



Victoria Government Gazette

By Authority of Victorian Government Printer

No. G 17 Thursday 29 April 2021

www.gazette.vic.gov.au

GENERAL

TABLE OF PROVISIONS

Private Advertisements		Pietrzak Solicitors	792
Victoria Police – \$500,000 Reward		Van Lierop Lawyers	793
Rape and Aggravated Burglary of Joyce Hain Committed on 27 May 1985 at Burnley	787	Government and Outer Budget Sector Agencies Notices	799
Estates of Deceased Persons		Orders in Council	865
A. B. Natoli Pty	787	Financial Management; Health Services	
Aitken Partners	787		
Argent Law	787	Obtainables	866
Arnold Bloch Leibler	787		
Arthur J. Dines & Co.	788		
Beaumaris Law	788		
Beck Legal	788		
Bediaga Xavier & Ramon	788		
David Davis & Associates	789		
De Marco Lawyers	789		
Devenish	789		
Hartwell Legal	790		
Hicks Oakley Chessell Williams	790		
I. Glenister & Associates	790		
Joliman Lawyers	790		
KCL Law	790		
Kingston Lawyers Pty Ltd	791		
McCracken & McCracken	791		
Macpherson Kelley Pty Ltd	791		
Mills Oakley	791		
Mulcahy & Co. Legal	792		
Perpetual Trustee Company Limited	792		
Perpetuity Legal	792		
Peter Cahill	792		

Advertisers Please Note

As from 29 April 2021

The last Special Gazette was No. 192 dated 28 April 2021.

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

How To Submit Copy

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

PRIVATE ADVERTISEMENTS



VICTORIA POLICE

**RAPE AND AGGRAVATED BURGLARY
AT BURNLEY
\$500,000 REWARD**

The co-operation of the public is sought to establish the identity of the person or persons responsible for the aggravated burglary and rape of Joyce Hain at Burnley, on 27 May 1985.

A reward of up to five hundred thousand dollars (\$500,000) may be paid at the absolute discretion of the Chief Commissioner of Police, for new information leading to the apprehension and subsequent conviction of the person or persons responsible for the aggravated burglary and rape of Joyce Hain.

In appropriate cases, the Director of Public Prosecutions may consider, according to established guidelines, the granting of indemnification from prosecution to any person who provides information as to the identity of the principal offender or offenders in this matter.

Any information given will be treated as confidential and may be given at any time to Crime Stoppers on 1800 333 000.

Any payment of a reward will be subject to the applicant signing a deed of confidentiality prior to payment.

SHANE PATTON APM
Chief Commissioner of Police

Re: LAMBRINI CHRISTOPOULOS, in the Will called Labrini Christopoulos, late of 42 Pakington Street, Kew, Victoria, home duties, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 24 March 2020, are required by the trustees, Efthimia Anthanasopoulos and Roula Christopoulos, to send particulars to the trustees, care of the undermentioned solicitors, by a date not later than two months from the date of publication hereof, after which date the

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

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

Creditors, next-of-kin and others having claims in respect of the estate of ALLAN JOSEPH O'FARRELL, deceased, late of 5 Wesley Court, Croydon, Victoria, manager, who died on 4 December 2020, are requested to send particulars of their claims to the executors, Andrew Collis Blogg and Richard Gerald Birkett, care of the undersigned solicitors, by 2 July 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.

SHIRLEY ELLEN WARNER, late of 15–19 Baradine Road, Mooroolbark, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 1 January 2021, are required by the trustee, Ann-Maree Menzies, to send particulars of their claims to the undermentioned firm by 3 July 2021, after which date the said trustee may convey or distribute the estate, having regard only to the claims of which she then has notice. Probate was granted in Victoria on 19 April 2021.

ARGENT LAW,
2 Stawell Street, Richmond, Victoria 3121.
Ph: 03 9571 7444.

Estate of VERNON THOMAS EUGENE TOWNSHEND, late of 617–623 The Boulevard, Eaglemont, Victoria, director, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 28 September 2020, are required by the personal representative, care of the undermentioned lawyers, to send particulars to her by 29 June 2021, after which date the

personal representative may convey or distribute the assets, having regard only to the claims of which she then has notice.

ARNOLD BLOCH LEIBLER,
lawyers and advisors,
Level 21, 333 Collins Street, Melbourne 3000.
probate@abl.com.au

DUILIO EUGENIO MINATO, late of 33–47 Blake Street, Reservoir, in the State of Victoria, pensioner, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 11 August 2020, are required by the executrix, Linda Diane Minato, care of Arthur J. Dines & Co., solicitors, 2 Enterprise Drive, Bundoora, in the said State, to send particulars to her by 28 June 2021, after which date the executrix may convey or distribute the assets, having regards only to claims to which she has notice.

Dated 23 April 2021

ARTHUR J. DINES & CO.,
property law advisors,
2 Enterprise Drive, Bundoora 3083.

MENKA TALEVSKA, late of 15 Coulstock Street, Epping, in the State of Victoria, pensioner, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 14 December 2020, are required by the executor, Marko Talveski, care of Arthur J. Dines & Co., solicitors, 2 Enterprise Drive, Bundoora, in the said State, to send particulars to him by 28 June 2021, after which date the executor may convey or distribute the assets, having regards only to claims to which he has notice.

Dated 23 April 2021

ARTHUR J. DINES & CO.,
property law advisors,
2 Enterprise Drive, Bundoora 3083.

Re: The estate of MUDITE LUYT, late of 40B Hornby Street, Beaumaris, Victoria.

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

who died on 21 February 2021, are required by the executor, Nicki Mara Lloyd, 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.

Re: The estate of ALAN CHARLES PADLEY, late of Unit 3, 5 Grampian Street, Preston, Victoria.

Creditors, next-of-kin, and others having claims in respect of the estate of the deceased, who died on 10 January 2021, are required by the executor, Wayne Albert Padley, to send particulars to him, 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.

Re: GEORGE ALBERT KERRY, deceased, late of 4 Comb Street, Swan Hill, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 31 August 2020, are required by the trustee, Giuseppe Pino, care of Beck Legal, solicitors, Level 1, 226 Beveridge Street, Swan Hill, Victoria, to send particulars to the trustee by 4 July 2021, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

BECK LEGAL, solicitors,
Level 1, 226 Beveridge Street, Swan Hill,
Victoria 3585.

Re: ANGEL VILLALABEITIA, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, late of 428 Scoresby Road, Ferntree Gully, Victoria, pensioner, who died on 27 September 2020, are required by the trustees, Mercedes Villalabeitia Lopez and Angel Francis Villalabeitia, to send

particulars to the trustees, care of the lawyers named below, by 6 July 2021, after which date the trustees may convey or distribute the assets, having regard only to the claims of which the trustees have notice.

BEDIAGA XAVIER & RAMON, lawyers,
PO Box 275, Brunswick, Victoria 3056.

WILLIAM STEWART DYALL, late of Jesse Howe House, 1 Chapel Street, Maldon, Victoria, labourer, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 28 September 2020, are required by the executor, Equity Trustees Wealth Services Limited, ACN 006 132 332, of Level 1, 575 Bourke Street, Melbourne, Victoria, to send particulars to it by 29 June 2021, after which date it may convey or distribute the assets, having regard only to the claims of which it then has notice.

DAVID DAVIS & ASSOCIATES,
Suite 2, 733 High Street, Thornbury,
Victoria 3071.

LAUREL MARY HALLETT, late of Bupa Aged Care, 208 Holdsworth Road, Bendigo, Victoria, home duties, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 12 November 2020, are required by the executor, Equity Trustees Wealth Services Limited, ACN 006 132 332, of Level 1, 575 Bourke Street, Melbourne, Victoria, to send particulars to it by 29 June 2021, after which date it may convey or distribute the assets, having regard only to the claims of which it then has notice.

DAVID DAVIS & ASSOCIATES,
Suite 2, 733 High Street, Thornbury,
Victoria 3071.

Re: RITA HENRIETTE LANGER, late of 8 Halsbury Street, Hadfield, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 12 August 2020, are required by the

trustee, Elizabeth Theodoulis, to send particulars to the trustee, care of the undermentioned solicitors, within 60 days from the publication hereof, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

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

Re: CATERINA LOVERSO, late of Bluecross Monterey, 858 Pascoe Vale Road, Glenroy, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 22 November 2020, are required by the trustees, Giuseppe Loverso, Maria Caparello, Giuseppina Strangis and Antonietta Lamanna, to send particulars to the trustees, care of the undermentioned solicitors, within 60 days from the publication hereof, after which date the trustees may convey or distribute the assets, having regard only to the claims of which the trustees have notice.

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

CYNTHIA MILLICENT HAMMOND, late of Estia Health Aged Care, 211–217 Wantirna Road, Ringwood, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 2 April 2021, are required by the executors, Stella Mary Hammond and Hilary Laura Kay, to send particulars of their claims to the undermentioned solicitors, within 60 days 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 the executors then have notice.

DEVENISH, lawyers,
PO Box 4276, Ringwood, Victoria 3134.

PAUL FRANCIS WHITE, late of Bupa Aged Care, Croydon, 120–124 Maroondah Highway, Croydon, Victoria, retired, deceased.

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

who died on 14 February 2021, are required by the executor, Mary Frances Rossney, to send particulars of their claims to the undermentioned solicitors, within 60 days from the date of publication of this notice, after which date the executor may convey or distribute the assets, having regard only to the claims of which the executor then has notice.

DEVENISH, lawyers,
PO Box 4276, Ringwood, Victoria 3134.

Trustee Act 1958

SECTION 33 NOTICE

Notice to Claimants

THOMAS REGINALD SUTTERBY, late of 328/539 St Kilda Road, Melbourne, Victoria 3004, retired, dentist, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 4 June 2020, are required by Graeme Milton Harding and Giuseppe Robert Rausa, care of Hartwell Legal of 8/1 Milton Parade, Malvern, Victoria 3144, the executors of the estate of the deceased, to send particulars of their claims by 28 June 2021, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

HARTWELL LEGAL,
8/1 Milton Parade, Malvern, Victoria 3144.

Re: Estate of MARIE-LOUISE ZEUGIN.

Creditors, next-of-kin and others having claims against the estate of MARIE-LOUISE ZEUGIN, late of 67 Mount View Road, Martin Luther Homes, The Basin, Victoria, carer, deceased, who died on 8 August 2020, are requested to send particulars of their claims to the executor, care of the undermentioned lawyers, by 30 June 2021, after which date he will distribute the assets, having regard only to the claims of which he then has notice.

HICKS OAKLEY CHESSELL WILLIAMS,
lawyers,
PO Box 2165, Mount Waverley, Victoria 3149.

NOTICE OF CLAIMANTS UNDER
TRUSTEE ACT 1958
(SECTION 33 NOTICE)

COLIN THOMAS MILLER, late of 227 Inverbroom Road, Stratford, Victoria, a building construction supervisor, deceased.

Creditors, next-of-kin and all others having claims in respect of the estate of the deceased, who died on 5 October 2019, are required by the executors, Yujiao Wang and Enbao Chen, to send particulars of their claims to executors, care of the undermentioned solicitors, within 60 days from the publication hereof, after which date the executors may convey or distribute the assets, having regard only to the claims of which the executors then have notice.

I. GLENISTER & ASSOCIATES, solicitors,
421 Bell Street, Pascoe Vale, Victoria 3044.

Re: Estate of JOAN MARGARET BELL, deceased.

Creditors, next-of-kin or others having claims in respect of the estate of JOAN MARGARET BELL, late of Grandview Lodge, 23 Grandview Street, Wycheproof in the State of Victoria, retired, deceased, who died on 3 February 2021, are to send particulars of their claim to the executrix, care of the undermentioned legal practitioners, by 22 July 2021, after which the executrix will distribute the assets, having regard only to the claims of which she then has notice.

JOLIMAN LAWYERS,
Beveridge Dome, 194–208 Beveridge Street,
Swan Hill 3585.

PETER JOHN MACKLEY, late of 52 Narr-maen Drive, Croydon Hills, Victoria 3136, retired, deceased.

Creditors, next-of-kin and all others having claims in respect of the estate of the deceased, who died on 28 February 2021, are required by the executor, Donna Maree Mackley, to send particulars of such claims to the executor, care of the undermentioned solicitors, within 60 days from the publication hereof, after which date the executor will distribute the assets, having regard only to the claims of which the executor has notice.

