, seventh revised edition, published by the United Nations in 2017.  | The whole               |
| Regulation 7                    | Globally Harmonized System of Classification and Labelling of Chemicals, third, fourth and fifth revised editions, published by the United Nations in 2009, 2011 and 2013 respectively. | The whole               |

The above documents applied, adopted or incorporated by the regulations are available for inspection, without charge, by the public during normal office hours at the offices of WorkSafe Victoria, 1 Malop Street, Geelong. Please email [legislation@worksafe.vic.gov.au](mailto:legislation@worksafe.vic.gov.au) to arrange the viewing of these documents.

The above documents are also available in electronic form at [www.unece.org](http://www.unece.org) and then searching for the relevant edition of the GHS.

Copies of the documents were lodged with the Clerk of the Parliaments on 2 February 2021.

VICTORIAN WORKCOVER AUTHORITY  
(Trading as Worksafe Victoria)

**Interpretation of Legislation Act 1984****DANGEROUS GOODS (STORAGE AND HANDLING)****AMENDMENT REGULATIONS 2020**

## Notice of Incorporation of Documents

As required by section 32 of the **Interpretation of Legislation Act 1984**, notice is given that the Dangerous Goods (Storage and Handling) Amendment Regulations 2020 apply, adopt or incorporate the following documents:

| <b>Statutory rule provision</b> | <b>Title of document</b>  | <b>Page of document</b> |
|---------------------------------|---|-------------------------|
| Regulation 5                    | Globally Harmonized System of Classification and Labelling of Chemicals, third, fourth and fifth revised editions, published by the United Nations in 2009, 2011 and 2013 respectively. | The whole               |

The above documents applied, adopted or incorporated by the regulations are available for inspection, without charge, by the public during normal office hours at the offices of WorkSafe Victoria, 1 Malop Street, Geelong. Please email [legislation@worksafe.vic.gov.au](mailto:legislation@worksafe.vic.gov.au) to arrange the viewing of these documents.

The above documents are also available in electronic form at [www.unece.org](http://www.unece.org) and then searching for the relevant edition of the GHS.

Copies of the documents were lodged with the Clerk of the Parliaments on 2 February 2021.

VICTORIAN WORKCOVER AUTHORITY  
(Trading as Worksafe Victoria)



**Owner Drivers and Forestry Contractors Act 2005**

## TRANSPORT INDUSTRY COUNCIL

## Rates and Costs Schedule 2020–2021

## 1 Tonne Van Courier/Messenger

## Road Transport and Distribution Award 2010

**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 drivers<sup>1</sup> 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 total cargo carrying capacity of the vehicle) or similar vehicle<sup>2</sup>.

The Schedule is structured as follows:

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<sup>1</sup> 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 2017 made under the Act

<sup>2</sup> 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 1: Fixed Costs**

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

**Part 2: Variable Costs**

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

**Part 3: Payment for Labour**

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

**Part 4: Totals**

This section allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,672 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"> <li>● a vehicle with a current capital value of \$32,317 (being the current average retail value of a 3 year old vehicle).</li> <li>● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, a 10% deposit of \$3,232 and interest at a comparison interest rate of 7.5% per annum.</li> </ul> <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"> <li>● 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.</li> <li>● The model spreads fixed operating costs over those 1,672 hours.</li> <li>● 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.</li> </ul>                                  |

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<br>This model is based on a vehicle with a current capital value of \$32,317 (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, a 10% deposit of \$3,232 at 7.5% interest per annum. | \$3,474                        |             | Finance arrangements will vary widely depending on: <ul style="list-style-type: none"> <li>• if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or</li> <li>• 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.</li> </ul>                       |
| Registration, Permits and TAC Fees<br>Based on vehicle registration fee of \$302.40 and TAC charge of \$533.50 which is net of GST. Assumes payment is made on an annual basis.<br>TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).                | \$626.93                       |             | These fees are current as at 1 July 2020 but may change.<br>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).<br>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<br>Self-funded, based on 9.5% of own labour assumed at \$33,184.  | \$3,152                        |             |   |

| <b>Cost items assumptions used in the example</b>  | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>   |
|--|---------------------------------------|--------------------|---|
| <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>                                       | \$763                                 |                    | <p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p> |
| <p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$20,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods. These fixed costs have been calculated at 100%.</p>  | \$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> | \$1,395                               |                    | <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>  | \$450                                 |                    |   |

| <b>Cost items assumptions used in the example</b>   | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>  |
|---|---------------------------------------|--------------------|--|
| <p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$33,184.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>                               | \$1,516                               |                    | <p>The rate is current as at 2019–2020 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> | \$2,164                               |                    | <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>   | \$13,658                              |                    |  |
| <p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>  | \$8.17                                |                    | <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

| <b>Cost items assumptions assumes 44,000 km travelled per year</b>  | <b>Typical cost per km</b> | <b>Your cost per km</b> | <b>Variations in this cost item</b>   |
|---|----------------------------|-------------------------|---|
| Fuel<br>Based on retail diesel fuel cost as at average retail cost for Victoria across 2019 of 140 cents per litre, which is net of GST.<br>Assumes 18.20 litres consumed per 100 km. | 16 cents                   |                         | Fuel is the single biggest variable cost and will significantly affect your business.<br>Fuel costs will also vary depending on the age, features and condition of the vehicle.<br>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.<br>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<br>Assumes cost of \$320.54 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.  | 2 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.<br>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.   |
| Servicing, Repairs and Maintenance<br>Based on rate of 5 cents per km.  | 5 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.<br>Significant savings can be made if the business does its own servicing and repairs.   |
| Total variable costs per km   | 22 cents                   |                         |   |

| <b>Total variable costs per driving hour</b> | <b>Typical cost per km</b> | <b>Your cost per km</b> | <b>Variations in this cost item</b>  |
|--|----------------------------|-------------------------|--|
| Assumes 25km travelled per hour.             | \$5.61                     |                         | These rates are typical for city driving only.<br>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.<br>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:

[linkt.com.au/melbourne/using-toll-roads/toll-calculator](http://linkt.com.au/melbourne/using-toll-roads/toll-calculator)

[eastlink.com.au/toll-calculator](http://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 <sup>1</sup>                   | Casual overtime rate 150% <sup>2</sup><br>For the first two hours, over<br>7.6 per day or 38 per week | Casual overtime rate 200% <sup>2</sup><br>For work extending<br>beyond the first two hours<br>of overtime and until the<br>completion of work |
|--|---|---|
| \$26.93  | \$32.31   | \$43.08   |
| Range of rates typically paid in Victoria <sup>3</sup> |   |   |
| \$26.93 to \$32.32                                     | \$32.31 to \$38.70  | \$43.08 to \$51.70  |

#### Notes:

1. Casual base hourly rate: The base rate is calculated on the *Road Transport and Distribution Award 2010*<sup>3</sup> (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 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.

<sup>3</sup> The Award rate is accurate as at 1 November 2020, 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](http://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**

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

| <b>Totals</b>                      |                    |                     |  |
|------------------------------------|--------------------|---------------------|--|
| <b>Totals per driving hour</b>     | <b>Fixed Costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Fixed Costs                        | \$8.17             |                     | Assuming fixed costs spread over 1,672 hours.  |
| Variable Costs                     | \$5.61             |                     | Assuming 25 km travelled per hour.   |
| Labour                             | 26.93              |                     | This worked example is based on a labour rate of \$26.93 per hour.<br>See discussion on rates for labour in Part 3.                                      |
| Total per hour (up to 1,672 hours) | \$40.71            |                     | Note that this is not a prescribed or recommended rate.<br>Owner drivers are strongly recommended to consider their own circumstances and obtain advice. |

##### **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.



| <b>Totals</b>                  |                      |                     |  |
|--------------------------------|----------------------|---------------------|--|
| <b>Totals per driving hour</b> | <b>Typical costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Variable Costs                 | \$5.61               |                     | Assuming 25 km travelled per hour.   |
| Labour<br>(overtime rates)     | \$32.31              |                     | This worked example is based on a nominal penalty labour rate of \$32.31 per hour.<br>See discussion on rates for labour in Part 3.                      |
| Total per hour                 | \$37.92              |                     | Note that this is not a prescribed or recommended rate.<br>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](http://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 2020–2021

1 Tonne Vehicle (GVM) – General Freight

Road Transport and Distribution Award 2010

### 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 drivers<sup>1</sup> 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 maximum cargo capacity of the vehicle) or similar vehicle.<sup>2</sup>

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.

<sup>1</sup> 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 2017 made under the Act.

