



Victoria Government Gazette

By Authority of Victorian Government Printer

No. G 33 Thursday 17 August 2017

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GENERAL

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As from 17 August 2017

The last Special Gazette was No. 275 dated 16 August 2017.

The last Periodical Gazette was No. 1 dated 17 May 2017.

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
-

2017 AFL GRAND FINAL PUBLIC HOLIDAY

Grand Final Friday

The Friday before the Australian Football League (AFL) Grand Final was declared a public holiday and published in Special Gazette S229 dated 19 August 2015. The 2017 public holiday will fall on Friday 29 September 2017.

Please Note: this office will be closed on Friday 29 September 2017.

The Victoria Government Gazette (General) for GRAND FINAL FRIDAY week (G40/17) will be published on **Thursday 5 October 2017**.

Copy deadlines:

Private Advertisements	9.30 am on Monday 2 October 2017
Government and Outer Budget Sector Agencies Notices	9.30 am on Tuesday 3 October 2017

Office Hours:

The Victoria Government Gazette Office is open normal office hours during that week, i.e. 8.30 am to 5.30 pm **Monday** to **Thursday**, excluding the public holiday.

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

JENNY NOAKES
Government Gazette Officer

PRIVATE ADVERTISEMENTS

NOTICE OF DISSOLUTION OF PARTNERSHIP

In accordance with section 41 of the **Partnership Act 1958**, Ottorino De Cristofaro and Renato Liuzzi give notice that the partnership hereto before conducted by them trading as Ottorenni Meat Supply (ABN 76 623 583 802) from the Brunswick Market, 661 Sydney Road, Brunswick, Victoria, has been dissolved with effect from 1 July 2017. As from 2 July 2017, Ottorino De Cristofaro will operate as a sole trader from the above address.

Estate of THEODORE TOLLY BERMAN, late of 607–613 Dandenong Road, Armadale, Victoria, architect, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 3 April 2017, are required by the personal representatives, care of the undermentioned lawyers, to send particulars to them by 17 October 2017, after which date the personal representatives may convey or distribute the assets, having regard only to the claims of which they then have notice.

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

PATRICIA CHAPMAN, late of 2 Ashton Close, Ringwood, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died 7 February 2017, are required by Anthony William Bowes Chapman, the executor of the Will of the deceased, to send particulars of their claims to him, care of the undermentioned solicitors, by 19 October 2017, after which date he may convey or distribute the assets, having regard only to the claims of which he then has notice.

ASHBY LEGAL,
Suite 2, 1004 Doncaster Road,
Doncaster East, Victoria 3109.

Estate MERVYN EDWARD MARCHANT, late of 139 Victoria Street, Kerang, deceased.

Creditors, next-of-kin and others having claims in respect of the abovenamed deceased, who died on 4 August 2017, are required by the executor, Debra Ann Webster, to send

particulars of such claims to her, in care of the undermentioned solicitors, within two months from the date of publication of this notice, after which date they will distribute the assets, having regard only to the claims of which they then have notice.

Dated 9 August 2017

BASILE & CO. PTY LTD, legal practitioners, consultants and conveyancers (Vic. & NSW), 46 Wellington Street, Kerang, Victoria 3579.
RB:GR:17339

Re: RUSSELL JOSEPH BURROWS, deceased, late of 16 Miller Street, Flora Hill, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 17 May 2017, are required by the trustee, Daniel Gary Cole, care of Beck Legal, 165–171 Hargreaves Street, Bendigo, Victoria, to send particulars to the trustee by 31 October 2017, 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,
177 View Street, Bendigo 3550.

Re: Estate of BERTHA DOREEN KOTHLOW (in the Will called Doreen Bertha Kothlow), late of Suite 4, Arcare Keysborough, 85 Stanley Road, Keysborough, Victoria, deceased.

Creditors, next-of-kin or others having claims in respect of the estate of the deceased, who died on 15 May 2017, are required by the trustee, Russell Michael Thiedeman, to send particulars of their claims to the trustee, care of the undermentioned legal practitioners, by a date not later than two months from the date of publication of this notice, after which date the trustee may convey or distribute the assets, having regard only to the claims of which he then has notice.

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

Re: GLORIA DAWN CONWAY, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 15 June 2016, are required by

the trustee, Susan Anne Doughty, to send particulars of their claims to the trustee, care of the undermentioned legal practitioners, by 17 October 2017, after which date the trustee may convey or distribute the assets, having regard only to the claims of which they then have notice.

Dated 8 August 2017

BULLARDS, solicitors,
221 Queen Street, Melbourne 3000.