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

Re: MILLIE REGESTER, late of 10–12 Bendigo Street, Cheltenham, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in the respect of the estate of MAMILIA ROMENIA REGESTER, in the Will called MILLIE REGESTER, deceased, who died on 31 December 2020, are required by the trustees, Heather Mamilia Tesoriero and Frank John Tesoriero, to send particulars of their claim to the undermentioned firm, by a date not later than two months from the date of publication hereof, after which date the trustees will convey or distribute assets, having regard only to the claims of which they then have notice.

KINGSTON LAWYERS PTY LTD,
barristers and solicitors,
8 Station Road, Cheltenham, Victoria 3192.

Re: ANTHONY TREVOR STEVENS, deceased, late of 11 View Point, Bendigo, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in the respect of the estate of ANTHONY TREVOR STEVENS, deceased, who died on 29 November 2020, are required by the trustee, Amanda Lee Stevens, to send particulars of their claim to the undermentioned firm by a date not later than two months from the date of publication hereof, after which date the trustee will convey or distribute assets, having regard only to the claims of which she then has notice.

KINGSTON LAWYERS PTY LTD,
barristers and solicitors,
8 Station Road, Cheltenham, Victoria 3192.

DAWN MARY DAVIS, late of 42 Slater Avenue, Blackburn North, Victoria, retired, deceased.

Creditors next-of-kin and others having claims in respect of the estate of the deceased, who died on 8 January 2020, are required by the executor, Gayle Therese Davis, to send particulars to her, care of the undermentioned solicitors, by 29 June 2021, after which date the executor may convey or distribute the assets, having regard only to the claims of which she then has notice.

McCRACKEN & McCRACKEN, lawyers,
Level 9, 501 La Trobe Street, Melbourne 3000.

ROGER JOHN WILLIAM BAILEY, late of 28 South Road, Brighton, Victoria, business manager, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 20 November 2019, are required by the trustees, Joan Stewart of 28 South Road, Brighton, Victoria, home duties, and Sarah Catherine Bailey, in the Will called Sarah Catherine Doherty, of 7245 Monaro Highway, Williamsdale, New South Wales, chief financial officer, to send particulars to them, care of the undersigned, by 29 June 2021, after which date the trustees may convey or distribute the assets, having regard only to the claims of which they then have notice.

MACPHERSON KELLEY PTY LTD,
Level 7, 600 Bourke Street, Melbourne,
Victoria 3000.

JOSEPH JOHN BONELLO, also known as Joseph Mario Bonello, late of unit 16, 50 Carlisle Street, St Kilda, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 22 September 2020, are required by the executor, Australian Executor Trustees Limited, care of Mills Oakley, Level 6, 530 Collins Street, Melbourne, Victoria, to send particulars to it, within 60 days from the date of publication of this notice, after which date the executor may convey or distribute the assets, having regard only to the claims of which the executor then has notice.

PETER GEORGE BUTTIGIEG, also known as Peter Frederick Buttigieg, also known as Peter Fredrick Buttigieg, late of 2 Santed Court, Rowville, Victoria, 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 administrator of his intestate estate, Debra Ann Buttigieg, care of Mills Oakley, Level 6, 530 Collins Street, Melbourne, Victoria, to send particulars to her, within 60 days from the date of publication of this notice, after which date the administrator may convey or distribute the assets, having regard only to the claims of which the administrator then has notice.

CINDY JO THOMPSON, late of 6 Tambo Court, Dingley Village, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 11 July 2020, are required by the administrator of her intestate estate, Stuart John Thompson, care of Mills Oakley, Level 6, 530 Collins Street, Melbourne, Victoria, to send particulars to him, within 60 days from the date of publication of this notice, after which date the administrator may convey or distribute the assets, having regard only to the claims of which the administrator then has notice.

VALERIE WINIFRED FINDLAY, late of Eventide Homes, 111 Patrick Street, Stawell, Victoria 3380, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 25 August 2020, are required by the executor, Bradley David Matthews, care of the undermentioned solicitors, to send particulars of their claims to him by 9 July 2021, after which date the executor may convey or distribute the assets, having regard only to the claims of which he then has notice.

MULCAHY & CO. LEGAL,
94 Barkly Street, Ararat, Victoria 3377.

ROSEMARY BENTLEY, late of Luson, The Vue, 15 Reserve Road, Grovedale, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 7 January 2021, are required by Perpetual Trustee Company Limited, ACN 000 001 007, of Level 29, 525 Collins Street, Melbourne, Victoria, the executor, to send particulars to it by 9 July 2021, after which date it may convey or distribute the assets, having regard only to the claims of which it then has notice.

PERPETUAL TRUSTEE COMPANY
LIMITED,
Level 29, 525 Collins Street,
Melbourne, Victoria 3000.

MORENO URBANI, late of 2/1 Travers Street, Thomastown, Victoria 3074, hotel manager, deceased.

Creditors, next-of-kin and others having claims in respect of the Will/estate of the abovenamed deceased, who died on 28 September 2020, are required by the executor, Anna Fattori, care of Perpetuity Legal, Level 11, 456 Lonsdale Street, Melbourne, Victoria 3000, to send particulars of their claims to her by 8 July 2021, after which date the executor may convey or distribute the assets and distribute the estate, having regard only to the claims of which she then has notice. Probate was granted in Victoria on 17 March 2021.

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

RICHARD WILLIAM APPLETON, late of Mirridong, 92 McIvor Road, Bendigo, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 9 July 2020, are required by the executors, Bernadette Appleton and Equity Trustees Wealth Services Limited, ACN 006 132 332, to send particulars of their claim to them, care of the undermentioned solicitor, by 25 June 2020, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

PETER CAHILL, solicitor,
48 Edward Street, Bendigo 3550.

Creditors, next-of-kin and others having claims in respect of the estate of BOZENA SURLEY, deceased, late of 15 Carborra Dale, Greensborough, Victoria 3088, pensioner, deceased, who died on 19 October 2020, are required to send particulars of such claims to the executor, care of the undermentioned solicitors, by 5 July 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.

PIETRZAK SOLICITORS,
832 High Street, Kew East, Victoria 3102.

Re: GWENDOLINE PLATER, formerly of 4 Nyanda Court, Croydon North, and late of Rositano House Meevacare Aged Care, 273 Church Street, Richmond, home duties, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 25 August 2020, are required by the executor, Peter Michael Van Lierop, to send particulars to him, care of the undermentioned legal practitioners, by 10 July 2021, after which date the executor may convey or distribute the assets, having regard only to the claims of which he then has notice.

VAN LIEROP LAWYERS, solicitors,
225 Maroondah Highway, Ringwood 3134.

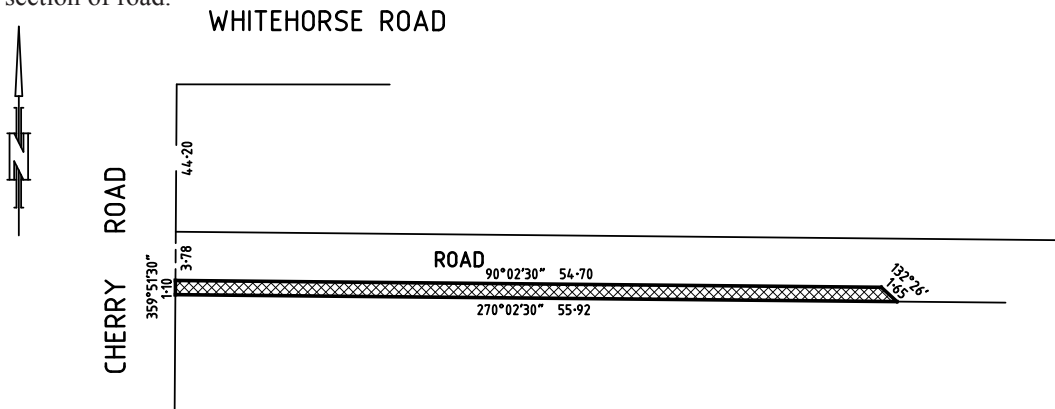
**GOVERNMENT AND OUTER BUDGET
SECTOR AGENCIES NOTICES**

BOROONDARA CITY COUNCIL

Road Discontinuance

Pursuant to section 206 and Schedule 10, Clause 3 of the **Local Government Act 1989**, the Boroondara City Council has resolved to discontinue part of the road adjoining 1 Cherry Road, Balwyn, shown by cross-hatching on the plan below and to transfer the land to itself.

Boroondara City Council will retain a right/interest over the land shown cross-hatched on the plan below in connection with any drains or pipes under the control of the Council in or near the section of road.



PHILLIP STORER
Chief Executive Officer



**CORANGAMITE
SHIRE**

**Road Management Act 2004
ROAD MANAGEMENT PLAN REVIEW**

In accordance with section 54(4) of the **Road Management Act 2004** and with section 9 of the Road Management (General) Regulations 2016, Corangamite Shire Council gives notice that it intends to conduct a review of its Road Management Plan.

The purpose of the review is to ensure the standards in relation to, and the priorities to be given to, the inspection, maintenance and repair of Corangamite Shire's road network are appropriate. The Road Management Plan applies to all local roads that Council is responsible for.

A copy of the Road Management Plan may be obtained or inspected at Council's offices at 181 Manifold Street, Camperdown, during normal business hours, and is also available on the Corangamite Shire website: www.corangamite.vic.gov.au

Any person who wishes to make a submission must do so in writing by 17 May 2021. Persons wishing to make a personal representation in support of their submission before the Council should state this intention in their submission.

For any further information regarding the plan please contact John Kelly on 5593 7100.

ANDREW MASON
Chief Executive Officer



SHIRE COUNCIL

HEPBURN SHIRE COUNCIL

Notice of Intention to Review Council's Road Management Plan (RMP)

Notice is hereby given pursuant to section 54 of the **Road Management Act 2004**, Hepburn Shire Council intends to review its Road Management Plan (RMP). Council invites submissions from any person wishing to comment on the proposed RMP.

Copy of the proposed RMP is available for inspection at Council offices in Daylesford, Clunes, Creswick and Trentham, the Daylesford Library and the Participate Hepburn website at <https://participate.hepburn.vic.gov.au>

Submissions on the plan are due to Council by 5.00 pm on Thursday 20 May 2021.

In your submission please indicate whether you, or your representative, would like to speak to your submission at the Special Council Meeting scheduled for 6.00 pm on Tuesday 8 June 2021 at the Daylesford Town Hall.

Address your submission to the Chief Executive Officer, Hepburn Shire Council, PO Box 21, Daylesford, Victoria 3460; emailed to shire@hepburn.vic.gov.au; or via the Participate Hepburn website.

Council will consider the Road Management Plan for adoption at the Special Council Meeting scheduled for 6.00 pm on Tuesday 29 June 2021 at the Daylesford Town Hall.

Maribyrnong
CITY COUNCIL

NOTICE OF PROPOSED LOCAL LAW

Notice is given pursuant to sections 119 and 223 of the **Local Government Act 1989** (Act) that, at its meeting on 20 April 2021, Maribyrnong City Council (Council) resolved to give notice of its intention, pursuant to Part 5 of the Act, to make the Governance Local Law (proposed Local Law).

The purpose of the proposed Local Law is to:

- ensure peace, order and good government of the municipal district of Maribyrnong;
- regulate the use and keeping of the Common Seal;
- provide for penalties to ensure the efficient and orderly conduct of meetings.

If made, the proposed Local Law will:

- revoke Council's Governance Law 2011;
- make it an offence for a person to use the common seal without the authority of Council;
- make it an offence for a person to record a meeting of Council or a Delegated Committee by audio or visual means without consent;
- make it an offence for a person to engage in an act of disorder at a meeting of Council or a Delegated Committee;
- and provide for the good governance of the municipal district.

A copy of the proposed Local Law may be obtained, during office hours at the Maribyrnong City Council Offices, corner of Napier and Hyde Streets, Footscray and on Council's website www.maribyrnong.vic.gov.au

Any person may make a written submission relating to the proposed Local Law under section 223 of the Act. Written submissions must be addressed to the Chief Executive Officer, Maribyrnong City Council, PO Box 58, Footscray 2011. Written submissions may also be hand delivered to Maribyrnong City Council, corner Hyde and Napier Streets, Footscray or via email to governance@maribyrnong.vic.gov.au. Submissions must be received by Tuesday 25 May 2021.