<sup>2</sup> 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"> <li>• a vehicle with a current capital value of \$32,317 (being the current average retail value of a 3 year old vehicle).</li> <li>• a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, a 10% deposit of \$3,232 with interest at a comparison interest rate of 7.5% per annum.</li> </ul> <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p> |
| Driving hours per year (kilometres travelled) | <p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,672 hours.</p> <p>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.</p>   |

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

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

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

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

## Rate Structures

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

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

### PART 1 – FIXED ANNUAL COSTS – PER YEAR AND PER HOUR

Note: All costs are exclusive of GST

| 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 \$32,317 (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, a 10% deposit of \$3,232 at 7.5% interest per annum.</p> | \$4,632                        |             | <p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> <li>• if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or</li> <li>• 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.</li> </ul>                               |
| <p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$302.40 and TAC charge of \$533.50 which is net of GST. Assumes payment is made on an annual basis.</p> <p>TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>            | \$835.90                       |             | <p>These fees are current as at 1 July 2020 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 \$44,244.</p>  | \$4,203                        |             |  |

| <b>Cost items assumptions used in the example</b>  | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>   |
|--|---------------------------------------|--------------------|---|
| <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>                                       | \$1,018                               |                    | <p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p> |
| <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>   | \$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. These fixed costs have been calculated at 100%.</p> | \$1,860                               |                    | <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>  | \$600                                 |                    |   |

| <b>Cost items assumptions used in the example</b>   | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>  |
|---|---------------------------------------|--------------------|--|
| <p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$44,244.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>                               | \$2,016                               |                    | <p>The rate is current as at 2019–2020 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> | \$2,885                               |                    | <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.</p> <p>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).</p> <p>This figure may also vary depending on contractual conditions.</p> |
| <p>Total annual fixed costs</p>   | \$18,211                              |                    |  |
| <p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>  | \$10.89                               |                    | <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

| <b>Cost items assumptions assumes 44,000 km travelled per year</b>   | <b>Typical cost per km</b> | <b>Your cost per km</b> | <b>Variations in this cost item</b>   |
|--|----------------------------|-------------------------|---|
| Fuel<br>Based on retail diesel fuel cost as at average retail cost for Victoria across 2019 of 140 cents per litre, which is net of GST. Assumes 18.20 litres consumed per 100 km. | 16 cents                   |                         | Fuel is the single biggest variable cost and will significantly affect your business.<br>Fuel costs will also vary depending on the age, features and condition of the vehicle.<br>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.<br>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<br>Assumes cost of \$320 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.  | 2 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.<br>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.   |
| Servicing, Repairs and Maintenance<br>Based on rate of 5 cents per km.   | 5 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.<br>Significant savings can be made if the business does its own servicing and repairs.   |
| Total variable costs per km  | 22 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.     | \$5.61              |                  | <p>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.</p> <p>Drivers who travel long distance or in the country 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:

[linkt.com.au/melbourne/using-toll-roads/toll-calculator](http://linkt.com.au/melbourne/using-toll-roads/toll-calculator)

[eastlink.com.au/toll-calculator](http://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 <sup>1</sup>                   | Casual overtime rate 150% <sup>2</sup><br>For the first two hours, over 7.6 per day or 38 per week | Casual overtime rate 200% <sup>2</sup><br>For work extending beyond the first two hours of overtime and until the completion of work |
|--|--|--|
| \$26.93  | \$32.31  | \$43.08  |
| Range of rates typically paid in Victoria <sup>3</sup> |  |  |
| \$26.93 to \$32.31                                     | \$32.31 to \$38.77   | \$43.08 to \$51.69   |



**Notes:**

1. Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010<sup>3</sup> (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 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.

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

| <b>Totals</b>                  |                    |                     |   |
|--------------------------------|--------------------|---------------------|---|
| <b>Totals per driving hour</b> | <b>Fixed Costs</b> | <b>Your figures</b> | <b>Notes</b>  |
| Fixed Costs                    | \$10.89            |                     | Assuming fixed costs spread over 1,672 hours.   |
| Variable Costs                 | \$5.61             |                     | Assuming 25 km travelled per hour.  |
| Labour                         | \$26.93            |                     | This worked example is based on a labour rate of \$26.93 per hour.<br>See discussion on rates for labour in Part 3. |

<sup>3</sup> The Award rate is accurate as at 1 November 2020, 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](http://fwc.gov.au) or contacting your association or union.

|                                       |         |  |  |
|---------------------------------------|---------|--|--|
| Total per hour<br>(up to 1,672 hours) | \$43.43 |  | Note that this is not a prescribed or recommended rate.<br>Owner drivers are strongly recommended to consider their own circumstances and obtain advice. |
|---------------------------------------|---------|--|--|

**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.

| <b>Totals</b>                  |                      |                     |  |
|--------------------------------|----------------------|---------------------|--|
| <b>Totals per driving hour</b> | <b>Typical costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Variable Costs                 | \$5.61               |                     | Assuming 25 km travelled per hour.   |
| Labour<br>(overtime rates)     | \$32.31              |                     | This worked example is based on a nominal penalty labour rate of \$32.31 per hour.<br>See discussion on rates for labour in Part 3.                      |
| Total per hour                 | \$37.92              |                     | Note that this is not a prescribed or recommended rate.<br>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](http://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 2020–2021

## 4.5 Tonne Rigid Vehicle (GVM)

## Road Transport and Distribution Award 2010

**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 drivers<sup>1</sup> 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 vehicle<sup>2</sup>.

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.

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<sup>1</sup> 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 2017 made under the Act.

<sup>2</sup> 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> <p>a vehicle with a current capital value of \$37,742 (being the current average retail value of a 5 year old vehicle).</p> <p>a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, a 10% deposit of \$3,774 with interest at a comparison interest rate of 7.5% per annum.</p> <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p> |
| Driving hours per year (kilometres travelled) | <p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,672 hours.</p> <p>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.</p>  |

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

The age, current capital value (or both) of the vehicle is less or more than the above figures;

Other finance arrangements apply (for example, the vehicle is fully owned or is subject to a loan);

More or fewer hours are worked each year.

BECAUSE OF THESE POTENTIAL VARIATIONS, GREAT CARE SHOULD BE TAKEN IN USING THE INDICATIVE FIGURES SET OUT IN THE COST MODEL, AS THE COSTS OF THE INDIVIDUAL BUSINESS MAY VARY SIGNIFICANTLY.

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

### Rate Structures

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

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

### PART 1 – FIXED ANNUAL COSTS – PER YEAR AND PER HOUR

Note: All costs are exclusive of GST

| 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 \$37,742 (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, a 10% deposit of \$3,774 at 7.5% interest per annum.</p> | \$4,882                        |             | <p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> <li>• if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or</li> <li>• 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.</li> </ul>                                      |
| <p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$607 and TAC charge of \$776 which is net of GST. Assumes payment is made on an annual basis.</p> <p>TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>                  | \$1,383                        |             | <p>These fees are current as at 1 July 2020 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.</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 \$44,788.</p>  | \$4,254                        |             |   |

| <b>Cost items assumptions used in the example</b>  | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>   |
|--|---------------------------------------|--------------------|---|
| <p>Insurance Comprehensive Vehicle<br/>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>                                    | \$1,189                               |                    | <p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p> |
| <p>Insurance Goods in Transit<br/>Based on an insured sum of \$30,000 at an insurance rate of 0.8%.<br/>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<br/>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.<br/>Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p> | \$1,860                               |                    | <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<br/>Assumes policy for public liability claims up to \$10 million. These fixed costs have been calculated at 100%.</p>   | \$600                                 |                    |   |

| <b>Cost items assumptions used in the example</b>   | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>  |
|---|---------------------------------------|--------------------|--|
| <p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$44,788.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>                               | \$2,041                               |                    | <p>The rate is current as at 2019–2020 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>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> | \$2,885                               |                    | <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  | \$19,335                              |                    |  |
| <p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>  | \$11.56                               |                    | <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

| <b>Cost items assumptions assumes<br/>39,600 km travelled per year</b>  | <b>Typical<br/>cost per<br/>km</b> | <b>Your<br/>cost per<br/>km</b> | <b>Variations in this cost item</b>  |
|---|------------------------------------|---------------------------------|--|
| <p>Fuel</p> <p>Based on retail diesel fuel cost based on the average retail cost for Victoria across 2019 of 140 cents per litre, which is net of GST.</p> <p>Assumes 20.20 litres consumed per 100 km.</p> | 24 cents                           |                                 | <p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p> <p>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.</p> <p>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.</p> |
| <p>Tyres</p> <p>Assumes cost of \$320 per tyre (6 tyres) based on vehicle specific average performance and replaced after 60,000 km.</p>  | 3 cents                            |                                 | <p>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.</p> <p>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.</p>   |
| <p>Servicing, Repairs and Maintenance</p> <p>Based on rate of 8 cents per km.</p>   | 8 cents                            |                                 | <p>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.</p> <p>Significant savings can be made if the business does its own servicing and repairs.</p>   |
| <b>Total variable costs per km</b>  | <b>35 cents</b>                    |                                 |  |



| <b>Total variable costs per driving hour</b> | <b>Typical cost per hour</b> | <b>Your cost per hour</b> | <b>Variations in this cost item</b>   |
|--|------------------------------|---------------------------|---|
| Assumes 25 km travelled per hour.            | \$8.85                       |                           | <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 and the nature of the work.</p> <p>Drivers who travel long distance or in the country 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:

[linkt.com.au/melbourne/using-toll-roads/toll-calculator](http://linkt.com.au/melbourne/using-toll-roads/toll-calculator)

[eastlink.com.au/toll-calculator](http://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.

| <b>Casual base hourly rate<sup>1</sup></b>             | <b>Casual overtime rate 150%<sup>2</sup><br/>For the first two hours, over<br/>7.6 per day or 38 per week</b> | <b>Casual overtime rate 200%<sup>2</sup><br/>For work extending beyond the first<br/>two hours of overtime and until the<br/>completion of work</b> |
|--|---|---|
| \$27.26  | \$32.71   | \$43.61   |
| Range of rates typically paid in Victoria <sup>3</sup> |   |   |
| \$27.26 to \$32.71                                     | \$32.71 to \$39.25  | \$43.61 to \$52.33  |

**Notes:**

1. **Casual base hourly rate:** The base rate is calculated on the Road Transport and Distribution Award 2010<sup>3</sup> (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 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.

<sup>3</sup> The Award rate is accurate as at 1 November 2020, 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](http://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 year**

| <b>Totals</b>                         |                    |                     |  |
|---------------------------------------|--------------------|---------------------|--|
| <b>Totals per driving hour</b>        | <b>Fixed Costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Fixed Costs                           | \$11.56            |                     | Assuming fixed costs spread over 1,672 hours.  |
| Variable Costs                        | \$8.85             |                     | Assuming 25 km travelled per hour.   |
| Labour                                | \$27.26            |                     | This worked example is based on a labour rate of \$27.26 per hour.<br>See discussion on rates for labour in Part 3.                                      |
| Total per hour<br>(up to 1,672 hours) | \$47.67            |                     | Note that this is not a prescribed or recommended rate.<br>Owner drivers are strongly recommended to consider their own circumstances and obtain advice. |

**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.

| <b>Totals</b>                  |                      |                     |  |
|--------------------------------|----------------------|---------------------|--|
| <b>Totals per driving hour</b> | <b>Typical costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Variable Costs                 | \$8.85               |                     | Assuming 25 km travelled per hour.   |
| Labour<br>(overtime rates)     | \$32.71              |                     | This worked example is based on a nominal penalty labour rate of \$32.71 per hour.<br>See discussion on rates for labour in Part 3.                      |
| Total per hour                 | \$41.56              |                     | Note that this is not a prescribed or recommended rate.<br>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](http://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 2020–2021

#### 8 Tonne Rigid Vehicle (GVM)

#### Road Transport and Distribution Award 2010

### 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 drivers<sup>1</sup> 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 vehicle.<sup>2</sup>

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.

<sup>1</sup> 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 2017 made under the Act.

<sup>2</sup> 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"> <li>● a vehicle with a current capital value of \$48,500 (being the current average retail value of a 6 year old vehicle).</li> <li>● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, a 10% deposit of \$4,850 with interest at a comparison interest rate of 7.5% per annum.</li> </ul> <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) | <p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,672 hours.</p> <p>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.</p>  |

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

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

BECAUSE OF THESE POTENTIAL VARIATIONS, GREAT CARE SHOULD BE TAKEN IN USING THE INDICATIVE FIGURES SET OUT IN THE COST MODEL, AS THE COSTS OF THE INDIVIDUAL BUSINESS MAY VARY SIGNIFICANTLY.

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

## Rate Structures

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

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

### PART 1 – FIXED ANNUAL COSTS – PER YEAR AND PER HOUR

Note: All costs are exclusive of GST

| 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 \$48,500 (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, a 10% deposit of \$4,850 at 7.5% interest per annum.</p> | \$7,291                        |             | <p>Finance arrangements will vary widely depending on:</p> <p>if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or</p> <p>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>   |
| <p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$607 and TAC charge of \$776 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>                                      | \$1,384                        |             | <p>These fees are current as at 1 July 2020 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.</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 \$44,245.</p>   | \$4,255                        |             |   |

| <b>Cost items assumptions used in the example</b>  | <b>Example:<br/>Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>   |
|--|---|--------------------|---|
| <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>                                       | \$1,528                                   |                    | <p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p> |
| <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> | \$1,860                                   |                    | <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>  | \$600                                     |                    |   |

| <b>Cost items assumptions used in the example</b>   | <b>Example:<br/>Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>  |
|---|---|--------------------|--|
| <p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$44,245.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>                               | \$2,041                                   |                    | <p>The rate is current as at 2019–2020 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>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> | \$2,885                                   |                    | <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>   | \$22,243                                  |                    |  |
| <p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>  | \$13.30                                   |                    | <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

| <b>Cost items assumptions assumes 39,600 km travelled per year</b>   | <b>Typical cost per km</b> | <b>Your cost per km</b> | <b>Variations in this cost item</b>   |
|--|----------------------------|-------------------------|---|
| Fuel<br>Based on retail diesel fuel cost based on the average retail cost for Victoria across 2019 of 140 cents per litre, which is net of GST.<br>Assumes 24.57 litres consumed per 100 km. | 24 cents                   |                         | Fuel is the single biggest variable cost and will significantly affect your business.<br>Fuel costs will also vary depending on the age, features and condition of the vehicle.<br>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.<br>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<br>Assumes cost of \$320 per tyre (8 tyres) based on vehicle specific average performance and replaced after 80,000 km.  | 3 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.<br>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.   |
| Servicing, Repairs and Maintenance<br>Based on rate of 10 cents per km.  | 10 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.<br>Significant savings can be made if the business does its own servicing and repairs.   |
| Total variable costs per km  | 38 cents                   |                         |   |

| <b>Total variable costs per driving hour</b> | <b>Typical cost per hour</b> | <b>Your cost per hour</b> | <b>Variations in this cost item</b>  |
|--|------------------------------|---------------------------|--|
| Assumes 20 km travelled per hour.            | \$9.41                       |                           | These rates are typical for city driving only.<br>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.<br>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:

[linkt.com.au/melbourne/using-toll-roads/toll-calculator](http://linkt.com.au/melbourne/using-toll-roads/toll-calculator)

[eastlink.com.au/toll-calculator](http://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.

| <b>Casual base hourly rate<sup>1</sup></b>             | <b>Casual overtime rate 150%<sup>2</sup><br/>For the first two hours, over<br/>7.6 per day or 38 per week</b> | <b>Casual overtime rate 200%<sup>2</sup><br/>For work extending beyond the<br/>first two hours of overtime and<br/>until the completion of work</b> |
|--|---|---|
| \$27.26  | \$32.71   | \$43.61   |
| Range of rates typically paid in Victoria <sup>3</sup> |   |   |
| \$27.26 to \$32.71                                     | \$32.71 to \$39.25  | \$43.61 to \$52.32  |

#### Notes:

1. Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010<sup>3</sup> (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 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

<sup>3</sup> The Award rate is accurate as at 1 November 2020, 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](http://fwc.gov.au) or contacting your association or union.

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**

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

| <b>Totals</b>                         |                    |                     |  |
|---------------------------------------|--------------------|---------------------|--|
| <b>Totals per driving hour</b>        | <b>Fixed Costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Fixed Costs                           | \$13.30            |                     | Assuming fixed costs spread over 1,672 hours.  |
| Variable Costs                        | \$9.41             |                     | Assuming 20 km travelled per hour.   |
| Labour                                | \$27.26            |                     | This worked example is based on a labour rate of \$27.26 per hour.<br>See discussion on rates for labour in Part 3.                                      |
| Total per hour<br>(up to 1,672 hours) | \$49.97            |                     | Note that this is not a prescribed or recommended rate.<br>Owner drivers are strongly recommended to consider their own circumstances and obtain advice. |

**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.

| <b>Totals</b>                  |                      |                     |  |
|--------------------------------|----------------------|---------------------|--|
| <b>Totals per driving hour</b> | <b>Typical costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Variable Costs                 | \$9.41               |                     | Assuming 20 km travelled per hour.   |
| Labour (overtime rates)        | \$32.71              |                     | This worked example is based on a nominal penalty labour rate of \$32.71 per hour.<br>See discussion on rates for labour in Part 3.                      |
| Total per hour                 | \$41.66              |                     | Note that this is not a prescribed or recommended rate.<br>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](http://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 2020–2021

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

Road Transport and Distribution Award 2010

**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 drivers<sup>1</sup> 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 vehicle.<sup>2</sup> 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.