FRANCES MARION GURLING, late of 96 Day Street, Bairnsdale, Victoria 3875, administrative clerk, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 26 November 2016, are required by the administrator, Mary Jane Gurling, care of the undermentioned solicitors, to send particulars to her by 21 October 2017, after which date the administrator may convey or distribute the assets, having regard only to the claims of which she then has notice.

CLOHESY LEGAL,
Level 2, 455 Bourke Street,
Melbourne, Victoria 3000.

Re: MAY BROWNE, late of 1/83–85 Mickleham Road, Tullamarine, Victoria, cleaner, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 11 June 2017, are required by the trustee, Raymond Claude Browne, to send particulars to the trustee, care of the undermentioned solicitors, within sixty days from the publication hereof, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

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

Re: JEAN LETTS JEFFERY, deceased.

Creditors, next-of-kin or others having claims in respect of the estate of JEAN LETTS JEFFERY, late of 1 Kilsyth Avenue, Toorak, Victoria, retired, deceased, who died on 17 December 2016, are to send particulars

of their claims to the executors, care of the undermentioned solicitors, by 20 October 2017, after which date the executors will distribute the assets having regard only to the claims of which they then have notice.

E. P. JOHNSON AND DAVIES,
52 Collins Street, Melbourne 3000.

**NOTICE OF CLAIMANTS UNDER
TRUSTEE ACT 1958**

(SECTION 33 NOTICE)

Notice to Claimants

ALICE DOREEN KINGSBURY, late of Towergranger Residential Aged Care Services, 23a Elizabeth Street, Oakleigh East, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 9 March 2017, are required by the trustee, Equity Trustees Wealth Services Limited of 2/575 Bourke Street, Melbourne, Victoria, with leave being reserved to Wendy Mary Young, to send particulars to the trustee by 17 October 2017, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

EQUITY TRUSTEES WEALTH
SERVICES LTD,
2/575 Bourke Street, Melbourne, Victoria 3000.

Re: STEPHEN JOHN WALLACE, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 14 January 2017, are required by the trustee, Ian George Wallace, care of Featherbys Lawyers of 14 Ninth Avenue, Rosebud, Victoria, to send particulars to the trustee by 18 October 2017, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

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

STANLEY GORDON CACCIANIGA, late of Manangatang, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 30 April 2015, are required by

Barry Gordon Caccianiga and Julie Dawn Ryan, the executors of the Will of the deceased, to send particulars of their claims to them, care of the undermentioned solicitor, 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 they then have notice.

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

Re: EUNICE MARY BRADY, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 27 January 2017, are required by the personal representative, Ruth Leslie, to send particulars to the personal representative, care of its below lawyers, by 16 October 2017, after which date the personal representative may convey or distribute the assets, having regard only to the claims of which it has notice.

HALL & WILCOX LAWYERS,
Level 11, Rialto South Tower,
525 Collins Street, Melbourne 3000.

TERRY CLARE BRINTON KUSTERS GREENE, late of 143 Wood Street, Flinders, Victoria 3929, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the Will/estate of the abovenamed deceased, who died on 29 April 2017, are required by the trustee/executor, Rohani Jane MacIntyre Bixler, care of 22A Milgate Drive, Mornington, Victoria 3931, to send particulars of their claims to her by 15 September 2017, after which date the trustee/executor may convey or distribute the assets, having regard only to the claims of which she then has notice. Probate was granted in Victoria on 13 July 2017.

HILL LEGAL,
22A Milgate Drive, Mornington, Victoria 3931.
RB:CHE:06346

Re: LORENZO PAUL GUGLIOTTI, late of 7 Eyre Street, Reservoir, Victoria 3073, courier, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 4 January 2017, are required by the trustee, Gaetano Indovino, to send particulars of their claim to the undermentioned firm, within two months from the date of publication of this notice, after which

the trustee will convey or distribute the assets, having regard only to the claims of which he then has notice.

INDOVINO'S LAWYERS,
Level 2, 530 Lonsdale Street, Melbourne 3000.

Re: EUAN JOHN DALRYMPLE CRONE, late of 14 Winmalee Road, Balwyn, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 8 April 2017, are required by the trustees, David Walter Leigh and Alan Gordon Leigh, care of Level 11, 575 Bourke Street, Melbourne, Victoria, to send particulars to the trustee, care of the undermentioned solicitors, by 31 October 2017, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee then has notice.