Any person who has made a written submission may request to be heard in person in support of their written submission, or to be represented by a person specified in the submission, at a meeting of Council to be held at Council Offices, corner Hyde and Napier Streets, Footscray on 1 June 2021 commencing at 6.30 pm. This meeting will be livestreamed and recorded.

Submitters should note that all submissions received (including any personal information contained therein) are included within the official Council Agenda and Minutes which are permanent public documents, which are available on Council's website. If you do not wish to be identified in Agendas and Minutes, please indicate this in your submission.

For more information, please contact Council's Customer Service on 9688 0200 or enquire in person at the Maribyrnong Council Offices.

MAROONDAH CITY COUNCIL

Notice of Intention to Amend Road Management Plan

In accordance with the **Road Management Act 2004** (Act), Maroondah City Council gives notice that it proposes to amend its Road Management Plan (RMP).

The RMP details the standards in relation to, and priorities to be given to, the inspection, maintenance and repairs of roads, road related infrastructure and pathways to which RMP applies.

The purpose of the review, consistent with the role, function and responsibilities of Council as Road Authority under the Act, is to clarify the work process, update references, revise selected intervention standards, revise selected response times and make miscellaneous updates where required.

Copies of the amended RMP may be inspected at Realm, 179 Maroondah Highway, Ringwood or Croydon Library, Civic Square, Croydon, or via Council's website at www.maroondah.vic.gov.au

Any person proposing to make a written submission on the proposed amendment must do so before 5 pm, Friday 28 May 2021. All submissions will be considered in accordance with section 223 of the **Local Government Act 1989**.

Submission should be posted to: Chief Executive Officer, Maroondah City Council, PO Box 156, Ringwood 3134; or sent by email to maroondah@maroondah.vic.gov.au

Enquiries about the RMP should be directed to the Manager Assets on 1300 88 22 33 or 9298 4598.

STEVE KOZLOWSKI
Chief Executive Office

MAROONDAH CITY COUNCIL

Proposed Local Law No. 15 Common Seal and Conduct at Meeting

Notice is hereby given that Maroondah City Council, at its meeting on 26 April 2021, resolved to commence the process for the making of Local Law No. 15.

The purposes and general purport of Local Law 15 is to:

1. regulate the use of the common seal;
2. prohibit unauthorised use of the common seal or any device resembling the common seal; and
3. provide for a set of offences and associated penalties relating to conduct at meetings – with reference to the requirements of the Governance Rules document.

A copy of the proposed Local Law and explanatory document (Community Impact Statement) can be obtained from Council's Service Centres at: Realm, 179 Maroondah Highway, Ringwood; or Croydon Library, Civic Square, Croydon. A copy is also available on Council's website.

Anyone may make a written submission on the proposed Local Law pursuant to section 223 of the **Local Government Act 1989**. Only written submissions received by 5 pm on 28 May 2021 will be considered.

Anyone who has made a written submission to Council may also request to be heard in person before a meeting of a Committee of Council appointed for this purpose. Notification will be provided as to the day, time and place at which the meeting will be held.

Written submissions should be addressed to the Chief Executive Officer, Maroondah City Council by mail to: PO Box 156, Ringwood 3134; or by email to: maroondah@maroondah.vic.gov.au

STEPHEN KOZLOWSKI
Chief Executive Officer



CITY OF MELBOURNE

PROPOSED AMENDMENT OF ROAD MANAGEMENT PLAN

In accordance with section 54 of the **Road Management Act 2004** and regulation 10 of the Road Management (General) Regulations 2016, the Melbourne City Council ('Road Authority') gives notice that it has completed its review of its Road Management Plan ('RMP').

As a result of the review, the Road Authority proposes to amend its RMP.

The purpose and general purport of the proposed Amendment is to create a new RMP and to align the RMP with industry standards that include minimum maintenance service levels including the inspection, maintenance and repair of roads and footpaths within the resources available to the Road Authority.

The proposed Amendment will affect all roads, roadways, pathways, road infrastructure and road-related infrastructure in the City of Melbourne.

A copy of the proposed Amendment and the written report summarising the findings and conclusions of the review of the RMP by the Road Authority, may be accessed on line by viewing the Road Authority's website www.melbourne.vic.gov.au and following the links.

Any person aggrieved by the proposed Amendment may make a written submission on the proposed Amendment on or before 5 pm Monday 31 May 2021.

Written submissions are to be addressed to the Director Infrastructure and Assets, City of Melbourne, GPO Box 1603, Melbourne 3001, and state if the person or a person acting on their behalf, wishes to speak in support of the submission.

All submissions will be considered public documents unless specified otherwise by the submitter.

For more information please contact Darren Comi, Coordinator Contracts, Infrastructure and Assets Branch on 03 9658 8717 or email Darren.Comi@melbourne.vic.gov.au at City of Melbourne.



NOTICE OF INTENTION TO MAKE
AMENDMENTS TO ROAD MANAGEMENT
PLAN

The Yarra City Council proposes to make Amendments to its current Road Management Plan (2017) in accordance with section 54 of the **Road Management Act 2004**.

The purposes of a road management plan are having regard to the principal object of road management and the works and infrastructure management principles –

- to establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources; and
- to set the relevant standard in relation to the discharge of duties in the performance of those road management functions.

The proposed Amendments for the new Road Management Plan (2021) and the types of infrastructure assets affected are described in the Road Management Plan Review Report (2021).

The Road Management Plan Review Report (2021) and the proposed amended Road Management Plan (2021) are available for review and can be inspected until 5.00 pm on 31 May 2021 at Council's Municipal Offices at Richmond Town Hall, 333 Bridge Road, Richmond. Alternatively, the Plan and associated documents may also be viewed in PDF format on the Council website at yarracity.vic.gov.au/services/roads-and-traffic

Any person who is aggrieved by the proposed road management plan may make a written or online submission on the proposed road management plan to Yarra City Council within the period specified in the notice. Submissions marked 'Amended Road Management Plan 2021' must be received by 5.00 pm on 31 May 2021 and are to be addressed to the Chief Executive Officer, Yarra City Council, PO Box 168, Richmond 3132, or to be lodged online at yoursayyarra.com.au/road-management-plan

Any enquiries relating to the proposed Amendment can be directed to Bon Tee, Coordinator Asset Management, on 9205 5716.

VIJAYA VAIDYANATH
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 1 July 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.

JAEHNE, Peter Klaus, late of 7 Curtayne Court, Noble Park, Victoria 3174, deceased, who died on 12 December 2020.

MASCHOE, Rico, late of Unit 3, 225 Huntingdale Road, Ashwood, Victoria 3147, deceased, who died on 3 September 2020.

MORRIS, Brendan Francis, late of Unit 4, 8 Denneys Street, Warrnambool, Victoria 3280, deceased, who died on 1 January 2021.

RODIE, Primrose Henrietta, late of Bluecross, Scotchmans Creek, 450 Waverley Road, Mount Waverley, Victoria 3149, deceased, who died on 30 June 2020.

SHARPE, Margaret Jean, late of Narracan Gardens Aged Care, 17 Amaroo Way, Newborough, Victoria 3825, deceased, who died on 5 November 2020.

TORNEY, David John, late of Unit 3, 10 Laurel Street, Preston, Victoria 3072, deceased, who died on 11 January 2021.

Dated 22 April 2021

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 2 July 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.

BLANCHARD, Lesley Jean, also known as Leslie Jean Blanchard, late of Craigcare Nursing Home, 1A Virginia Street, Pascoe Vale, Victoria 3044, retired, deceased, who died on 27 December 2020.

DANOVA, Bonka Kantcheva, late of 186 Wright Street, Sunshine West, Victoria 3020, deceased, who died on 17 February 2021.

ELWORTHY, Darrel, late of 20 Myrtle Street, Werribee, Victoria 3030, pensioner, deceased, who died on 21 December 2020.

GABAUER, Frederick, late of 195b Raglan Street, Preston, Victoria 3072, deceased, who died on 9 December 2020.

KNEZEVIC, Milan, late of Narracan Gardens, 11 Amaroo Way, Moe, Victoria 3825, deceased, who died on 15 January 2021.

LINDSAY, Ellen Louise, late of Frankston Nursing Home, 8–12 Nolan Street, Frankston, Victoria 3199, deceased, who died on 16 April 2020.

MARSON, Giuseppe, late of Unit 4, 26 Normanby Avenue, Thornbury, Victoria 3071, deceased, who died on 6 December 2020.

O'CONNOR, Brian Keith, late of No Fixed Address, Mildura, Victoria 3500, deceased, who died on 12 March 2021.

RIDGWAY, Alan Arthur, late of Plumpton Villa, 7 Lewis Street, Glenroy, Victoria 3046, retired, deceased, who died on 27 January 2021.

Dated 23 April 2021

Adoption Act 1984

I, Vicki Shannon, as a delegate of the Secretary to the Department of Justice and Community Safety, authorise the following persons be approved counsellors under section 5 of the **Adoption Act 1984** for the purposes of section 87 of the **Adoption Act 1984**.

Lisa D'Acri

Christopher Wade

Dated 22 April 2021

VICKI SHANNON
Manager, Service Integrity
Adoption Services

Dangerous Goods Act 1985

DANGEROUS GOODS (TRANSPORT BY ROAD AND RAIL) REGULATIONS 2018

Exemption

Pursuant to regulation 169(4) of the Dangerous Goods (Transport by Road and Rail) Regulations 2018 (the Regulations), I, Michael Coffey, Head of Regulated Industries, Health and Safety Business Unit, as authorised by the Chief Executive of the Victorian WorkCover Authority, hereby give notice that in accordance with Regulation 169(2), the Victorian WorkCover Authority exempts Cleanaway Pty Ltd and its nominated contractors and sub-contractors (Cleanaway) from complying with:

1. Regulation 52 of the Regulations relating to activities associated with the transport of dangerous goods in unsuitable packaging;
2. Regulations 61, 62, 63, 64 and 65 concerning the duties of consignors, packers, loaders, prime contractors and drivers involved in the supply or transportation of dangerous goods; and

This exemption is subject to the conditions that:

1. This exemption is limited to the dangerous goods waste removed from the premises located at 1571 Kaniva-Edenhope Road, Lemon Springs and transported by Cleanaway to waste disposal and treatment facilities located in Victoria, as part of the clean-up being conducted by the Environment Protection Authority Victoria pursuant to section 62 of the **Environment Protection Act 1970**.
2. All other provisions of the **Dangerous Goods Act 1985** and the Regulations shall apply.

This exemption commences on the date of issue of this exemption and shall be effective until revoked by notice in writing by the Victorian WorkCover Authority. Unless revoked, this exemption expires on 31 December 2022.

MICHAEL COFFEY
Head of Regulated Industries
Health and Safety Business Unit

Health Complaints Act 2016

Section 90

INTERIM PROHIBITION ORDER

This Interim Prohibition Order is made pursuant to section 90 of the **Health Complaints Act 2016**.

The Health Complaints Commissioner (Commissioner) has made this Interim Prohibition Order because the Commissioner reasonably believes that the general health service provider named below has contravened a code of conduct applying to the general health service being provided and is satisfied that it is necessary to make this order to avoid a serious risk to the health, safety or welfare of the public.

Name of the general health service provider on whom the Interim Prohibition Order is imposed:	Victor Bennett of Melton South in the State of Victoria, Director of Engaging Care Pty Ltd. ACN: 626 415 692, also trading as Men's First MHS.
Date this Interim Prohibition Order is made:	6 April 2021
Date on which this Interim Prohibition Order expires:	An Interim Prohibition Order can remain in force for up to 12 weeks. This Interim Prohibition Order will remain in force until 28 June 2021 while an investigation is conducted unless it is revoked before that date.
Effect of this Interim Prohibition Order:	<ol style="list-style-type: none"> 1. The general health service provider named above must not, directly or indirectly: <ol style="list-style-type: none"> a. advertise or cause to be advertised, or b. offer or cause to be offered, or c. provide or cause to be provided, or d. establish, direct or otherwise operate any business that either advertises, offers or provides (or causes to be advertised, offered or provided) any general health service, paid or otherwise, in a clinical or non-clinical capacity. 2. The general health service provider named above must display a copy of this Interim Prohibition Order at any premises where he provides any general health service and must ensure that it is easily visible to the public. 3. The general health service provider named above must publish a copy of this Interim Prohibition Order on the homepage, in a manner that is easily visible to the public, of any website or social media platform he uses to offer or promote any general health service. 4. The published IPO must remain on websites at all times until the IPO has expired or is revoked.