<sup>1</sup> 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 2017 made under the Act.

<sup>2</sup> 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 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.

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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"> <li>● a vehicle with a current capital value of \$39,750 (being the current average retail value of a 10 year old vehicle).</li> <li>● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, a 10% deposit of \$3,975 with interest at a comparison interest rate of 7.5% per annum.</li> </ul> <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"> <li>● 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.</li> <li>● The model spreads fixed operating costs over those 1,672 hours.</li> <li>● 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.</li> </ul>   |

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 \$39,750 (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, a 10% deposit of \$3,975 at 7.5% interest per annum.</p> | \$7,881                        |                | <p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> <li>• if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or</li> <li>• 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.</li> </ul>                               |
| <p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$607 and TAC charge of \$776 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>                          | \$1,383                        |                | <p>These fees are current as at 1 July 2020 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 \$45,604.</p>   | \$4,332                        |                |  |

| <b>Cost items assumptions used in the example</b>  | <b>Example: Typical cost per year</b> | <b>Your costs: \$</b> | <b>Variations in this cost item</b>   |
|--|---------------------------------------|-----------------------|---|
| <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> | \$1,252                               |                       | <p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p> |
| <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>           | \$1,860                               |                       | <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>  | \$600                                 |                       |   |
| <p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$45,604.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>  | \$2,078                               |                       | <p>The rate is current as at 2019–2020 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>   |



| <b>Cost items assumptions used in the example</b>   | <b>Example: Typical cost per year</b> | <b>Your costs: \$</b> | <b>Variations in this cost item</b>  |
|---|---------------------------------------|-----------------------|--|
| <p>Business Administration Costs</p> <p>Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.</p> | \$2,885                               |                       | <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  | \$22,672                              |                       |  |
| Total hourly fixed costs  | \$13.56                               |                       | Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.  |
| Assuming 1,672 vehicle operation hours.   |                                       |                       |  |

## **PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR**

Note: All costs are exclusive of GST

| <b>Cost items assumptions assumes 33,000 km travelled per year</b>   | <b>Typical cost per year</b> | <b>Your cost per km</b> | <b>Variations in this cost item</b>  |
|--|------------------------------|-------------------------|--|
| <p>Fuel</p> <p>Based on retail diesel fuel cost based on the average retail cost for Victoria across 2019 of 140 cents per litre, which is net of GST. Assumes 25.71 litres consumed per 100 km.</p> | 23 cents                     |                         | <p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p>   |
| <p>Tyres</p> <p>Assumes cost of \$633 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.</p>  | 8 cents                      |                         | <p>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.</p> <p>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.</p> |

| Cost items assumptions assumes 33,000 km travelled per year             | Typical cost per year | Your cost per km | Variations in this cost item   |
|---|-----------------------|------------------|--|
| Servicing, Repairs and Maintenance<br>Based on rate of 26 cents per km. | 26 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   | 57 cents              |                  |  |

| Total variable costs per driving hour | Typical cost per hour | Your cost per hour | Variations in this cost item   |
|---------------------------------------|-----------------------|--------------------|--|
| Assumes 18 km travelled per hour.     | \$10.26               |                    | These rates are typical for city driving only.<br>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.<br>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:

[linkt.com.au/melbourne/using-toll-roads/toll-calculator](http://linkt.com.au/melbourne/using-toll-roads/toll-calculator)

[eastlink.com.au/toll-calculator](http://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 <sup>1</sup>                   | Casual overtime rate 150% <sup>2</sup><br>For the first two hours, over<br>7.6 per day or 38 per week | Casual overtime rate 200% <sup>2</sup><br>For work extending<br>beyond the first two hours<br>of overtime and until the<br>completion of work |
|--|---|---|
| \$27.26  | \$32.71   | \$43.61   |
| Range of rates typically paid in Victoria <sup>3</sup> |   |   |
| \$27.26 to \$32.71                                     | \$32.71 to \$39.25  | \$43.61 to \$52.32  |

**Notes:**

1. Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010<sup>3</sup> (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 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).

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

| <b>Totals</b>                  |                    |                     |   |
|--------------------------------|--------------------|---------------------|---|
| <b>Totals per driving hour</b> | <b>Fixed Costs</b> | <b>Your figures</b> | <b>Notes</b>  |
| Fixed Costs                    | \$13.56            |                     | Assuming fixed costs spread over 1,672 hours.   |
| Variable Costs                 | \$10.26            |                     | Assuming 18 km travelled per hour.  |
| Labour                         | \$27.26            |                     | This worked example is based on a labour rate of \$27.26 per hour.<br>See discussion on rates for labour in Part 3. |

<sup>3</sup> The Award rate is accurate as at 1 November 2020, 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](http://fwc.gov.au) or contacting your association or union.

|                                       |         |  |  |
|---------------------------------------|---------|--|--|
| Total per hour<br>(up to 1,672 hours) | \$51.08 |  | Note that this is not a prescribed or recommended rate.<br>Owner drivers are strongly recommended to consider their own circumstances and obtain advice. |
|---------------------------------------|---------|--|--|

**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.

| <b>Totals</b>                         |                    |                     |  |
|---------------------------------------|--------------------|---------------------|--|
| <b>Totals per driving hour</b>        | <b>Fixed Costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Variable Costs                        | \$10.23            |                     | Assuming 18 km travelled per hour.   |
| Labour<br>(overtime rates)            | \$32.71            |                     | This worked example is based on a nominal penalty labour rate of \$32.71 per hour.<br>See discussion on rates for labour in Part 3.                      |
| Total per hour<br>(up to 1,672 hours) | \$42.94            |                     | Note that this is not a prescribed or recommended rate.<br>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](http://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 2020–2021

## Prime Mover (Bogie Drive)

## Road Transport and Distribution Award 2010

**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 drivers<sup>1</sup> 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 vehicle.<sup>2</sup>

The Schedule is structured as follows:

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<sup>1</sup> 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 2017 made under the Act.

<sup>2</sup> 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 1: Fixed Costs**

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

**Part 2: Variable Costs**

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

**Part 3: Payment for Labour**

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

**Part 4: Totals**

This section allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,672 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"> <li>● a vehicle with a current capital value of \$88,017 (being the current average retail value of a 10 year old vehicle).</li> <li>● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, a 10% deposit of \$8,802 with interest at a comparison rate of 7.5% per annum.</li> </ul> <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p> |
| Driving hours per year (kilometres travelled) | <p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,672 hours.</p> <p>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.</p>   |

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

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

BECAUSE OF THESE POTENTIAL VARIATIONS, GREAT CARE SHOULD BE TAKEN IN USING THE INDICATIVE FIGURES SET OUT IN THE COST MODEL, AS THE COSTS OF THE INDIVIDUAL BUSINESS MAY VARY SIGNIFICANTLY.