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

Re: DESMOND JOHN MARQUIS, late of 3 Colite Street, Barwon Heads, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 25 August 2016, are required by the executor, Joan Agnes Aleksejevs, to send particulars of such claims to her, care of the undermentioned solicitors, by 17 October 2017, after which date they may convey or distribute the assets, having regard only to the claims of which they then have notice.

MAURICE BLACKBURN PTY LTD,
PO Box 523, Melbourne, Victoria 3001.

LAURENCE LEONARD BIRKETT, late of 15 Henty Street, Coleraine, Victoria 3315, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 14 January 2017, are required by the personal representative, Wendy Elizabeth Birkett, care of 47 Thompson Street, Hamilton, Victoria 3300, to send particulars of their claims to her by 17 October 2017, after which date the personal representative may

convey or distribute the assets, having regard only to the claims of which she then has notice. Probate was granted in Victoria on 3 April 2017.

Dated 10 August 2017

O'KEEFFE SCHROEDER LAWYERS,
47 Thompson Street, Hamilton, Victoria 3300
PO Box 812, Hamilton, Victoria 3300
DX 30001 Hamilton
Ph: (03) 5572 4822
Fax: (03) 5572 5161
MS: 170023
Contact Mary Schroeder.

Creditors, next-of-kin or others having claims in respect of VELIZAR MARKOVITCH, deceased, of Condare Court Uniting Aged Care, 8 Joffre Street, Camberwell, Victoria, who died on 7 May 2015, are required by Olga Pancevac and Lepa Markovic, the administrators appointed by the Supreme Court of Victoria, to send particulars of their claims, care of the undermentioned solicitors, by 10 September 2017, after which date the administrators will distribute the assets, having regard only to the claims of which the executor then has notice.

PATTEN ROBINS, lawyers,
62–64 Doncaster Road,
Balwyn North, Victoria 3104.

Re: WILLIAM EDWARD MURRAY BOURCHIER, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 14 May 2017, are required by the trustees, Elizabeth Anne Robinson and Josephine Majella Condon, to send particulars to them, care of the undermentioned solicitors, by 1 November 2017, after which date they may convey or distribute the assets, having regard only to the claims of which they then have notice.

PEARCE WEBSTER DUGDALES, lawyers,
Fourth Floor, 379 Collins Street,
Melbourne 3000.

ALFONSO BATTISTA, late of 1 Webster Street, Camberwell, Victoria, pensioner, deceased.

Creditors, next-of-kin and others having claims in respect of the deceased, who died on 5 March 2017, are required by the executor, Maria Assunta Battista, to send particulars

of their claim to the executor, care of the undermentioned solicitors, within sixty days from the publication hereof, after which date the executor may convey or distribute the assets, having regard only to the claims of which the executor has notice.

SPENCER LAW PARTNERS,
Level 1, 280 Spencer Street,
Melbourne, Victoria 3000.

Re: RONALD GEORGE DONALDSON, deceased

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 24 October 2016, are required by the trustees, Dorothy Grace Donaldson and Shaun Connor Donaldson, care of 108 Belmore Street, Yarrowonga, Victoria, to send particulars of their claims to the trustees by 6 October 2017, after which date the trustees may convey or distribute the assets, having regard only to the claims of which the trustees have notice.

TAYLOR & WHITTY, solicitors,
108 Belmore Street, Yarrowonga, Victoria 3730.

Re: VICTOR BERNARD BATEMAN, late of 29 Bamfield Street, Sandringham, Victoria 3191, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 9 June 2017, are required by the executor, Victor Harry Bateman, to send particulars to him, care of the undermentioned solicitors by 20 October 2017, after which date the executor may convey or distribute the assets, having regard only to the claims of which he then has notice.

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

Re: estate of RONALD WILLIAM FLETT, late of 56 Broadway, Dunolly, Victoria, retired gardener/maintenance worker, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 6 November 2016, are required by the trustee, Jean Mary Flett, to send particulars to the trustee, in care of the undersigned, by 18 October 2017, after which date the trustee

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

WILLETT LAWYERS PTY LTD,
PO Box 2196, Spotswood, Victoria 3015.

Please visit Sheriff's Office Real Estate Section website at www.justice.vic.gov.au/sheriffrealestate for an information sheet on Sheriff's Auctions, a contract of sale and any other enquiries.

SHERIFF

Re: the estate of VALMA JEAN MacLEAN, late of Regis Bayside Gardens, 161 Male Street, Brighton, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 29 April 2017, are required by the executors, Alan Scott MacLean and Lachlan Ward MacLean, to send particulars to them, care of the undersigned 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 the trustees have notice.