In this Interim Prohibition Order 'general health service' and 'general health service provider' have the same meaning as in section 3 of the **Health Complaints Act 2016**.

This Interim Prohibition Order takes effect on the service of the order on the general health service provider to whom it applies.

This Order will be published in the Victoria Government Gazette and on the internet site of the Health Complaints Commissioner, www.hcc.vic.gov.au

KAREN CUSACK
Health Complaints Commissioner

Health Complaints Act 2016

Section 90

INTERIM PROHIBITION ORDER

This Interim Prohibition Order is made pursuant to section 90 of the **Health Complaints Act 2016**. The Health Complaints Commissioner (Commissioner) has made this Interim Prohibition Order because the Commissioner reasonably believes that the general health service provider named below has contravened a code of conduct applying to the general health service being provided and is satisfied that it is necessary to make this order to avoid a serious risk to the health, safety or welfare of the public.

Name of the general health service provider on whom the Interim Prohibition Order is imposed:	Aliaa Mohammed Elmetwally Ismaeil Sherif, also trading as the 'Feel Young Again Clinic' and the 'Good Life Antiaging Company Pty Ltd'.
Date this Interim Prohibition Order is made:	15 April 2021
Date on which this Interim Prohibition Order expires:	An Interim Prohibition Order can remain in force for up to 12 weeks. This Interim Prohibition Order will remain in force until 7 July 2021 while an investigation is conducted unless it is revoked before that date.
Effect of this Interim Prohibition Order:	<ol style="list-style-type: none"> 1. The general health service provider named above must not directly or indirectly: <ol style="list-style-type: none"> a) advertise or cause to be advertised, or b) offer or cause to be offered, or c) provide or cause to be provided any general health service, paid or otherwise, in a clinical or non-clinical capacity. 2. The general health service provider named above must not establish, direct or otherwise operate any business that provides any general health service (paid or otherwise, in a clinical or non-clinical capacity). 3. The general health service provider named above must display a copy of this Interim Prohibition Order at their business premises and ensure that it is easily visible to the public until such time as the Interim Prohibition Order is expired or revoked. 4. The general health service provider named above must publish a copy of this Interim Prohibition Order, that is easily visible to the public, on any website or social media platform she uses to offer or promote any general health services including (but not limited to) on the homepage of the following website: <ul style="list-style-type: none"> • https://www.thegoodlifeantiageing.com.au/ 5. The published IPO must remain on websites at all times until the IPO has expired or is revoked.

In this Interim Prohibition Order 'general health service' and 'general health service provider' have the same meaning as in section 3 of the **Health Complaints Act 2016**.

This Interim Prohibition Order takes effect on the service of the order on the general health service provider to whom it applies.

This Order will be published in the Victoria Government Gazette and on the internet site of the Health Complaints Commissioner, www.hcc.vic.gov.au

KAREN CUSACK
Health Complaints Commissioner

Land Acquisition and Compensation Act 1986
FORM 7

S. 21(a)
Reg. 16

Notice of Acquisition

Compulsory Acquisition of Interest in Land

Melbourne Water Corporation declares that by this notice it acquires the following interest in the land described as Certificates of Title Volume 11561 Folio 164, Volume 11561 Folio 165 and Volume 11561 Folio 166 (Land):

An easement for water supply purposes and the rights in connection therewith set out in Memorandum of Common Provisions number AA1195 over that part of the Land shown as 'E-1' on Plan for Creation of Easement, Surveyor's Reference No. 302500-003-DA, dated 17 December 2020.

Interests Acquired: That of Deborah Lee Mason, Roslyn Gaye Mason, Karen Michelle Mason, Alan Lindsay Mason, Lesley Frances Mason and all other interests.

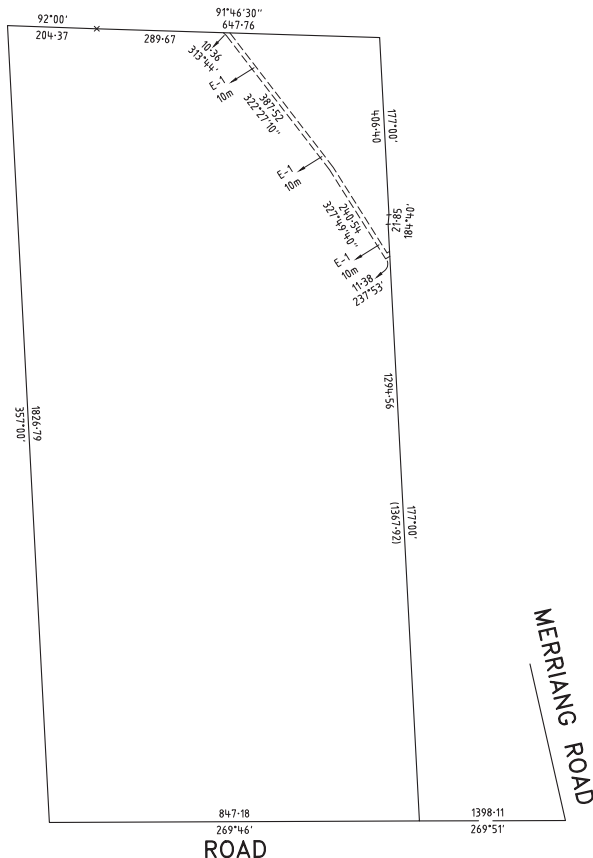
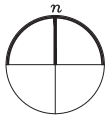
Published with the authority of Melbourne Water Corporation.

For and on behalf of Melbourne Water Corporation

Signed MICHAEL WANDMAKER

Name Michael Wandmaker, Managing Director

Dated 29 April 2021



Marine and Coastal Act 2018

NOTICE OF APPROVAL OF COASTAL AND MARINE MANAGEMENT PLAN

Coastal and Marine Management Plan 2015–2025 (Updated 2021) for the Bells Beach Surfing Recreation Reserve managed by the Surf Coast Shire Council.

The plan for the Bells Beach Surfing Recreation Reserve managed by Surf Coast Shire Council has been approved pursuant to section 61 of the **Marine and Coastal Act 2018**.

The Coastal and Marine Management Plan takes effect on the date this notice is published in the Government Gazette.

The plan provides for the management of approximately 48 hectares of Crown land within a two kilometre stretch of coastline south-west of Jan Juc in Victoria, Australia. The management area generally encompasses the foreshore between high water mark and Bells Beach Road. The Wadawurrung People are the Traditional Owners of the Bells Beach Surfing Recreation Reserve.

A copy of the Coastal and Marine Management Plan can be viewed at www.surfcoast.vic.gov.au

COLLEEN WHITE

Regional Director

Barwon South West Region

Department of Environment, Land, Water and Planning

Marine Safety Act 2010

Section 211(1)(b)

ERRATUM – NOTICE CONTROLLING NAVIGATION IN THE VICINITY WORKS

The following notice replaces the notice advertised in the Victorian Government Gazette No. S 68 dated 12 February 2021.

Corangamite Catchment Management Authority (CCMA), as the declared waterway manager for the Barwon River, makes the following notice under section 211(1)(b)(i) of the **Marine Safety Act 2010**.

For the purposes of the works activity conducted by CCMA for demolition and reconstruction of the wooden river platform along the Wal Whiteside walk, 300 metres downstream of the beginning of the high speed zone:

- all vessels are prohibited from entering /remaining within the work area 20 metres around the platform as marked by yellow special mark buoys;
- vessels navigating that section of river are not permitted to exceed 5 knots within 50 metres upstream and downstream of the works area marked by yellow special mark buoys.

This notice has effect from 7.00 am on 19 April 2021 to 6.00 pm on 19 May 2021.

Dated 21 April 2021

WAYNE McLAREN

Marine Safety Act 2010

Section 208(2)

NOTICE OF BOATING ACTIVITY EXCLUSION ZONE

Parks Victoria as the declared waterway manager for Yarra River upstream of the port waters of the Port of Melbourne hereby gives notice under section 208(2) of the **Marine Safety Act 2010** that all persons and vessels not registered to take part in the University of Melbourne Inter-Collegiate Regatta are prohibited from entering and remaining in the following waters:

- Waters of Yarra River – from the rowing pavilion No. 5 Boathouse Drive to the upstream end of Federation Wharf extending to Church Street Bridge.

The exclusion zone will be in effect from 6.45 am to 11.00 am on Saturday 1 May 2021.

Dated 22 April 2021

PARKS VICTORIA



PRIMESAFE

Meat Industry Act 1993

**LEGISLATIVE INSTRUMENT DETERMINING LICENCE CATEGORIES AND
FIXING FEES FOR MEAT PROCESSING FACILITY LICENCES**

- 1) Pursuant to Sections 14(2)(b), 44(f), 44(h) and 45 of the **Meat Industry Act 1993**, PrimeSafe, being the Authority established under Part 6 of that Act –
 - a) Determines the categories of licences listed in Column 1 of the Table; and
 - b) Fixes, for each category of licence specified in Column 1 of the Table, the application fee listed in Column 3 and the annual fee listed in Column 4 of the Table, based, as applicable, on the annual throughput specified in Column 2, subject to the following exceptions:
 - i) Any application fee specified in Column 3 is only payable for the initial application for a category of meat processing facility licence; and
 - ii) Notwithstanding the fees fixed in Column 3 and 4, facilities registered and supervised by the Commonwealth Department of Agriculture, Water and Environment (DAWE) where the DAWE accepts responsibility for all products placed on the domestic market are required to pay an annual fee in accordance with the fee schedule up to a maximum fee of \$1,966. New licence applications covered by this arrangement will also be required to pay an application fee in accordance with the fee schedule up to a maximum of \$983.
 - c) Fixes as the fee payable for assessment for approval or monitoring of a quality assurance program at an hourly rate of \$264 (ex GST).
- 2) In this instrument, **annual throughput** means the number of units slaughtered or weight (tonnes) of material brought into the relevant facility for processing (including storage) in the licensing period to which the licence will apply.
- 3) This instrument is effective from the date it is published in the Victoria Government Gazette.



PRIMESAFE

Meat Industry Act 1993

FEE SCHEDULE TABLE FOR MEAT PROCESSING FACILITIES

1 JULY 2021 – 30 JUNE 2022

Licence Category	Annual Throughput	Application Fee (Payable with first annual fee only) (\$)	Annual Fee (\$)
Abattoir Vehicle/Place*	Up to 15,000 units	990	1,980
	15,001 to 200,000 units	1,770	3,539
	200,001 to 500,000 units	3,541	7,082
	Over 500,000 units	5,170	10,339
	To calculate number of units of through- put: 1 cattle = 5 units 1 rabbit = 0.2 units 1 other stock = 1 unit		

Poultry Processing	Up 50,000 units (0 to 25,000kg)	939	1,877
	50,001 to 500,000 units	1,283	2,565
	500,001 to 2,500,000 units	1,965	3,929
	2,500,001 to 5,000,000 units	3,371	6,741
	Over 5,000,000 units	6,070	12,140
	To calculate number of units of throughput: 1 bird = 1 unit 1 rabbit = 1 unit		
Further Meat Processing * (includes poultry meat and smallgoods)	Up to 250 tonnes	341	682
	251 to 500 tonnes	394	788
	501 to 2,500 tonnes	791	1,582
	2,501 to 5,000 tonnes	1,188	2,376
	Over 5,000 tonnes	1,445	2,889
Game Meat Field Harvester	Not applicable	113	226
Game Meat Processing Facility (Harvest Vehicle)	Not applicable	224	448
Game Meat Processing Facility: Field Depot (Vehicle) / Field Depot (Premises)	Up to 500 tonnes	341	682
	501 to 2,500 tonnes	791	1,582
	Over 2,500 tonnes	1188	2,376
Game Meat Processing Facility (Premises)	Up to 500 tonnes	448	895
	501 to 2,500 tonnes	978	1,955
	Over 2,500 tonnes	1560	3,119
Retail Butcher Shop	Meat and/or poultry only	170	339
	Meat/poultry and smallgoods (Facilities wholesaling greater than 50 tonnes require a further meat processing licence)	342	683
Prime Tallow Processing	Not applicable	1,663	3,326
Inedible Rendering	Not applicable	1,246	2,491
Pet Meat Processing Plant	Not applicable	1,185	2,370
Pet Food Establishments	Up to 50 tonnes	145	290
	51 to 150 tonnes	492	984
	Over 150 tonnes	987	1,974
Review or Audit Fee (per hour ex. GST)	Not applicable	–	264

Note: * Facilities registered and supervised by the Commonwealth Department of Agriculture and Water and Environment (DAWE) where the DAWE accepts responsibility for all products placed on the domestic market are required to pay an annual fee in accordance with the fee schedule up to a maximum fee of \$1,966. New licence applications covered by this arrangement will also be required to pay an application fee in accordance with the fee schedule up to a maximum of \$983.