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

### Rate Structures

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

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

### PART 1 – FIXED ANNUAL COSTS – PER YEAR AND PER HOUR

Note: All costs are exclusive of GST

| 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 \$88,017 (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, a 10% deposit of \$8,802 at 7.5% interest per annum.</p> | \$15,780                       |             | <p>Finance arrangements will vary widely depending on:</p> <p>if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or</p> <p>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>   |
| <p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$4,512 and TAC charge of \$2,154 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>                      | \$6,667                        |             | <p>These fees are current as at 1 July 2020 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.</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 \$46,711.</p>   | \$4,437                        |             |   |

| <b>Cost items assumptions used in the example</b>  | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>   |
|--|---------------------------------------|--------------------|---|
| <p>Insurance Comprehensive Vehicle<br/>Based on rate of 4.5% per annum.<br/>Based on operator who is over the age of 25, has at least 5 years' experience and no claims history.<br/>Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>                             | \$2,773                               |                    | <p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p> |
| <p>Insurance Goods in Transit<br/>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<br/>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.<br/>Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p> | \$1,860                               |                    | <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<br/>Assumes policy for public liability claims up to \$10 million.</p>   | \$600                                 |                    |   |
| <p>Insurance Workers' Compensation<br/>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$46,711.<br/>Assumes vehicle is primarily travelling intrastate.</p>  | \$2,128                               |                    | <p>The rate is current as at 2019–2020 and is subject to change.<br/>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.<br/>The rate may also vary depending on the driver's claims history.</p>  |



| <b>Cost items assumptions used in the example</b>  | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>   |
|--|---------------------------------------|--------------------|---|
| Business Administration Costs<br>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%. | \$2,885                               |                    | Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.<br><br>Mobile phone charges will vary significantly depending on level of use.<br><br>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   | \$37,530                              |                    |   |
| Total hourly fixed costs<br>Assuming 1,672 vehicle operation hours.  | \$22.45                               |                    | 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

| <b>Cost items assumptions assumes 28,600 km travelled per year</b>   | <b>Typical cost per km</b> | <b>Your cost per km</b> | <b>Variations in this cost item</b>   |
|--|----------------------------|-------------------------|---|
| Fuel<br>Based on retail diesel fuel cost based on the average retail cost for Victoria across 2019 of 140 cents per litre, which is net of GST.<br>Assumes 62.89 litres consumed per 100 km. | 66 cents                   |                         | Fuel is the single biggest variable cost and will significantly affect your business.<br><br>Fuel costs will also vary depending on the age, features and condition of the vehicle.<br><br>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.<br><br>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<br>Assumes cost of \$633 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km. | 8 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.<br><br>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements. |
| Servicing, Repairs and Maintenance<br>Based on rate of 43 cents per km.  | 43 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.<br><br>Significant savings can be made if the business does its own servicing and repairs.   |
| Total variable costs per km  | 140 cents |  |   |

| Total variable costs per driving hour | Typical cost per hour | Your cost per hour | Variations in this cost item   |
|---------------------------------------|-----------------------|--------------------|--|
| Assumes 18 km travelled per hour.     | \$20.97               |                    | These rates are typical for city driving only.<br><br>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.<br><br>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:

[linkt.com.au/melbourne/using-toll-roads/toll-calculator](http://linkt.com.au/melbourne/using-toll-roads/toll-calculator)

[eastlink.com.au/toll-calculator](http://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.

| <b>Casual base hourly rate<sup>1</sup></b>             | <b>Casual overtime rate 150%<sup>2</sup><br/>For the first two hours, over 7.6 per day or 38 per week</b> | <b>Casual overtime rate 200%<sup>2</sup><br/>For work extending beyond the first two hours of overtime and until the completion of work</b> |
|--|---|---|
| \$28.43  | \$34.11   | \$45.48   |
| Range of rates typically paid in Victoria <sup>3</sup> |   |   |
| \$28.43 to \$34.11                                     | \$34.11 to \$40.93  | \$45.48 to \$54.58  |

**Notes:**

1. Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010<sup>3</sup> (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 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.

<sup>3</sup> The Award rate is accurate as at 1 November 2020, 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](http://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 year**

| <b>Totals</b>                      |                    |                     |  |
|------------------------------------|--------------------|---------------------|--|
| <b>Totals per driving hour</b>     | <b>Fixed Costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Fixed Costs                        | \$22.45            |                     | Assuming fixed costs spread over 1,672 hours.  |
| Variable Costs                     | \$20.97            |                     | Assuming 18 km travelled per hour.   |
| Labour                             | \$28.43            |                     | This worked example is based on a labour rate of \$28.43 per hour.<br>See discussion on rates for labour in Part 3.                                      |
| Total per hour (up to 1,672 hours) | \$71.85            |                     | Note that this is not a prescribed or recommended rate.<br>Owner drivers are strongly recommended to consider their own circumstances and obtain advice. |

**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.

| <b>Totals</b>                  |                      |                     |  |
|--------------------------------|----------------------|---------------------|--|
| <b>Totals per driving hour</b> | <b>Typical costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Variable Costs                 | \$20.97              |                     | Assuming 18 km travelled per hour.   |
| Labour (overtime rates)        | \$34.11              |                     | This worked example is based on a nominal penalty labour rate of \$34.11 per hour.<br>See discussion on rates for labour in Part 3.                      |
| Total per hour                 | \$55.08              |                     | Note that this is not a prescribed or recommended rate.<br>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](http://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 2020–2021

## Semi-Trailer (Bogie Drive, 6-axle)

## Road Transport and Distribution Award 2010

**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 drivers<sup>1</sup> 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 vehicle.<sup>2</sup>

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.

<sup>1</sup> 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 2017 made under the Act.

<sup>2</sup> 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> <p>a vehicle with a current capital value of \$137,844 (being the current average retail value of a 10-year-old vehicle and trailer).</p> <p>a vehicle subject to a lease arrangement, over a 4-year term with a 25% residual, a 10% deposit of \$13,785 with interest at a comparison interest rate of 7.5% per annum.</p> <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p> |
| Driving hours per year (kilometres travelled) | <p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,672 hours.</p> <p>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.</p>   |

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

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

BECAUSE OF THESE POTENTIAL VARIATIONS, GREAT CARE SHOULD BE TAKEN IN USING THE INDICATIVE FIGURES SET OUT IN THE COST MODEL, AS THE COSTS OF THE INDIVIDUAL BUSINESS MAY VARY SIGNIFICANTLY.

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

## Rate Structures

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

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

### PART 1 – FIXED ANNUAL COSTS – PER YEAR AND PER HOUR

Note: All costs are exclusive of GST

| 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 \$137,844 (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, a 10% deposit of \$13,785 at 7.5% interest per annum.</p> | \$24,713                       |             | <p>Finance arrangements will vary widely depending on:</p> <p>if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or</p> <p>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>  |
| <p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$6,225 and TAC charge of \$2,155 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>                                    | \$8,380                        |             | <p>These fees are current as at 1 July 2020 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 \$46,711.</p>   | \$4,438                        |             |  |

| <b>Cost items assumptions used in the example</b>  | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>   |
|--|---------------------------------------|--------------------|---|
| <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>                                       | \$4,342                               |                    | <p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p> |
| <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> | \$1,860                               |                    | <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>  | \$600                                 |                    |   |



| <b>Cost items assumptions used in the example</b>   | <b>Example: Typical cost per year</b> | <b>Your costs:</b> | <b>Variations in this cost item</b>  |
|---|---------------------------------------|--------------------|--|
| <p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$46,711.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>                               | \$2,128                               |                    | <p>The rate is current as at 2019–2020 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>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> | \$2,885                               |                    | <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>   | \$49,746                              |                    |  |
| <p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>  | \$29.75                               |                    | <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

| <b>Cost items assumptions assumes 28,600 km travelled per year</b>   | <b>Typical cost per km</b> | <b>Your cost per km</b> | <b>Variations in this cost item</b>   |
|--|----------------------------|-------------------------|---|
| Fuel<br>Based on retail diesel fuel cost based on the average retail cost for Victoria across 2019 of 140 cents per litre, which is net of GST.<br>Assumes 62.89 litres consumed per 100 km. | 66 cents                   |                         | Fuel is the single biggest variable cost and will significantly affect your business.<br>Fuel costs will also vary depending on the age, features and condition of the vehicle.<br>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.<br>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<br>Assumes cost of \$633 per tyre (22 tyres) based on vehicle specific average performance and replaced after 80,000 km.   | 17 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.<br>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.   |
| Servicing, Repairs and Maintenance<br>Based on rate of 56 cents per km.  | 56 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.<br>Significant savings can be made if the business does its own servicing and repairs.   |
| Total variable costs per km  | 140 cents                  |                         |   |

| <b>Total variable costs per driving hour</b> | <b>Typical cost per km</b> | <b>Your cost per km</b> | <b>Variations in this cost item</b>  |
|--|----------------------------|-------------------------|--|
| Assumes 18 km travelled per hour.            | \$25.13                    |                         | These rates are typical for city driving only.<br>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.<br>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:

[linkt.com.au/melbourne/using-toll-roads/toll-calculator](http://linkt.com.au/melbourne/using-toll-roads/toll-calculator)

[eastlink.com.au/toll-calculator](http://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.

| <b>Casual base hourly rate<sup>1</sup></b>             | <b>Casual overtime rate 150%<sup>2</sup><br/>For the first two hours, over 7.6 per day or 38 per week</b> | <b>Casual overtime rate 200%<sup>2</sup><br/>For work extending beyond the first two hours of overtime and until the completion of work</b> |
|--|---|---|
| \$28.43  | \$34.11   | \$45.48   |
| Range of rates typically paid in Victoria <sup>3</sup> |   |   |
| \$28.43 to \$34.11                                     | \$34.11 to \$40.93  | \$45.48 to \$54.58  |

#### Notes:

1. Casual base hourly rate: The base rate is calculated on the Road Transport and Distribution Award 2010<sup>3</sup> (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 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.