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

ADVERTISEMENT OF AUCTION BY
THE SHERIFF

On Thursday 21 September 2017 at 1.30 pm in the afternoon, at Level 6, 446 Collins Street, Melbourne (unless process be stayed or satisfied).

All the estate and interest (if any) of Geoffrey Alan Houston of 75 Callaway Drive, Mickleham, sole proprietor of an estate in fee simple in Lot 36 on Plan of Subdivision 513200H, consisting of 1.059 hectares or thereabouts and being the land more particularly described on Certificate of Title Volume 10749 Folio 878, upon which is erected a house and known as 75 Callaway Drive, Mickleham, will be auctioned by the Sheriff.

Registered Mortgage (Dealing Number AH889053K), Registered Caveat (Dealing Number AM789717X), Registered Caveat (Dealing Number AN290103H), Covenant PS513200H and Covenant AC420819M affect the said estate and interest. The Sheriff is unable to provide access to this property.

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

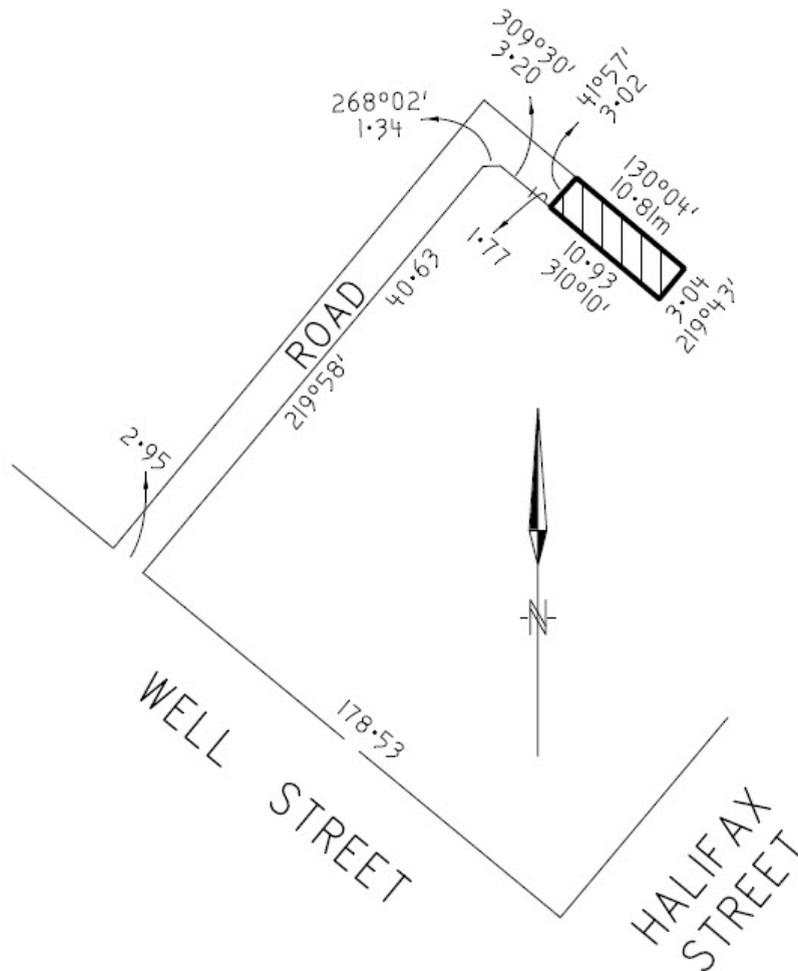
**GOVERNMENT AND OUTER BUDGET
SECTOR AGENCIES NOTICES**

BAYSIDE CITY COUNCIL

Road Discontinuance

Pursuant to section 206, Schedule 10, Clause 3 of the **Local Government Act 1989**, the Bayside City Council, in accordance with a decision of the Council made on 10 August 2017, discontinues the section of road at the rear of 168 Church Street, Brighton, as shown by hatching on the plan below and sells the land from the road by private treaty to the abutting property owners.

The road is discontinued and the land is sold subject to the right, power or interest held by the Bayside City Council and South East Water Limited in the road in connection with any sewers, drains or pipes under the control of those authorities in or near the road.