PRIMESAFE

Meat Industry Act 1993

MEAT INDUSTRY REGULATIONS 2015

Legislative Instrument Fixing Fees for a Meat Transport Vehicle Licence

Under regulation 17(3) of the Meat Industry Regulations 2015, PrimeSafe, being the Authority established under Part 6 of the **Meat Industry Act 1993**, fixes the fees listed in Column 3 of the Table below that corresponds to the vehicle type listed in Column 2, for the issue and renewal of an annual meat transport vehicle licence.

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

Licence Class	Vehicle Type	Application Fee (\$)	Annual Fee (\$)
Meat Transport Vehicles	Commercial van	–	136
	Truck/Trailer under 4.5 tonnes GVM	–	207
	Truck/Trailer over 4.5 tonnes GVM	–	262



PRIMESAFE

Seafood Safety Act 2003

LEGISLATIVE INSTRUMENT DETERMINING CLASSES OF LICENCES AND FIXING FEES FOR SEAFOOD SAFETY LICENCES

- 1) Pursuant to Sections 6, 12 and 13 of the **Seafood Safety Act 2003**, PrimeSafe, being the Authority under that Act –
 - a) Determines the classes of licences listed in Column 1 of Table A and Column 1 of Table B;
 - b) Fixes, for each class of licence specified in Column 1 of Table A, the application fee listed in Column 3 and the annual fee listed in Column 4 of Table A, based, as applicable, on the annual throughput specified in Column 2, subject to the following exceptions:
 - i) Any application fee specified in Column 3 is only payable for the initial application for a category of seafood safety licence; and
 - ii) Notwithstanding the fees fixed in Column 3 and 4, facilities registered and supervised by the Commonwealth Department of Agriculture, Water and Environment (DAWE) where the DAWE accepts responsibility for all products placed on the domestic market are required to pay an annual fee in accordance with the fee schedule up to a maximum fee of \$1,966. New licence applications covered by this arrangement will also be required to pay an application fee in accordance with the fee schedule up to a maximum of \$983.
 - c) Fixes for each vehicle type listed in Column 2 of Table B, the annual fee listed in Column 3 of Table B.
 - d) Fixes as the fee payable for assessment for approval or monitoring of a quality assurance program at an hourly rate of \$264 (ex GST).
- 2) In this instrument, **annual throughput** means the weight (tonnes) of material brought into the relevant facility for processing (including storage) in the licensing period to which the licence will apply.
- 3) This instrument is effective from the date it is published in the Victoria Government Gazette.



TABLE A: FEE SCHEDULE FOR WILDCATCH AND AQUACULTURE BUSINESSES
1 JULY 2021 – 30 JUNE 2022

Licence Category	Annual Throughput	Application Fee (Payable with first annual fee only) (\$)	Annual Fee (\$)
Victorian Wildcatch			
Crustaceans	Landed catch < 1 tonne	145	290
	Landed catch 1 to 5 tonnes	218	436
	Landed catch 5 to 10 tonnes	299	598
	Landed catch > 10 tonnes	434	867
Wildcatch General	Landed catch < 10 tonnes	145	290
	Landed catch 10 to 50 tonnes	258	516
	Landed catch > 50 tonnes	434	867
Noxious Fish Permit	Landed catch < 50 tonnes	145	290
	Landed catch > 50 tonnes	218	436
Commonwealth Wildcatch	Not applicable	434	867
Aquaculture Abalone	Grow out < 2 tonnes	145	290
	Grow out 2 to 8 tonnes	258	516
	Grow out > 8 tonnes	434	867
Blue Mussels and Shellfish	Grow out < 50 tonnes	145	290
	Grow out 50 to 150 tonnes	258	516
	Grow out > 150 tonnes	434	867
Fin Fish (including trout and yabbies)	Grow out < 15 tonnes	145	290
	Grow out 15 to 60 tonnes	258	516
	Grow out > 60 tonnes	434	867
Review or Audit Fee (per hour ex. GST)	Not applicable	–	264

TABLE B: FEE SCHEDULE FOR SEAFOOD PROCESSING FACILITIES
1 JULY 2021 – 30 JUNE 2022

Licence Category	Annual Throughput	Application Fee (Payable with first annual fee only) (\$)	Annual Fee (\$)
Wholesaler Category A * (including fin fish, scallops, shellfish, eels, shark, octopus, squid)	< 200 tonnes	447	894
	201 to 400 tonnes	671	1,342
	401 to 1,000 tonnes	1,562	3,124
	1,001 to 2,000 tonnes	3,350	6,700
	> 2,000 tonnes	4,466	8,931
Wholesaler Category B * (including mud crabs, bugs, crabs, abalone, rock lobster, prawns)	< 75 tonnes	447	894
	76 to 150 tonnes	671	1,342
	151 to 350 tonnes	1,562	3,124
	351 to 700 tonnes	3,350	6,700
	> 700 tonnes	4,466	8,931
Processor Category A * (including fin fish, scallops, shellfish, eels, shark, octopus, squid)	< 150 tonnes	447	894
	151 to 300 tonnes	671	1,342
	301 to 750 tonnes	1,562	3,124
	751 to 1,500 tonnes	3,350	6,700
	> 1,500 tonnes	4,466	8,931
Processor Category B * (including mud crabs, bugs, crabs, abalone, rock lobster, prawns)	< 50 tonnes	447	894
	51 to 100 tonnes	671	1,342
	101 to 250 tonnes	1,562	3,124
	251 to 500 tonnes	3,350	6,700
	> 500 tonnes	4,466	8,931
Further Processor Category A * (including fin fish, scallops, shellfish, eels, shark, octopus, squid)	< 50 tonnes	447	894
	51 to 100 tonnes	671	1,342
	101 to 250 tonnes	1,562	3,124
	251 to 500 tonnes	3,350	6,700
	> 500 tonnes	4,466	8,931
Further Processor Category B * (including mud crabs, bugs, crabs, abalone, rock lobster, prawns)	< 25 tonnes	447	894
	26 to 50 tonnes	671	1,342
	51 to 100 tonnes	1,562	3,124
	101 to 200 tonnes	3,350	6,700
	> 200 tonnes	4,466	8,931
Retailer	Not applicable	335	670
Review or Audit Fee (per hour ex. GST)	Not applicable	–	264

Note: * Facilities registered and supervised by the Commonwealth Department of Agriculture and Water and Environment (DAWE) where the DAWE accepts responsibility for all products placed on the domestic market are required to pay an annual fee in accordance with the fee schedule up to a maximum fee of \$1,966. New licence applications covered by this arrangement will also be required to pay an application fee in accordance with the fee schedule up to a maximum of \$983

FEE SCHEDULE FOR MEAT TRANSPORT VEHICLES
1 JULY 2021 – 30 JUNE 2022

Licence Class	Vehicle Type	Application Fee (\$)	Annual Fee (\$)
Meat Transport Vehicle	Commercial Van	–	136
	Truck/Trailer < 4.5 tonnes GVM	–	207
	Truck/Trailer > 4.5 tonnes GVM	–	262

Public Holidays Act 1993

I, Hon. Jaala Pulford MP, Minister for Small Business, under section 8 of the **Public Holidays Act 1993**, declare –

- Tuesday 2 November 2021 is not a public holiday for the Numurkah District in Moira Shire.
- Wednesday 20 October 2021 is a full day public holiday for the Numurkah District in Moira Shire.

Dated 19 April 2021

HON. JAALA PULFORD MP
Minister for Small Business

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Tip Truck Rates and Costs Schedule 2020–21

Tandem GVM 22.5 Tonnes
(less than 5 years old)

Road Transport and Distribution Award 2010 – Category 6

Introduction

This Schedule sets out an example of typical overhead costs for an owner driver¹ supplying a Tandem GVM 22.5 tonnes less than 5 years old.²

The example is based on certain assumptions about the business, for example, that the vehicle is in operation for 7.6 hours a day, uses a certain number of tyres, and operates within the excavation sector of the building and construction industry.

This Schedule aims to help owner drivers to:

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

The Schedule aims to help both owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

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

This Schedule is based on the Transport Industry Council's evaluation of the costs that an owner driver is recommended to consider in order to operate their business sustainably.

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

This Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, hirers and freight brokers must provide this Schedule to an owner driver:

- at least 3 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 30th day, if the owner driver is engaged for a total period of at least 30 days in any 3-month period.

These requirements also apply to tender situations.

This Schedule will be revised at least annually. Under section 18 of the Act, hirers and freight brokers are required to give owner drivers a copy of any such revised Schedule as soon as possible after it is published.

This Schedule is structured as follows:

Part 1: Fixed costs

This part 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

This part describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled.

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2017 made under the Act.

² 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.

Part 3: Payment for labour

This part describes the range of rates that are typically paid to drivers for performing similar kinds of work as a casual employee rather than as a contractor. This information is given to help the owner driver to determine what may be a reasonable payment for their own labour.

Part 4: Totals

This part allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the schedule provides for a 5 per cent return on investment.

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

The issue of return on investment is dealt with in section 11 of the *Owner Drivers and Forestry Contractors Code of Practice*.

Key assumptions

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a 2020 manufactured base model vehicle with a current capital value of \$301,000 (being the current average retail value of a vehicle of this type).³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 61.73% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. 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 example 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 an individual business will be different if, for example:

- the age or current capital value (or both) of the vehicle differs from the above figures
- other finance arrangements apply, for example, if the vehicle is fully owned or is subject to a loan
- more or fewer hours are worked each year
- the vehicle is fitted with additional features.

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

³ Cost based on the average price of a 2020 manufactured three-axle Japanese vehicle of \$301,000. This price is based on a vehicle with standard features, additional features will incur additional cost.

To help owner drivers to calculate their own unique cost model, a blank column is included in the tables of this Schedule to calculate the business's own unique costs.

Rate structures

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

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

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

Note: All costs exclude 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 example is based on:</p> <ul style="list-style-type: none"> a vehicle with a current capital value of \$301,000 (based on the typical retail value of a 2020 manufactured vehicle), and a lease arrangement over a 5-year term with a 61.73% residual, at 7.5% interest per annum. 	\$42,542		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Registration, permits and TAC fees</p> <p>Based on vehicle registration fee of \$1,142 and TAC charge of \$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>	\$3,297		<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).</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 \$57,035.</p>	\$5,418		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on a capital value of \$301,000 and a rate of 3.15% per annum, an operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$9,512		<p>Rates may be higher for interstate trucks. Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.</p>
<p>Insurance personal sickness and accident/income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$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 4.5% for the assumed labour rate of the business owner of \$57,035. Assumes vehicle is primarily travelling intrastate.</p>	\$2,636		<p>The rate is current as at 2020–2021 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>
<p>Yard and parking</p>	\$2,440		<p>The rate is based on \$203 per month.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Business administration costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses. These fixed costs have been calculated at 100%.	\$2,885		Accounting/bookkeeping fees may be lower if the business prepares its own Business Activity Statement (BAS) and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$71,152		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$42.56		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Fuel Based on the average retail diesel fuel cost for Victoria across 2019 of 140 cents per litre, which is net of GST. Assumes 28 litres consumed per 100 km.	39 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge can be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Tyres Assumes cost of \$633 per tyre (10 tyres) based on vehicle specific average performance and replaced annually or after 63,800 km.	10 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.
Servicing, repairs and maintenance Based on rate of 13 cents per km.	13 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	62 cents		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 26.32 km travelled per hour.	\$16.24		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

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

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

- linkt.com.au
- 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 help owner drivers to determine the amount they can aim to receive as a payment for that labour.