<sup>3</sup> The Award rate is accurate as at 1 November 2020, 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](http://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**

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

| <b>Totals</b>                         |                    |                     |  |
|---------------------------------------|--------------------|---------------------|--|
| <b>Totals per driving hour</b>        | <b>Fixed Costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Fixed Costs                           | \$29.75            |                     | Assuming fixed costs spread over 1,672 hours.  |
| Variable Costs                        | \$25.13            |                     | Assuming 18 km travelled per hour.   |
| Labour                                | \$28.43            |                     | This worked example is based on a labour rate of \$28.43 per hour.<br>See discussion on rates for labour in Part 3.                                      |
| Total per hour<br>(up to 1,672 hours) | \$83.31            |                     | Note that this is not a prescribed or recommended rate.<br>Owner drivers are strongly recommended to consider their own circumstances and obtain advice. |

##### **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.

| <b>Totals</b>                  |                      |                     |  |
|--------------------------------|----------------------|---------------------|--|
| <b>Totals per driving hour</b> | <b>Typical costs</b> | <b>Your figures</b> | <b>Notes</b>   |
| Variable Costs                 | \$25.13              |                     | Assuming 18 km travelled per hour.   |
| Labour<br>(overtime rates)     | \$34.11              |                     | This worked example is based on a nominal penalty labour rate of \$34.11 per hour.<br>See discussion on rates for labour in Part 3.                      |
| Total per hour                 | \$59.24              |                     | Note that this is not a prescribed or recommended rate.<br>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](http://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.

**Road Safety Act 1986**

DECLARATION UNDER SECTION 68(4) OF THE **ROAD SAFETY ACT 1986** THAT CERTAIN PROVISIONS OF THE **ROAD SAFETY ACT 1986** AND REGULATIONS DO NOT APPLY WITH RESPECT TO EVENTS CONDUCTED BY TARGA AUSTRALIA PTY LTD

**1. Purpose**

The purpose of this notice is to make a declaration under section 68(4) of the **Road Safety Act 1986** that sections 68(1) and 68(2) of the **Road Safety Act 1986** and the Regulations, including the Road Safety Road Rules 2017, do not apply to motoring events which are sanctioned, or organised and conducted by the motoring organisation Targa Australia Pty Ltd, other than the provisions specified in Table 1.

**2. Authorising provision**

This notice is made under section 68(4) of the **Road Safety Act 1986**. Section 68(4) provides that the Minister for Roads may, on the application of a motoring organisation and by notice published in the Government Gazette, declare that sections 68(1) and 68(2) of the **Road Safety Act 1986** and of any regulations (except as specified in the notice) do not apply with respect to any function or event that is sanctioned, or organised and conducted, by that motoring organisation.

Section 68(1) provides that it is an offence for a person to drive or be in charge of a motor vehicle which is being used in a race or speed trial on a highway. Section 68(2) makes it an offence for a person, alone or with any other person, to organise or manage a race or speed trial or to carry out or cause to be carried out any preparations for the conduct of a race or speed trial that is held or to be held on a highway.

**3. Commencement**

This notice takes effect on the day on which it is published in the Government Gazette.

**4. Expiry**

This notice expires at 11.59 pm on 31 December 2025.

**5. Declaration**

In accordance with section 68(4) of the **Road Safety Act 1986** I, Steve Bowmaker, as delegate for the Minister for Roads and on the application of Targa Australia Pty Ltd, declare that sections 68(1) and 68(2) of the **Road Safety Act 1986** and the Regulations and Road Safety Road Rules 2017 (other than the provisions specified in Table 1) do not apply with respect to motoring events which are sanctioned, or organised and conducted by the motoring organisation Targa Australia Pty Ltd, provided that the event is conducted in full compliance with any permit issued by the Department of Transport, on behalf of the Head, Transport for Victoria. This notice ceases to have any effect on and from the date that the motoring organisation ceases operating as a motoring organisation.

Dated 4 February 2021

STEVE BOWMAKER  
Director Hume  
Department of Transport  
Delegate of the Minister for Roads

**TABLE 1: Provisions that do apply to the relevant events****Road Safety Road Rules 2017**

|               |  |
|---------------|--|
| Part 1        | Introductory   |
| Part 2        | Interpretative provisions  |
| Rule 78       | Keeping clear of police vehicles, emergency vehicles, enforcement vehicles and escort vehicles |
| Rule 79       | Giving way to police vehicles, emergency vehicles, enforcement vehicles and escort vehicles    |
| Rule 300      | Driver must not use a hand-held mobile   |
| Rule 304      | Obedying a direction by a police officer or authorised officer                                 |
| Part 19       | Exemptions   |
| Part 20       | Meaning and application of traffic control devices and traffic-related items                   |
| Part 21       | General interpretative provisions  |
| Schedules 1–4 | Abbreviations, symbols and signs   |
| Dictionary    | Meaning of terms   |

**Road Safety (Vehicles) Regulations 2009**

|     |
|-----|
| ALL |
|-----|

**Road Safety (Drivers) Regulations 2019**

|     |
|-----|
| ALL |
|-----|

**Road Safety (Traffic Management) Regulations 2019**

|     |
|-----|
| ALL |
|-----|

**Road Safety (General) Regulations 2019**

|     |
|-----|
| ALL |
|-----|

**Water Act 1989****CENTRAL GIPPSLAND REGION WATER CORPORATION –  
DECLARATION OF SERVICED PROPERTIES**

Pursuant to section 144 of the **Water Act 1989**, Central Gippsland Region Water Corporation declares the following land to be serviced property for the services listed below on or from the Declaration Date/s listed below.

| <b>Address</b>   | <b>Service</b>     | <b>Subdivision No.</b>                               | <b>Declaration Date</b> |
|--|--------------------|--|-------------------------|
| 18, 20 and 22<br>Montague Avenue, Drouin   | Water and Sewerage | Lot 1 LP209201 S<br>Lot 2 LP075359<br>Lot 2 LP075359 | 07/01/2021              |
| Liddiard Road and<br>Meridian Drive, Traralgon   | Water and Sewerage | PS826061 Y   | 13/01/2021              |
| Liddiard Road and<br>Meridian Drive, Traralgon   | Water and Sewerage | PS826060 B   | 13/01/2021              |
| Staghorn Park Way,<br>Lacy Street, King Parrot Boulevard,<br>Cycad Street, Maidenhair Street<br>and Coconut Street, Drouin | Water and Sewerage | PS829797 E   | 15/01/2021              |
| 83 Shaws Lane, Rosedale  | Water              | PS626543 U   | 19/01/2021              |
| Emberwood Road,<br>Champion Road and<br>Lochfyne Close, Warragul   | Water and Sewerage | PS833044 J   | 22/01/2020              |

**Water Act 1989****WANNON WATER****Multiple Services****Declaration of Properties Provided with  
Water or Sewerage Services**

Notice is hereby given pursuant to section 144 of the **Water Act 1989** that each property listed below has been declared a Serviced Property. The services available, locality and date from which the service was made available is shown under the relevant heading for the listed property.

**Water and Sewer Services**

Lots 1 and 2 PS 839353M

Hamilton

12 January 2021

Lots 1 and 2 PS 817153U

Camperdown

22 January 2021

Lots 14 – 30, 42 and 44 PS 822549N

Warrnambool

28 January 2021

ANDREW JEFFERS  
Managing Director



**Water Act 1989**  
WANNON WATER  
Multiple Services

Declaration of Properties Provided with Water or Sewerage Services

Notice is hereby given pursuant to section 144 of the **Water Act 1989** that each property listed below has been declared a Serviced Property. The services available, locality and date from which the service was made available is shown under the relevant heading for the listed property.

**Water and Sewer Services**

Lots 1 and 2 PS 820495V  
Port Campbell  
2 December 2020

Lots 9–22, Lots, 55–62, Lots 69–76, Lots 83–89, Lots 162A, Lot 162B PS 832368L  
Warrnambool  
4 December 2020

Lots 1 and 2 PS 844590S  
Portland  
9 December 2020

Lot 32 PS 628610V  
Portland  
16 December 2020

Lots 1 and 2 PS 831036T  
Mortlake  
22 December 2020

Lots 1 and 2, PS 845332L  
Port Fairy  
23 December 2020

ANDREW JEFFERS  
Managing Director

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**Planning and Environment Act 1987****BAYSIDE PLANNING SCHEME**

## Notice of Approval of Amendment

## Amendment C168bays

The Minister for Planning has approved Amendment C168bays to the Bayside Planning Scheme.