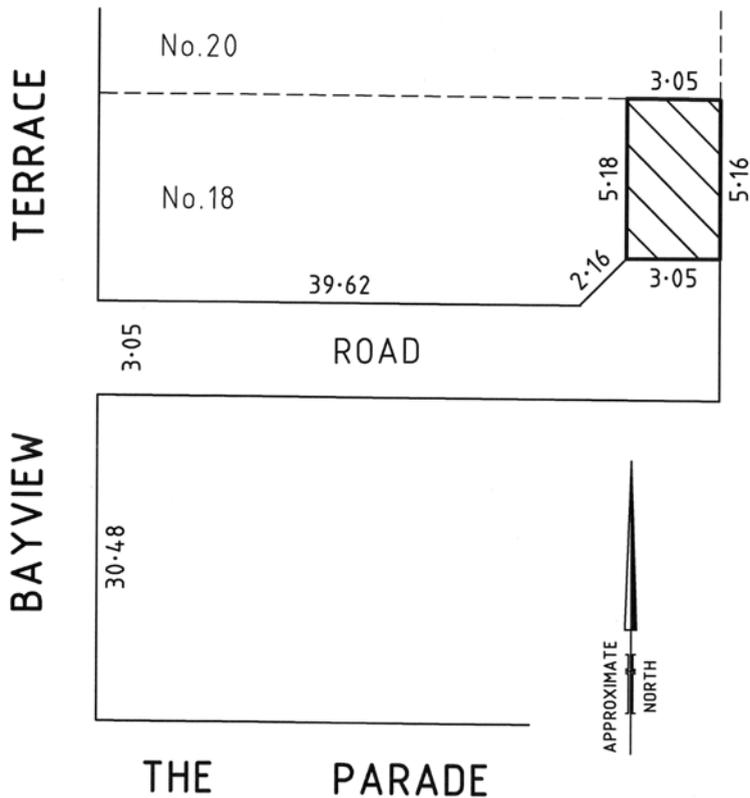
ADRIAN ROBB
Chief Executive Officer



ROAD DISCONTINUANCE

Pursuant to section 206 and Schedule 10, Clause 3 of the **Local Government Act 1989**, the Moonee Valley City Council at its meeting on 8 August 2017, formed the opinion that the section of road abutting 18 Bayview Terrace, Ascot Vale, contained in Volume 11648 Folio 891 shown hatched on the plan below, is not reasonably required as a road for public use and resolved to discontinue the road and sell the land to the abutting owners.

The section of road shown hatched is to be discontinued subject to the right, power or interest held by City West Water in the road in connection with any sewers, drains or pipes under the control of that authority in or near the road.

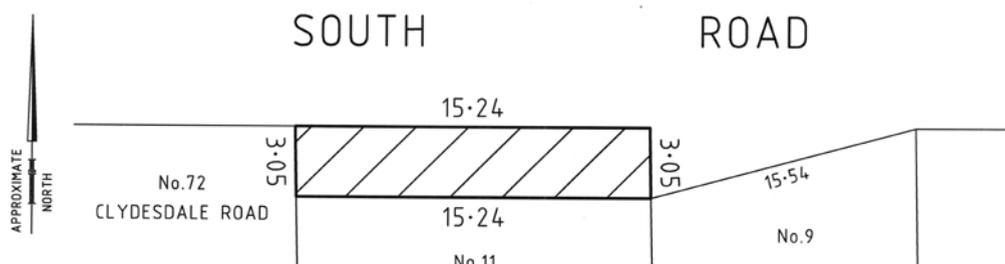


BRYAN LANCASTER
Chief Executive Officer



ROAD DISCONTINUANCE

Pursuant to section 206 and Schedule 10, Clause 3 of the **Local Government Act 1989**, the Moonee Valley City Council at its meeting on 8 August 2017, formed the opinion that the section of road abutting 11 South Road, Airport West, contained in Volume 4578 Folio 493 shown hatched on the plan below, is not reasonably required as a road for public use and resolved to discontinue the road and sell the land to the abutting owners.



BRYAN LANCASTER
Chief Executive Officer

MONASH CITY COUNCIL

Road Management Plan 2017

In accordance with the **Road Management Act 2004** (Act) and the Road Management (General) Regulations 2016 (Regulations), Monash City Council (Council) gives notice that it has completed its review of its Road Management Plan. As a result of the review, Council has decided to amend the Road Management Plan with some improvements to standards and other administrative changes effective from 1 August 2017.