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$28.43	\$34.65	\$46.20
Range of rates typically paid in Victoria ³		
\$28.43 to \$34.12	\$34.65 to \$41.58	\$46.20 to \$55.44

Notes:

1. Casual base hourly rate: The base rate is calculated on the *Road Transport and Distribution Award 2010*⁴ (the Award) for a casual employee driver of a Tandem – GVM 22.5 and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
2. Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after an employee’s ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.
3. The range of rates in Victoria: This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

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

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

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

PART 4 – HOURLY TOTALS

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

Totals per driving hour	Typical costs	Your figures	Notes
Fixed costs	\$42.56		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$16.24		Assuming 26.31 km travelled per hour.
Labour	\$34.12		This example is based on a casual labour rate of \$32.55 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$4.65		This example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$97.55		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This example 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.

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

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$16.24		Assuming 26.32 km travelled per hour.
Labour (overtime rates)	\$41.58 – \$54.44		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$57.82 – \$70.68		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should, where relevant, include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from business.vic.gov.au/odfc

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

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Tip Truck Rates and Costs Schedule 2020–21

Tandem GVM 22.5 Tonnes (greater than 5 years old)

Road Transport and Distribution Award 2010 – Category 6

Introduction

This Schedule sets out an example of typical overhead costs for an owner driver¹ supplying a Tandem GVM 22.5 tonnes greater than 5 years old.²

The 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, and operates within the excavation sector of the building and construction industry.

This Schedule aims to help owner drivers to:

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

The Schedule aims to help both owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

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

This Schedule is based on the Transport Industry Council's evaluation of the costs that an owner driver is recommended to consider in order to operate their business sustainably.

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

This Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, hirers and freight brokers must provide this Schedule to an owner driver:

- at least 3 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 30th day, if the owner driver is engaged for a total period of at least 30 days in any 3-month period.

These requirements also apply to tender situations.

This Schedule will be revised at least annually. Under section 18 of the Act, hirers and freight brokers are required to give owner drivers a copy of any such revised Schedule as soon as possible after it is published.

This Schedule is structured as follows:

Part 1: Fixed costs

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

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2017 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (greater than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 tonnes (less than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 (greater than five years old) and Tandem – GVM up to 22.5 (less than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

Part 2: Variable costs

This part describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled.

Part 3: Payment for labour

This part describes the range of rates that are typically paid to drivers for performing similar kinds of work as a casual employee rather than as a contractor. This information is given to help the owner driver to determine what may be a reasonable payment for their own labour.

Part 4: Totals

This part allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the schedule provides for a 5 per cent return on investment.

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

The issue of return on investment is dealt with in section 11 of the *Owner Drivers and Forestry Contractors Code of Practice*.

Key assumptions

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a 2015 manufactured base model vehicle with a current capital value of \$186,402 (being the current average retail value of a 5-year-old vehicle).³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 45.3% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<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 example 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 an individual business will be different if, for example:

- the age or current capital value (or both) of the vehicle differs from the above figures
- other finance arrangements apply, for example, if the vehicle is fully owned or is subject to a loan
- more or fewer hours are worked each year
- the vehicle is fitted with additional features.

³ Cost based on the average price of a 2015 manufactured three-axle Japanese vehicle of \$186,402. This price is based on a vehicle with standard features, additional features will incur additional cost.

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

To help owner drivers to calculate their own unique cost model, a blank column is included in the tables of this Schedule to calculate the business's own unique costs.

Rate structures

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

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

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

Note: All costs exclude 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 example is based on: a vehicle with a current capital value of \$186,402 (based on typical retail value of a 5-year-old vehicle), and a lease arrangement over a 5-year term with a 45.3% residual, at 7.5% interest per annum.</p>	\$31,534		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> ● if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or ● if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Registration, permits and TAC fees</p> <p>Based on vehicle registration fee of \$1,142 and TAC charge of \$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>	\$3,296		<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).</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 \$57,035.</p>	\$5,418		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$5,872		<p>Rates may be higher for interstate trucks. Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.</p>
<p>Insurance 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.</p> <p>These fixed costs have been calculated at 100%.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$57,035.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$2,598		<p>The rate is current as at 2020–2021 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>
<p>Yard and parking</p>	\$2,440		<p>The rate is based on \$203 per month for a truck and trailer.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<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 Business Activity Statement (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	\$56,505		
<p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>	\$33.79		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 exclude GST

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
<p>Fuel</p> <p>Based on the average diesel fuel retail cost for Victoria across 2019 of 140 cents per litre, which is net of GST. Assumes 30.80 litres consumed per 100 km.</p>	43 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 can be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.</p>

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Tyres Assumes cost of \$633 per tyre (10 tyres) based on vehicle specific average performance and replaced annually or after 44,000 km.	10 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.
Servicing, repairs and maintenance Based on rate of 20 cents per km.	20 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	73 cents		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 26.32 km travelled per hour.	\$19.30		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink tolls

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

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

- linkt.com.au
- 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 help owner drivers to determine the amount they can aim to receive as a payment for that labour.

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$28.43	\$34.65	\$46.20
Range of rates typically paid in Victoria ³		
\$28.43 to \$34.12	\$34.65 to \$41.58	\$46.20 to \$55.44

Notes:

1. Casual base hourly rate: The base rate is calculated on the *Road Transport and Distribution Award 2010*⁴ (the Award) for a casual employee driver of a Tandem – GVM 22.5 and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
2. Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after 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 after that.

⁴ 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 www.fwc.gov.au or contacting your association or union.

- **Work on a Sunday:** For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

PART 4 – HOURLY TOTALS

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

Totals per driving hour	Typical costs	Your figures	Notes
Fixed costs	\$33.79		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$19.30		Assuming 26.31 km travelled per hour.
Labour	\$34.11		This example is based on a casual labour rate of \$34.11 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$4.36		This example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$91.56		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This example 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.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$19.30		Assuming 26.32 km travelled per hour.
Labour (overtime rates)	\$41.58 – \$55.44		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$60.88 – \$74.74		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should, where relevant, include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from business.vic.gov.au/odfc

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.

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

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Tip Truck Rates and Costs Schedule 2020–21

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

Road Transport and Distribution Award 2010 – Category 6

Introduction

This Schedule sets out an example of typical overhead costs for an owner driver¹ Truck and Tri Axle Super Dog Trailer GCM up to 42.5 tonnes (less than five years old).²

The example is based on certain assumptions about the business, for example, that the vehicle is in operation for 7.6 hours a day, uses a certain number of tyres, and operates within the excavation sector of the building and construction industry.

This Schedule aims to help owner drivers to:

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

The Schedule aims to help both owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

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

This Schedule is based on the Transport Industry Council's evaluation of the costs that an owner driver is recommended to consider in order to operate their business sustainably.

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

This Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, hirers and freight brokers must provide this Schedule to an owner driver:

- at least 3 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 30th day, if the owner driver is engaged for a total period of at least 30 days in any 3-month period.

These requirements also apply to tender situations.

This Schedule will be revised at least annually. Under section 18 of the Act, hirers and freight brokers are required to give owner drivers a copy of any such revised Schedule as soon as possible after it is published.

This Schedule is structured as follows:

Part 1: Fixed costs

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

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2017 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM 50 (less than five years old), Truck and Quad Axle Dog Trailer – GCM 50 (greater than five years old), Truck and Tri axle Super Dog Trailer GCM 42.5 (greater than five years old), Tandem – GVM 22.5 (up to five years old) and Tandem – GVM 22.5 (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

Part 2: Variable costs

This part describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled.

Part 3: Payment for labour

This part describes the range of rates that are typically paid to drivers for performing similar kinds of work as a casual employee rather than as a contractor. This information is given to help the owner driver to determine what may be a reasonable payment for their own labour.

Part 4: Totals

This part allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the schedule provides for a 5 per cent return on investment.

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

The issue of return on investment is dealt with in section 11 of the *Owner Drivers and Forestry Contractors Code of Practice*.

Key assumptions

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a 2020 manufactured vehicle and trailer with a current capital value of \$398,545 (being the current average retail value of a vehicle of this type).³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 61.73% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<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 example 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 an individual business will be different if, for example:

- the age or current capital value (or both) of the vehicle differs from the above figures
- other finance arrangements apply, for example, if the vehicle is fully owned or is subject to a loan

³ Cost based on the average price of a 2020 manufactured three axle Japanese vehicle of \$301,000 and the average price of a 2020 manufactured tri axle super dog trailer of \$96,586. This price is based on a vehicle with standard features, additional features will incur additional costs.

- more or fewer hours are worked each year
- the vehicle is fitted with additional features.

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

To help owner drivers to calculate their own unique cost model, a blank column is included in the tables of this Schedule to calculate the business's own unique costs.

Rate Structures

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

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

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

Note: All costs exclude 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 example is based on:</p> <ul style="list-style-type: none"> • a vehicle with a current capital value of \$301,000 (based on the typical retail value of a 2020 manufactured vehicle and trailer), and • a lease arrangement over a 5-year term with a 61.73% residual, at 7.5% interest per annum. 	\$42,542		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Trailer lease costs</p> <p>This example is based on a Tri Axle super dog trailer with a capital value of \$96,586, based on a lease arrangement over a 5-year term with a 61.73% residual at 7.5% interest per annum.</p>	\$13,608		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Registration, permits and TAC fees</p> <p>Based on vehicle registration fee of \$1,142 and a trailer fee of \$1,927 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>	\$5,224		<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).</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 \$57,035.</p>	\$5,418		
<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>	\$12,554		<p>Rates may be higher for interstate trucks. Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.</p>
<p>Insurance trailer-in-control</p> <p>Based on a new Tri Axle Super Dog Trailer with a capital value of \$96,586 and a rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$3,042		<p>Insurance costs may vary depending upon the value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance personal sickness and accident/ income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. 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		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$57,035. Assumes vehicle is primarily travelling intrastate.</p>	\$2,598		<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>Yard and parking</p>	\$3,050		<p>The rate is based on \$254 per month for a truck and trailer.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<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 Business Activity Statement (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	\$90,340		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$54.03		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 exclude GST

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
<p>Fuel</p> <p>Based on the average retail diesel fuel cost for Victoria across 2019 of 136 cents per litre, which is net of GST. Assumes 49 litres consumed per 100 km.</p>	69 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 can 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 \$633 per tyre (22 tyres) based on vehicle specific average performance and replaced annually or after 63,800 km.</p>	22 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 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Servicing, repairs and maintenance Based on rate of 12 cents per km.	12 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	\$1.02		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 38.16 km travelled per hour.	\$38.99		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

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

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

- linkt.com.au
- 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 help owner drivers to determine the amount they can aim to receive as a payment for that labour.

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

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

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

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$28.43	\$34.65	\$46.20
Range of rates typically paid in Victoria ³		
\$28.43 to \$34.12	\$34.65 to \$41.58	\$46.20.56 to \$55.44

Notes:

1. Casual base hourly rate: The base rate is calculated on the *Road Transport and Distribution Award 2010*⁴ (the Award) for a casual employee driver a Truck and Tri-Axle Super Dog Trailer – GCM 42.5 and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees receive.
2. Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after 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 after that.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Fixed costs	\$54.03		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$38.99		Assuming 38.16 km travelled per hour.
Labour	\$34.12		This example is based on a casual labour rate of \$32.55 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$6.36		This example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$133.49		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This example 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.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$38.99		Assuming 38.16 km travelled per hour.
Labour (overtime rates)	\$41.58 – \$54.44		This example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$80.57 – \$93.43		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should, where relevant, include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from business.vic.gov.au/odfc

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.

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

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Tip Truck Rates and Costs Schedule 2020–21

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

Road Transport and Distribution Award 2010 – Category 6

Introduction

This Schedule sets out an example of typical overhead costs for an owner driver¹ Truck and Tri Axle Super Dog Trailer GCM up to 42.5 tonnes (greater than five years old).²

The example is based on certain assumptions about the business, for example, that the vehicle is 5 years old, is in operation for 7.6 hours a day, uses a certain number of tyres, and operates within the excavation sector of the building and construction industry.

This Schedule aims to help owner drivers to:

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

The Schedule aims to help both owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

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

This Schedule is based on the Transport Industry Council's evaluation of the costs that an owner driver is recommended to consider in order to operate their business sustainably.

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

This Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, hirers and freight brokers must provide this Schedule to an owner driver:

- at least 3 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 30th day, if the owner driver is engaged for a total period of at least 30 days in any 3-month period.