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

The Amendment makes administrative, formatting and technical changes to local provisions of the Bayside Planning Scheme to reflect reforms introduced by Amendment VC142 and VC148 and to ensure consistency with the *Ministerial Direction on the Form and Content of Planning Schemes*, as part of the Smart Planning Program.

A copy of the Amendment can be inspected, free of charge, online at the Department of Environment, Land, Water and Planning website at [www.planning.vic.gov.au/public-inspection](http://www.planning.vic.gov.au/public-inspection) and free of charge, at:

- the Bayside City Council website at <https://www.bayside.vic.gov.au/current-amendments>; or
- during office hours, at the offices of the Bayside City Council, 76 Royal Avenue, Sandringham.

STUART MENZIES

Director

State Planning Services

Department of Environment, Land, Water and Planning

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**Planning and Environment Act 1987****CORANGAMITE PLANNING SCHEME**

## Notice of Approval of Amendment

## Amendment C48cora

The Minister for Planning has approved Amendment C48cora to the Corangamite Planning Scheme.

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

The Amendment updates the local schedules in zones, overlays, particular provisions and general provisions of the Corangamite Planning Scheme to remove technical errors and inconsistencies with the *Ministerial Direction on the Form and Content of Planning Schemes* and the *Victoria Planning Provisions* as a consequence of Amendment VC142 and Amendment VC148.

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](http://www.planning.vic.gov.au/public-inspection) and:

- at the Corangamite Shire Council website at [www.corangamite.vic.gov.au](http://www.corangamite.vic.gov.au), or
- during office hours at the Corangamite Shire Council Civic Centre, 181 Manifold Street, Camperdown.

STUART MENZIES

Director

State Planning Services

Department of Environment, Land, Water and Planning

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**Planning and Environment Act 1987**  
**QUEENSCLIFFE PLANNING SCHEME**  
Notice of Approval of Amendment  
Amendment C30quen

The Minister for Planning has approved Amendment C30quen to the Queenscliffe Planning Scheme.

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

The Amendment updates the local schedules in zones, overlays, particular provisions, general provisions and operational provisions of the Queenscliffe Planning Scheme to remove technical errors and inconsistencies with the *Ministerial Direction – Form and Content of Planning Schemes* and the *Victoria Planning Provisions* as a result of Amendment VC142 and Amendment VC148.

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](http://www.planning.vic.gov.au/public-inspection) or at:

- the Borough of Queenscliffe website at [www.queenscliffe.vic.gov.au](http://www.queenscliffe.vic.gov.au) or
- during office hours, at the offices of the Borough of Queenscliffe, 50 Learmonth Street, Queenscliff.

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

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**Planning and Environment Act 1987**  
**WYNDHAM PLANNING SCHEME**  
Notice of Approval of Amendment  
Amendment C254wynd

The Minister for Planning has approved Amendment C254wynd to the Wyndham Planning Scheme.

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

The Amendment applies the Specific Controls Overlay to part of the land at 1160 Sayers Road to facilitate the use and development of the Wyndham A-League Soccer Stadium and associated commercial, residential and sports training precinct development by inserting an incorporated document, 'Wyndham A-League Football Stadium Project, October 2020' in the schedules to clause 45.12 and 72.04 of the Wyndham Planning Scheme and making other consequential changes to the schedule to clause 72.03, and local planning provisions.

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](http://www.planning.vic.gov.au/public-inspection) and free of charge, at:

- The Wyndham City Council website [www.wyndham.vic.gov.au](http://www.wyndham.vic.gov.au); or
- During office hours, at the offices of the Wyndham City Council, 45 Princess Highway, Werribee.

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

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**Planning and Environment Act 1987**

**BANYULE PLANNING SCHEME**

**Amendment C124banypt2bany**

**Notice Of Lapsing of Amendment**

The Banyule City Council has resolved to abandon Amendment C124banypt2bany to the Banyule Planning Scheme.

The Amendment proposed to rezone parcels of land within Banyule to correct anomalies or where the existing zone does not reflect the existing or intended use of the land.

The amendment lapsed on 17 December 2020.

STUART MENZIES

Director

State Planning Services

Department of Environment, Land, Water and Planning

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**ORDERS IN COUNCIL**

**Kardinia Park Stadium Act 2016**

**SPECIFICATION OF LAND AT KARDINIA PARK**

Order in Council

The Governor in Council under section 29(2) of the **Kardinia Park Stadium Act 2016**, specifies that the land described hereunder be Kardinia Park Trust Land:-

**MUNICIPAL DISTRICT OF THE GREATER GEELONG CITY COUNCIL**

GEELONG – Crown Allotment 2217 [area 7744 square metres], City of Geelong, Parish of Corio as shown on plan OP125595 published hereunder and lodged in the Central Plan Office.

File reference: 0702001

This Order is effective from the date it is published in the Government Gazette.

Dated 2 February 2021

Responsible Minister:

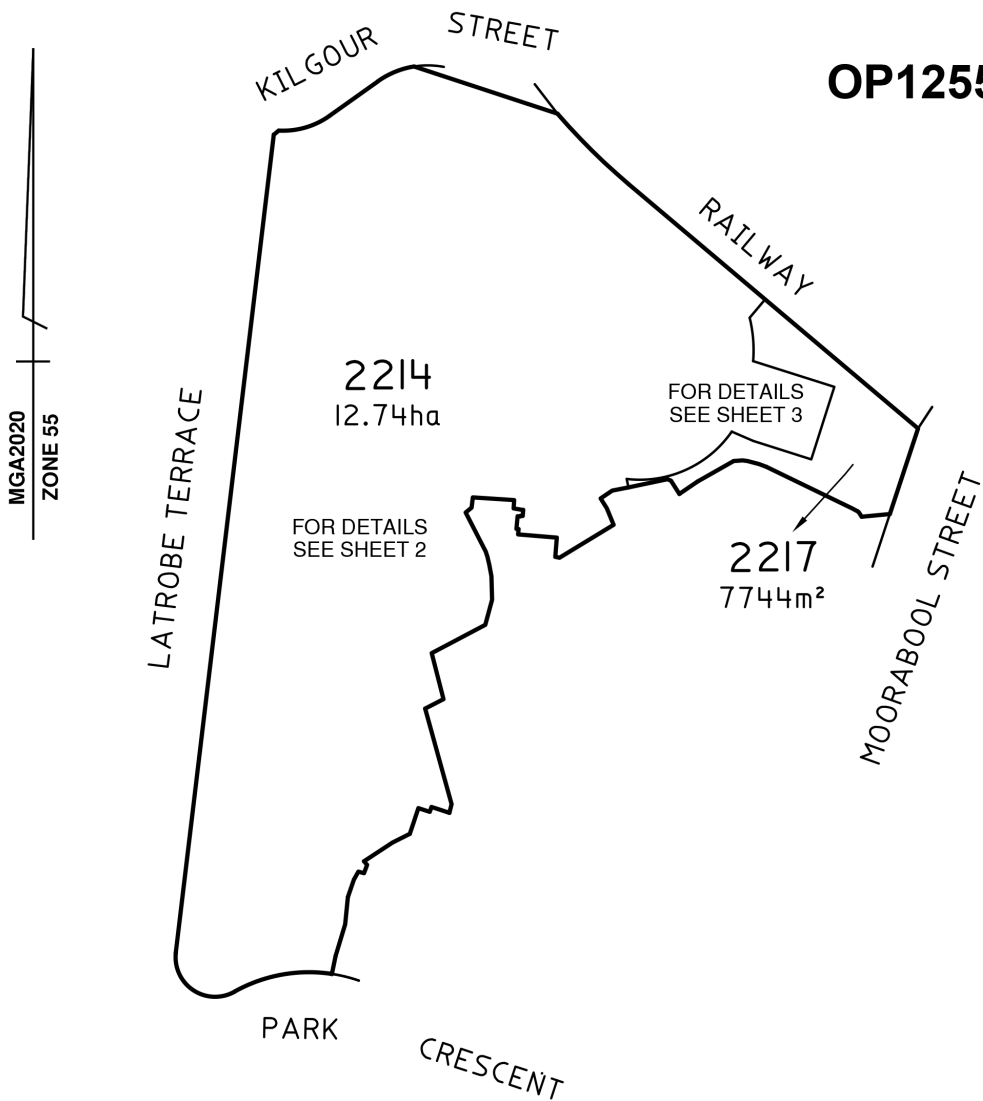
HON LILY D'AMBROSIO MP

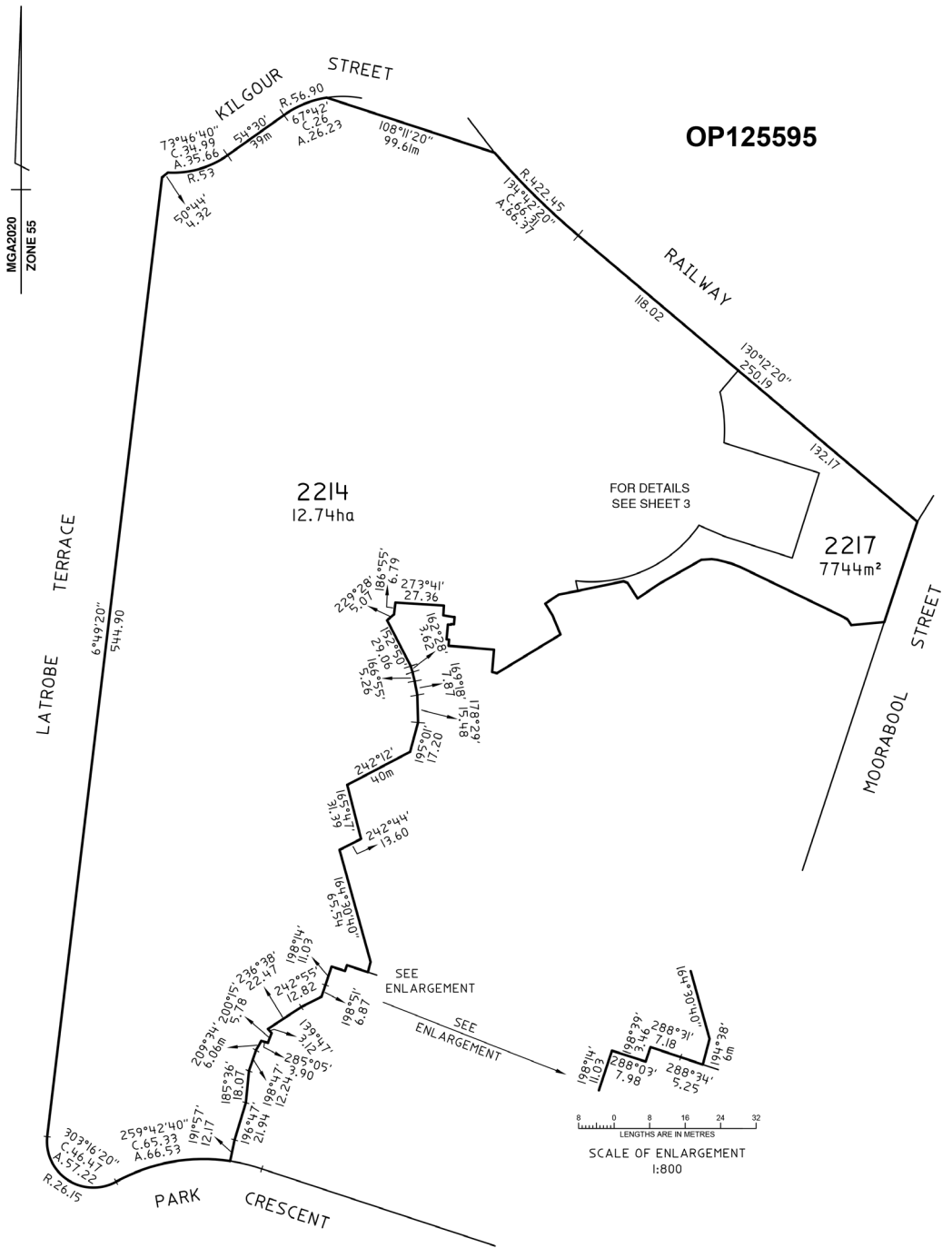
Minister for Energy, Environment and Climate Change

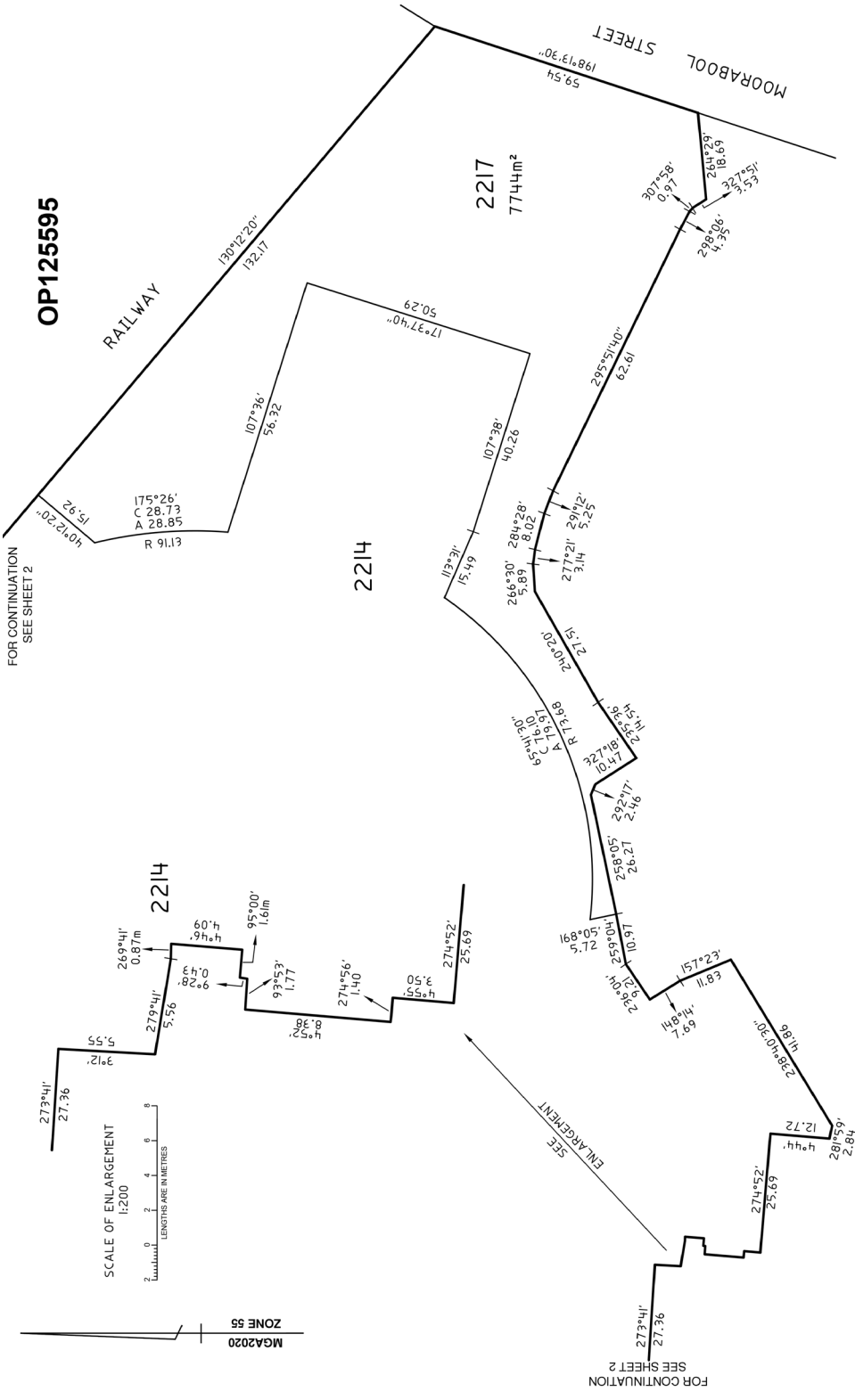
CLAIRE CHISHOLM  
Clerk of the Executive Council

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**OP125595**









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**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 TIMG Bookshop, Level 10, 575 Bourke Street, Melbourne 3000, on the date specified:

2. *Statutory Rule:* Worker Screening Regulations 2021  
*Authorising Act:* Worker Screening Act 2020  
*Date first obtainable:* 27 January 2021  
*Code A*
  3. *Statutory Rule:* Residential Tenancies Regulations 2021  
*Authorising Act:* Residential Tenancies Act 1997  
*Date first obtainable:* 27 January 2021  
*Code G*
  4. *Statutory Rule:* Owner Drivers and Forestry Contractors Amendment Regulations 2021  
*Authorising Act:* Owner Drivers and Forestry Contractors Act 2005  
*Date first obtainable:* 2 February 2021  
*Code A*
-

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