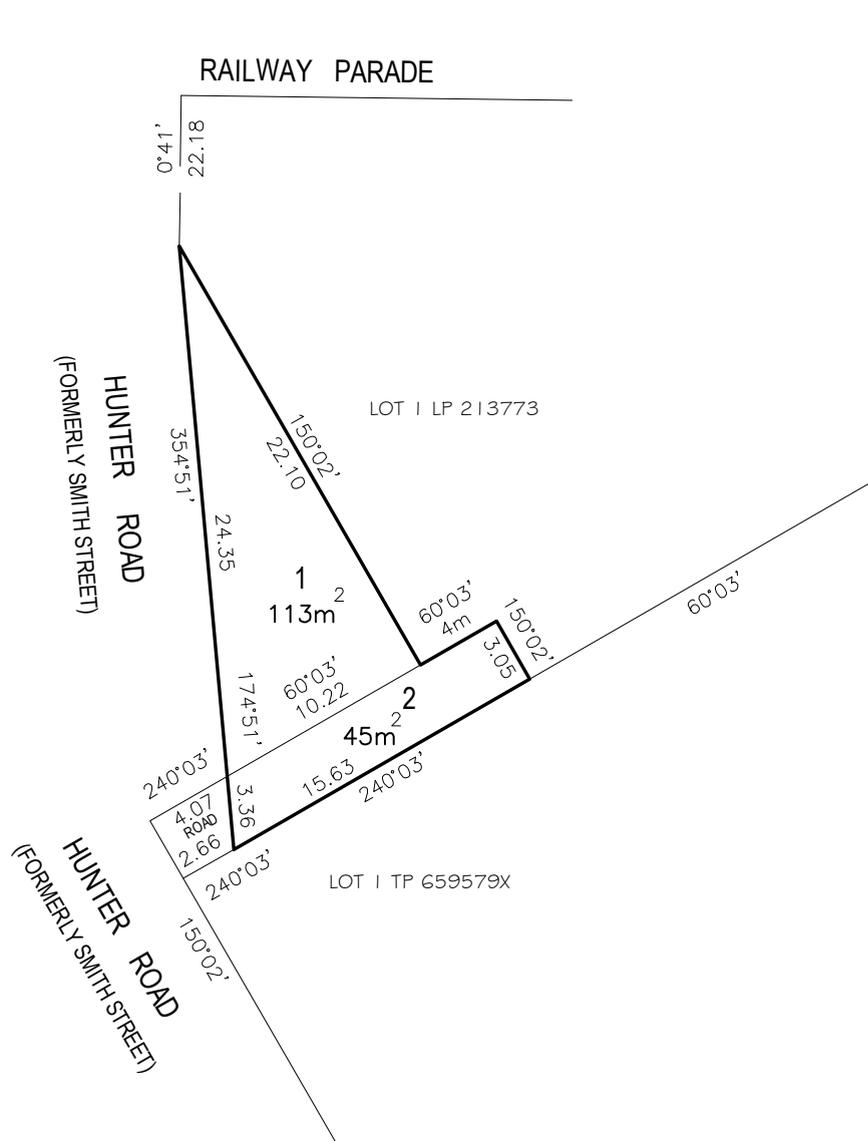
A copy of the written report summarising the results of the review and the subsequent recommendations, along with the amended Road Management Plan and the list of amendments, may be inspected at, or obtained from, Council's customer service centres during normal business hours, or accessed online through Council's website, www.monash.vic.gov.au

ANDI DIAMOND
Chief Executive Officer

YARRA RANGES SHIRE COUNCIL

Road Discontinuance

Pursuant to section 206 (1) and Schedule 10, Clause 3 of the **Local Government Act 1989**, Yarra Ranges Shire Council, at its ordinary meeting held on 8 August 2017, formed the opinion that the 113 m² and 45 m² portions of Hunter Road, Healesville (abutting 1–3 Railway Parade, Healesville), outlined in bold on the plan below, are not reasonably required as a road for public use and resolved to discontinue the portions of road and transfer the land to the abutting owner.



GLENN PATTERSON
Chief Executive Officer

Planning and Environment Act 1987**GANNAWARRA PLANNING SCHEME**Notice of the Preparation of an Amendment
Amendment C42

The Gannawarra Shire Council has prepared Amendment C42 to the Gannawarra Planning Scheme.