These requirements also apply to tender situations.

This Schedule will be revised at least annually. Under section 18 of the Act, hirers and freight brokers are required to give owner drivers a copy of any such revised Schedule as soon as possible after it is published.

This Schedule is structured as follows:

Part 1: Fixed costs

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

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2017 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive) and Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM 50 (new), Truck and Quad Axle Dog Trailer – GCM 50 (greater than five years old), Truck and Triaxle Super Dog – GCM 42.5 (less than five years old), Tandem – GVM 22.5 (less than five years old) and Tandem – GVM 22.5 (greater than five years old). Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

Part 2: Variable costs

This part describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled.

Part 3: Payment for labour

This part describes the range of rates that are typically paid to drivers for performing similar kinds of work as a casual employee rather than as a contractor. This information is given to help the owner driver to determine what may be a reasonable payment for their own labour.

Part 4: Totals

This part allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the schedule provides for a 5 per cent return on investment.

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

The issue of return on investment is dealt with in section 11 of the *Owner Drivers and Forestry Contractors Code of Practice*.

Key assumptions

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> • a 2015 manufacture base model vehicle and a tri-axel super dog trailer with a current capital value of \$246,025 (being the current average retail value of a 5-year-old vehicle).³ • a vehicle subject to a lease arrangement, over a 5-year term with a 45.3% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<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 example 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 an individual business will be different if, for example:

- the age or current capital value (or both) of the vehicle differs from the above figures
- other finance arrangements apply, for example, if the vehicle is fully owned or is subject to a loan
- more or fewer hours are worked each year
- the vehicle is fitted with additional features.

³ Cost based on the average retail price of a 2015 model three axle Japanese vehicle of \$186,402, and the average retail price of a 5-year-old tri axle super dog trailer of \$59,624. This price is based on a vehicle with standard features, additional features or modifications will incur additional costs.

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

To help owner drivers to calculate their own unique cost model, a blank column is included in the tables of this Schedule to calculate the business's own unique costs.

Rate structures

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

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

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

Note: All costs exclude 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 example is based on:</p> <ul style="list-style-type: none"> a vehicle with a current capital value of \$186,402 (based on typical retail value of a 5-year-old vehicle), and a lease arrangement over a 5-year term with a 45.3% residual, at 7.5% interest per annum. 	\$31,534		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Trailer lease costs</p> <p>This example is based on a tri-axle super dog trailer with a capital value of \$59,624, based on a lease arrangement over a 5-year term with a 45.3% residual at 7.5% interest per annum.</p>	\$10,087		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Registration, permits and TAC fees</p> <p>Based on vehicle registration fee of \$1,142, trailer registration of \$1,927 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>	\$5,224		<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).</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 \$57,035.</p>	\$5,418		
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$5,872		<p>Rates may be higher for interstate trucks.</p> <p>Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.</p>
<p>Insurance trailer-in-control</p> <p>Based on a 5-year-old Tri-Axle Super Dog Trailer with a capital value of \$59,624 and an annual rate of 3.15%. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$1,878		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance personal sickness and accident/ income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.</p> <p>Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p>	\$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> <p>These fixed costs have been calculated at 100%.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$57,035.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$2,598		<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>Yard and parking</p>	\$3,050		<p>The rate is based on \$253 per month for a truck and trailer.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Business administration costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses. These fixed costs have been calculated at 100%.	\$2,885		Accounting/bookkeeping fees may be lower if the business prepares its own Business Activity Statement (BAS) and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$71,007		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$42.47		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 exclude GST

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Fuel Based on the average retail diesel fuel cost for Victoria across 2019 of 140 cents per litre, which is net of GST. Assumes 53.90 litres consumed per 100 km.	75 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge can be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Tyres Assumes cost of \$633 per tyre (22 tyres) based on vehicle specific average performance and replaced annually or after 63,800 km.	22 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.
Servicing, repairs and maintenance Based on rate of 17 cents per km.	17 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	\$1.14		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 38.16 km travelled per hour.	\$43.64		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

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

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

- linkt.com.au
- 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 help owner drivers to determine the amount they can aim to receive as a payment for that labour.

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$28.43	\$34.65	\$46.20
Range of rates typically paid in Victoria ³		
\$28.43 to \$34.12	\$34.65 to \$41.58	\$46.20.56 to \$55.44

Notes:

1. Casual base hourly rate: The base rate is calculated on the *Road Transport and Distribution Award 2010*⁴ (the Award) for a casual employee driver a Truck and Tri-Axle Super Dog Trailer – GCM 42.5 and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
2. Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after 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 after that.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Fixed costs	\$42.47		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$43.64		Assuming 38.16 km travelled per hour.
Labour	\$34.11		This example is based on a casual labour rate of \$32.55 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$6.01		This example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$126.23		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This example 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.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$43.64		Assuming 38.16 km travelled per hour.
Labour (overtime rates)	\$41.58 – \$54.44		This example is based on overtime penalty labour rates of between 150% and 200%. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$85.22 – \$98.08		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should, where relevant, include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from business.vic.gov.au/odfc

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.

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

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Tip Truck Rates and Costs Schedule 2020–21

Truck and Quad Axle Dog GCM up to 50 Tonnes
(less than 5 years old)

Road Transport and Distribution Award 2010 – Category 7

Introduction

This Schedule sets out an example of typical overhead costs for an owner driver¹ Truck and Quad Axle Dog GCM up to 50 tonnes (less than five years old).²

The example is based on certain assumptions about the business, for example, that the vehicle is in operation for 7.6 hours a day, uses a certain number of tyres, and operates within the excavation sector of the building and construction industry.

This Schedule aims to help owner drivers to:

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

The Schedule aims to help both owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

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

This Schedule is based on the Transport Industry Council's evaluation of the costs that an owner driver is recommended to consider in order to operate their business sustainably.

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

This Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, hirers and freight brokers must provide this Schedule to an owner driver:

- at least 3 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 30th day, if the owner driver is engaged for a total period of at least 30 days in any 3-month period.

These requirements also apply to tender situations.

This Schedule will be revised at least annually. Under section 18 of the Act, hirers and freight brokers are required to give owner drivers a copy of any such revised Schedule as soon as possible after it is published.

This Schedule is structured as follows:

Part 1: Fixed costs

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

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2017 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (greater than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 tonnes (less than five years old), Tandem – GVM up to 22.5 tonnes (less than five years old), Truck and Triaxle Super Dog Trailer GCM up to 42.5 (greater than five years old) and Tandem – GVM up to 22.5 (less than five years old) Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

Part 2: Variable costs

This part describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled.

Part 3: Payment for labour

This part describes the range of rates that are typically paid to drivers for performing similar kinds of work as a casual employee rather than as a contractor. This information is given to help the owner driver to determine what may be a reasonable payment for their own labour.

Part 4: Totals

This part allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the schedule provides for a 5 per cent return on investment.

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

The issue of return on investment is dealt with in section 11 of the *Owner Drivers and Forestry Contractors Code of Practice*.

Key assumptions

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a 2020 manufactured base model vehicle and quad axle dog trailer with a current capital value of \$436,671 (being the current average retail value of a vehicle of this type).³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 61.73% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. 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 example 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 an individual business will be different if, for example:

- the age or current capital value (or both) of the vehicle differs from the above figures
- other finance arrangements apply, for example, if the vehicle is fully owned or is subject to a loan
- more or fewer hours are worked each year
- the vehicle is fitted with additional features.

³ Cost based on the average price of a 2020 three axle Japanese vehicle of \$301,959 and the average price of a 2020 manufactured quad axle dog trailer of \$132,500. This price is based on a vehicle with standard features, additional features will incur additional cost.

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

To help owner drivers to calculate their own unique cost model, a blank column is included in the tables of this Schedule to calculate the business's own unique costs.

Rate structures

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

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

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

Note: All costs exclude 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 example is based on:</p> <ul style="list-style-type: none"> a vehicle with a current capital value of \$301,959 (based on the typical retail value of a 2020 manufactured vehicle and trailer), and a lease arrangement over a 5-year term with a 61.73% residual, at 7.5% interest per annum. 	\$42,542		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Trailer lease costs</p> <p>This example is based on a 2020 Quad-axle Dog trailer with a capital value of \$134,712, based on a lease arrangement over a 5-year term with a 61.73% residual at 7.5% interest per annum.</p>	\$18,979		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Registration, permits and TAC fees</p> <p>Based on vehicle registration fee of \$1,142 and a trailer cost of \$10,916 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>	\$14,213		<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).</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 \$57,851.</p>	\$5,496		
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$9,511		<p>Rates may be higher for interstate trucks. Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.</p>
<p>Insurance trailer-in-control</p> <p>Based on a new Quad Axle Dog Trailer with a capital value of \$134,712 and an annual rate of 3.15%. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$4,244		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance personal sickness and accident/ income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p>	\$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		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 4.5% for the assumed labour rate of the business owner of \$57,851. Assumes vehicle is primarily travelling intrastate.</p>	\$2,636		<p>The rate is current as at 2020–2021 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>
<p>Yard and parking</p>	\$3,050		<p>The rate is based on \$254 per month for a truck and trailer.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Business administration costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses. These fixed costs have been calculated at 100%.	\$2,885		Accounting/bookkeeping fees may be lower if the business prepares its own Business Activity Statement (BAS) and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$106,016		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$63.41		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 exclude GST

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Fuel Based the average retail diesel fuel cost for Victoria across 2019 of 140 cents per litre, which is net of GST. Assumes 51 litres consumed per 100 km.	71 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.
Tyres Assumes cost of \$633 per tyre (26 tyres) based on vehicle specific average performance and replaced annually or after 63,800 km.	26 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Servicing, repairs and maintenance Based on rate of 12 cents per km.	12 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	\$1.09		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 38.16 km travelled per hour.	\$41.57		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

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

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

- linkt.com.au
- 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 help owner drivers to determine the amount they can aim to receive as a payment for that labour.

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

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

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

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$28.83	\$35.16	\$46.88
Range of rates typically paid in Victoria ³		
\$28.83 to \$34.60	\$35.16 to \$42.19	\$46.88 to \$56.25

Notes:

1. Casual base hourly rate: The base rate is calculated on the *Road Transport and Distribution Award 2010*⁴ (the Award) for a casual employee driver of a Vehicle and Quad Axle Dog trailer – GCM up to 50 tonnes and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees receive.
2. Casual overtime rate: Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after 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 after that.
- Work on a Sunday: For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Fixed costs	\$63.41		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$41.57		Assuming 38.16 km travelled per hour.
Labour	\$34.60		This example is based on a casual labour rate of \$34.60 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$6.98		This example is based on a four per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$146.55		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This example 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.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$41.57		Assuming 38.16 km travelled per hour.
Labour (overtime rates)	\$42.19 – \$56.25		This example is based on overtime penalty labour rates of between 150% and 200%. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$83.76 – \$97.82		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should, where relevant, include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from business.vic.gov.au/odfc

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.

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

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Tip Truck Rates and Costs Schedule 2020–21

Truck and Quad Axle Dog GCM up to 50 Tonnes
(greater than 5 years old)

Road Transport and Distribution Award 2010 – Category 7

Introduction

This Schedule sets out an example of typical overhead costs for an owner driver¹ Truck and Quad Axle Dog GCM up to 50 tonnes (greater than five years old).²

The example is based on certain assumptions about the business, for example, that the vehicle is in operation for 7.6 hours a day, uses a certain number of tyres, and operates within the excavation sector of the building and construction industry.

This Schedule aims to help owner drivers to:

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

The Schedule aims to help both owner drivers and their hirers to better understand the typical operating costs of an owner driver business and to inform their negotiations.

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

This Schedule is based on the Transport Industry Council's evaluation of the costs that an owner driver is recommended to consider in order to operate their business sustainably.

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

This Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, hirers and freight brokers must provide this Schedule to an owner driver:

- at least 3 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 30th day, if the owner driver is engaged for a total period of at least 30 days in any 3-month period.

These requirements also apply to tender situations.

This Schedule will be revised at least annually. Under section 18 of the Act, hirers and freight brokers are required to give owner drivers a copy of any such revised Schedule as soon as possible after it is published.

This Schedule is structured as follows:

Part 1: Fixed costs

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

¹ Owner Driver is defined in the **Owner Drivers and Forestry Contractors Act 2005**. The definition is also affected by the Owner Drivers and Forestry Contractors Regulations 2017 made under the Act.