The land affected by the Amendment is:

- RES1 PS633437, Kerang–Leitchville Road, Leitchville.
- Lot 1 TP18197, Benjeroop–Tresco Road, Mystic Park.
- 209 Kervins Road, Cohuna.
- 110 Lake Charm East Road, Lake Charm.
- 13A Farrant Court, Cohuna.
- Lot 2 PS333791, 193 Dicksons Road, Cohuna.
- Lot 1 PS725383, 73 Browns Road, Gannawarra.
- Crown Allotment 6B Section A Parish of Cohuna, Browns Road, Gannawarra.
- Lot 4 LP8913 and Crown Allotment 2A Section A Parish of Cohuna, 2238 Kerang–Koondrook Road, Koondrook.
- Lot 1 TP168335 and Lot 1 TP168336, Murray Valley Highway, Lake Charm.
- Lot 1 LP69092 and Lot 1 LP69093, Scoresby Street, Kerang, and adjacent road reserve.
- Crown Allotment 2006 Parish of Bael Bael and Crown Allotment 2004 Parish of Bael Bael, 387 Bael Bael–Boga Road, Beauchamp, and Crown Allotment 3 Section B Parish of Bael Bael, Lake Charm–Quambatook Road, Bael Bael.
- Crown Allotment 3A Section D Parish of Meran, Old Kerang Road, Kerang.
- Crown Allotment 8 Section A Parish of Bael Bael, 2513 Lake Charm–Quambatook Road, Bael Bael.
- Lot 2 and 3 TP836449, 20 Tragowel North Road, Tragowel, Lot 1 and 2 TP92523, 36 Tragowel North Road, Tragowel, and Lot 1 TP421965 Tragowel North Road, Tragowel.
- 54 Penglase Street, Koondrook, and Lot 1 TP431501, 6–10 View Street, Koondrook.
- 14 Farrant Court, Cohuna.
- 2619 Kerang–Murrabit Road, Murrabit.
- Crown Allotment 11 Section A Parish of Lalbert, View Street, Lalbert.

- 57, 55, 53, 51, 49, 47, 45, 43, 41 and 39 Railway Avenue, Cohuna.
 - Lot 67 PS707567, part of 3 Railway Avenue, Cohuna.
 - 1, 2, 3, 4, 5, 6, 7, 8, 9a, 10, 11, 13, 14, 15, 16 Stanely Court, Cohuna, PC371485, 14 Rosalind Street, Cohuna, and Lot 9 PS523211 and Lot S3 PS523211, 1 Redman Lane, Cohuna.
 - Lot 1 TP409266, Wilson Street, Mystic Park.
 - 43 Meering Road, Quambatook.
 - 150 Chuggs Road, Cohuna.
 - 6, 8, 10, 12, 14, 16, 20–22, 24–30, 32–34 Forest Street, Koondrook, 8, 6, 10–12, 16, 18, 20–24 Maunder Street, Koondrook, 49, 35–41, 23–33, 21 Grigg Road, Koondrook, 22, 30, 46 Main Street, Koondrook, Crown Allotment 3, 4, 5, 7, 8 and 9 Section 19A Township of Koondrook and Crown Allotment 1 and 2 Section 19A Township of Koondrook.
 - 33, 31, 29, 27, 25, 23, 21, 17, 15, 13, 11, 9, 7, 5 Railway Avenue, Cohuna, and Lot 8 PS537286 and Plan PC370526, part of 3 Railway Avenue, Cohuna.
 - 9399 Murray Valley Highway, Kerang, Lot 1 TP583519, Murray Valley Highway, Kerang, Lot 1 TP222375, 9293 Murray Valley Highway, Kerang, Lot 2 TP862489, Old Echuca Road, Kerang, Lot 3 PS705965, 9485 Murray Valley Highway, Kerang, Lot RES1 PS705965, Collins Road, Kerang, Crown Allotment 26A Section C Parish of Kerang, Part of the Loddon Valley Highway and Part of the Murray Valley Highway.
- The Amendment proposes to:
- Rezone RES1 PS633437, Kerang–Leitchville Road, Leitchville, from Township Zone to Public Use Zone 1 – Service and Utility.
 - Rezone Lot 1 TP18197, Benjeroop–Tresco Road, Mystic Park, from Public Conservation and Resource Zone to Farming Zone.
 - Rezone land at 209 Kervins Road, Cohuna, from Public Conservation and Resource Zone to Farming Zone.
 - Rezone 110 Lake Charm East Road, Lake Charm, from Public Conservation and Resource Zone to Farming Zone.
 - Rezone land at 13A Farrant Court, Cohuna, from Special Use Zone Schedule 2 to Low Density Residential Zone.