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (less than five years old), Truck and Quad Axle Dog Trailer – GCM up to 50 tonnes (greater than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 tonnes (less than five years old), Truck and Tri-axle Super Dog Trailer GCM up to 42.5 (greater than five years old) and Tandem – GVM up to 22.5 (greater than five years old) Hirers are required to provide owner drivers with the Schedule that most closely relates to the owner driver's vehicle.

Part 2: Variable costs

This part describes typical variable business costs. These are the costs (such as fuel and tyres) that vary with how many kilometres are travelled.

Part 3: Payment for labour

This part describes the range of rates that are typically paid to drivers for performing similar kinds of work as a casual employee rather than as a contractor. This information is given to help the owner driver to determine what may be a reasonable payment for their own labour.

Part 4: Totals

This part allows the owner driver to prepare total hourly rates for ordinary hours (up to 1,672 a year) and excess hours.

Return on investment needs to be factored in where appropriate. As a guide, the schedule provides for a 5 per cent return on investment.

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

The issue of return on investment is dealt with in section 11 of the *Owner Drivers and Forestry Contractors Code of Practice*.

Key assumptions

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$269,561 (being the current average retail value of a 2015 manufactured vehicle).³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 42.95% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<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 example 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 an individual business will be different if, for example:

- the age or current capital value (or both) of the vehicle differs from the above figures
- other finance arrangements apply, for example, if the vehicle is fully owned or is subject to a loan
- more or fewer hours are worked each year
- the vehicle is fitted with additional features.

³ Cost based on the average retail price of a 2015 model three axle Japanese vehicle of \$186,402, and the average retail price of a 5-year-old tri-axle super dog trailer of \$83,159. This price is based on a vehicle with standard features, additional features or modifications will incur additional costs.

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

To help owner drivers to calculate their own unique cost model, a blank column is included in the tables of this Schedule to calculate the business's own unique costs.

Rate structures

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

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

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

Note: All costs exclude 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 example is based on:</p> <ul style="list-style-type: none"> a vehicle with a current capital value of \$186,402 (based on typical retail value of a 5-year-old vehicle and trailer), and a lease arrangement over a 5-year term with a 42.95% residual, at 7.5% interest per annum. 	\$31,534		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Trailer lease costs</p> <p>This example is based on a Quad Axle Dog Trailer with a capital value of \$83,159, based on a lease arrangement over a 5-year term with a 42.95% residual at 7.5% interest per annum.</p>	\$14,068		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Registration, permits and TAC fees</p> <p>Based on vehicle registration fee of \$1,142, a trailer fee of \$10,916 and a 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>	\$14,213		<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).</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 \$57,851.</p>	\$5,496		
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$5,872		<p>Rates may be higher for interstate trucks.</p> <p>Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.</p>
<p>Insurance trailer-in-control</p> <p>Based on a 5-year-old Quad Axle Dog Trailer with a capital value of \$83,159 and an annual rate of 3.15%. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$2,620		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance personal sickness and accident/ income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.</p> <p>Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p>	\$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> <p>These fixed costs have been calculated at 100%.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 4.59% for the assumed labour rate of the business owner of \$57,851.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$2,636		<p>The rate is current as at 2020–2021 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>
<p>Yard and parking</p>	\$3,050		<p>The rate is based on \$253 per month for a truck and trailer.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Business administration costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses. These fixed costs have been calculated at 100%.	\$2,885		Accounting/bookkeeping fees may be lower if the business prepares its own Business Activity Statement (BAS) and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$84,834		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$50.74		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 exclude GST

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Fuel Based on the average retail diesel fuel cost for Victoria across 2019 of 140 cents per litre, which is net of GST. Assumes 56.10 litres consumed per 100 km.	79 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle. A fuel surcharge applied to this percentage operating cost accounts for weekly, fortnightly or monthly fluctuations in fuel costs over the term of the contract. The price of fuel at the time of quotation should therefore be used to assess the base rate fuel cost to be applied.
Tyres Assumes cost of \$633 per tyre (26 tyres) based on vehicle specific average performance and replaced annually or after 63,800km.	26 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Servicing, repairs and maintenance Based on rate of 17 cents per km.	17 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. This cost is based on one major service and three minor services annually. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	\$1.21		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 38.16km travelled per hour.	\$46.33		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink and Eastlink Tolls

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

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

- linkt.com.au
- 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 help owner drivers to determine the amount they can aim to receive as a payment for that labour.

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

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

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

Casual base hourly rate¹	Casual overtime rate 150%² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200%² For work extending beyond the first two hours of overtime and until the completion of work
\$28.83	\$35.16	\$46.88
Range of rates typically paid in Victoria ³		
\$28.83 to \$34.60	\$35.16 to \$42.19	\$46.88 to \$56.25

Notes:

1. **Casual base hourly rate:** The base rate is calculated on the *Road Transport and Distribution Award 2010*⁴ (the Award) for a casual employee driver of a Vehicle and Quad Axle Dog trailer – GCM up to 50 tonnes and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees receive.
2. **Casual overtime rate:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after 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 after that.
- **Work on a Sunday:** For all ordinary hours and overtime hours worked on a Sunday a casual employee driver would receive payment at the rate of 200% for hours worked.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Fixed costs	\$50.74		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$46.33		Assuming 38.16 km travelled per hour.
Labour	\$34.60		This example is based on a casual labour rate of \$34.60 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$6.58		This example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$138.25		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

This example 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.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$46.33		Assuming 38.16 km travelled per hour.
Labour (overtime rates)	\$42.19 – \$56.25		This worked example is based on overtime penalty labour rates of between 150% and 200%. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$88.52 – \$102.58		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

In addition to the figures above, owner drivers should, where relevant, include any amount that they seek as a return on their capital investment. This issue is dealt with in section 11 of the Owner Drivers and Forestry Contractors Code of Practice, available from business.vic.gov.au/odfc

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.

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

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

Water Act 1989**NOTICE OF DECLARATION OF SERVICED PROPERTIES**

Notice is hereby given that Westernport Water has made provision for water and/or recycled water and/or sewer services for the properties listed below. In accordance with section 144 of the **Water Act 1989**, these properties are now liable to be rated as serviced properties from 30 April 2021, or subject to the approval of subdivision.

Lot / Plan Numbers	Property Address
Water and Sewer Services	
Lots 1 and 2 / PS847877E	35 Walton Street, Rhyll, Victoria 3923

A copy of the notice and plans for the above are available for inspection at Westernport Water's Office, 2 Boys Home Road, Newhaven.

www.westernportwater.com.au

Water Act 1989**YARRA VALLEY WATER – DECLARATION OF SERVICED PROPERTIES**

Pursuant to section 144 of the **Water Act 1989**, Yarra Valley Water declares the following land to be serviced property for the listed services from 29 April 2021.

Development Address/Estate Name	Stage/s	Plan of Subdivision Number	Suburb	Drinking Water	Recycled Water	Sewerage Services
110 Section Road	1	PS829546G	Greenvale	Y	N	Y
Linley Estate	1	PS810455Q	Kilsyth	Y	N	Y
Highlands Estate	347	PS831905R	Craigieburn	Y	Y	Y
Highlands Estate	261	PS831912U	Craigieburn	Y	Y	Y
Platform Stage 4D	4D	PS832725N	Donnybrook	Y	Y	N
1025 Donnybrook Road	1C	PS817171S	Donnybrook	Y	Y	Y
Mandalay Estate	65	PS617320S/S65	Beveridge	Y	Y	Y
820 Bridge Inn Road Estate	E and F	PS737209N	Doreen	Y	N	Y

ORDERS IN COUNCIL**Financial Management Act 1994****ORDER TO DECLARE A CLASS OF ENTITIES AS SPECIFIED ENTITIES**

Order in Council

The Governor in Council pursuant to section 54AA of the **Financial Management Act 1994** (Act) declares a class of entities to be specified entities for the purposes of Part 7A of that Act.

The class of specified entities comprises each 'public body' as defined in the Act, where the relevant public body's transactions form part of the transactions of the State for the purposes of section 24(2)(b) of the Act, except any of the following:

- (a) a university within the meaning of section 1.1.3(1) of the **Education and Training Reform Act 2006**;
- (b) a 'public hospital' as defined in the **Health Services Act 1988**;
- (c) a 'health or related service' as defined in the **Health Services Act 1988**;
- (d) a 'school council' as defined in the **Education and Training Reform Act 2006**;
- (e) an incorporated committee of management - excluding Phillip Island Nature Park Board of Management Inc;
- (f) a 'Class B cemetery trust' as defined in the **Cemeteries and Crematoria Act 2003**;
- (g) a 'registered unit' as defined in the **Victoria State Emergency Service Act 2005**; and
- (h) a 'volunteer brigade' as defined in the **Country Fire Authority Act 1958**.

This legislative instrument comes into effect on 1 July 2021.

Dated: 27 April 2021

Responsible Minister:

THE HON. DANNY PEARSON MP

Assistant Treasurer

SAMUAL WALLACE
Acting Clerk of the Executive Council

Health Services Act 1988**ORDER TO REMOVE OTWAY HEALTH AS IT APPEARS IN SCHEDULE 1A OF THE
HEALTH SERVICES ACT 1988**

Order in Council

The Governor in Council under section 8(1)(b) of the **Health Services Act 1988** removes the name of Otway Health as it appears in Schedule 1A of the Act.

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

Dated 27 April 2021

Responsible Minister:

MARTIN FOLEY MP

Minister for Health

SAMUAL WALLACE
Acting Clerk of the Executive Council

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

Notice is hereby given under section 17(3) of the **Subordinate Legislation Act 1994** that the following Statutory Rules were first obtainable from TIMG Bookshop, Level 10, 575 Bourke Street, Melbourne 3000, on the date specified:

39. *Statutory Rule:* Evidence
(Examination
of Witnesses
Outside the State)
Regulations 2021

Authorising Act: Evidence
(Miscellaneous
Provisions)
Act 1958

Date first obtainable: 27 April 2021

Code A

40. *Statutory Rule:* Disability Service
Safeguards
Amendment
Regulations 2021

Authorising Act: Disability Service
Safeguards
Act 2018

Date first obtainable: 27 April 2021

Code A

PRICING FOR SPECIAL GAZETTE, PERIODICAL GAZETTE AND VICTORIAN LEGISLATION

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

<i>Price Code</i>	<i>No. of Pages (Including cover and blank pages)</i>	<i>Price*</i>
A	1–16	\$4.22
B	17–32	\$6.33
C	33–48	\$8.65
D	49–96	\$13.61
E	97–144	\$17.51
F	145–192	\$20.78
G	193–240	\$23.95
H	241–288	\$25.43
I	289–352	\$28.70
J	353–416	\$33.44
K	417–480	\$38.19
L	481–544	\$44.52
M	545–608	\$50.90
N	609–672	\$56.28
O	673–736	\$63.62
P	737–800	\$70.10
#Q	821–886	\$76.22
#R	887–950	\$81.29
#S	951–1016	\$86.83
#T	1017–1080	\$92.21
#U	1081–1146	\$97.75
#V	1147–1210	\$103.50
#W	1211–1276	\$108.88
#X	1277–1340	\$114.78
#Y	1341–1406	\$119.95

<i>Price Code</i>	<i>No. of Pages (Including cover and blank pages)</i>	<i>Price*</i>
#Z	1407–1470	\$125.60
#ZA	1471–1536	\$131.56
#ZB	1537–1610	\$136.57
#ZC	1611–1666	\$142.32
#ZD	1667–1730	\$147.70
#ZE	1731–1796	\$153.66
#ZF	1797–1860	\$159.20
#ZG	1861–1926	\$164.42
#ZH	1927–1990	\$170.38
#ZI	1991–2056	\$175.76

* All prices include GST
Printed as two volumes

ive

The *Victoria Government Gazette* is published by IVE Group Limited with the authority of the Government Printer for the State of Victoria

© State of Victoria 2021

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

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

Level 2, 1 Macarthur Street

Melbourne 3002

Victoria Australia

How To Order



Retail & Mail Sales

Victoria Government Gazette

Ground Floor, Building 8,
658 Church Street,
Richmond 3121

DX 106 Melbourne



Telephone

(03) 8523 4601

email

gazette@ivegroup.com.au

Recommended Retail Price \$2.30 (includes GST)