- Rezone land at Lot 2 PS333791, 193 Dicksons Road, Cohuna, from Public Conservation and Resource Zone to Farming Zone.
- Rezone land at Lot 1 PS725383, 73 Browns Road, Gannawarra, from Public Conservation and Resource Zone to Farming Zone.
- Rezone land at Crown Allotment 6B Section A Parish of Cohuna, Browns Road, Gannawarra, from Public Conservation and Resource Zone to Farming Zone.
- Rezone Lot 4 LP8913 and Crown Allotment 2A Section A Parish of Cohuna, 2238 Kerang–Koondrook Road, Koondrook, from Public Conservation and Resource Zone to Farming Zone.
- Delete the Heritage Overlay 9 from Lot 1 TP168335, Murray Valley Highway, Lake Charm, and apply Heritage Overlay 9 to Lot 1 TP168336, Murray Valley Highway, Lake Charm.
- Rezone Lot 1 LP69092 and Lot 1 LP69093, Scoresby Street, Kerang, and adjacent road reserve from General Residential Zone – Schedule 1 to Public Park and Recreation Zone.
- Delete the Heritage Overlay 17 from Crown Allotment 2006 Parish of Bael Bael, 387 Bael Bael–Boga Road, Beauchamp, and Crown Allotment 3 Section B Parish of Bael Bael, Lake Charm–Quambatook Road, Bael Bael, and apply the Heritage Overlay 17 to part of Crown Allotment 2004 Parish of Bael Bael, 387 Bael Bael–Boga Road, Beauchamp.
- Rezone Crown Allotment 3A Section D Parish of Meran, Old Kerang Road, Kerang, from Public Conservation and Resource Zone to Farming Zone.
- Rezone Crown Allotment 8 Section A Parish of Bael Bael, 2513 Lake Charm–Quambatook Road, Bael Bael, from Public Conservation and Resource Zone to Farming Zone.
- Delete the Heritage Overlay 12 from Lot 2 and 3 TP836449, 20 Tragowel North Road, Tragowel, and Lot 1 and 2 TP92523, 36 Tragowel North Road, Tragowel, and apply the Heritage Overlay 12 to Lot 1 TP421965, Tragowel North Road, Tragowel.
- Delete the Heritage Overlay 15 from 54 Penglase Street, Koondrook, and Lot 1 TP431501, 6–10 View Street, Koondrook.
- Rezone land at 14 Farrant Court, Cohuna, from Special Use Zone Schedule 2 to Low Density Residential Zone.
- Rezone land at 2619 Kerang–Murrabit Road, Murrabit, from Special Use Zone Schedule 2 to Public Park and Recreation Zone.
- Rezone Crown Allotment 11 Section A Parish of Lalbert, View Street, Lalbert, from Special Use Zone Schedule 2 to Public Park and Recreation Zone.
- Rezone land at 57, 55, 53, 51, 49, 47, 45, 43, 41 and 39 Railway Avenue, Cohuna, from Public Park and Recreation Zone to General Residential Zone – Schedule 1.
- Delete the Development Plan Overlay Schedule 1 and Vegetation Protection Overlay – Schedule 2 from 57, 55, 53, 51, 49, 47, 45, 43, 41 and 39 Railway Avenue, Cohuna.
- Delete the Development Plan Overlay Schedule 1 from Lot 67 PS707567, part of 3 Railway Avenue, Cohuna.
- Delete the Development Plan Overlay – Schedule 1 from 1, 2, 3, 4, 5, 6, 7, 8, 9a, 10, 11, 13, 14, 15, 16 Stanley Court, Cohuna, PC371485, 14 Rosalind Street, Cohuna, and Lot 9 PS523211 and Lot S3 PS523211, 1 Redman Lane, Cohuna.
- Rezone Lot 1 TP409266, Wilson Street, Mystic Park, from Public Park and Recreation Zone to Farming Zone.
- Rezone 43 Meering Road, Quambatook, from Township Zone to Public Use Zone 6 – Local Government.
- Rezone 150 Chuggs Road, Cohuna, from Farming Zone to Public Use Zone 6 – Local Government.
- Delete the Development Plan Overlay – Schedule 1 from 6, 8, 10, 12, 14, 16, 20–22, 24–30, 32–34 Forest Street, Koondrook, 8, 6, 10–12, 16, 18, 20–24 Maunder Street, Koondrook, 49, 35–41, 23–33, 21 Grigg Road, Koondrook, 22, 30, 46 Main Street, Koondrook, Crown Allotment 3, 4, 5, 7, 8 and 9 Section 19A Township of Koondrook and Crown Allotment 1 and 2 Section 19A Township of Koondrook.

- Delete the Development Plan Overlay – Schedule 1 from 33, 31, 29, 27, 25, 23, 21, 17, 15, 13, 11, 9, 7, 5 Railway Avenue, Cohuna, and Lot 8 PS537286 and Plan PC370526, part of 3 Railway Avenue, Cohuna.
- Delete the Environmental Significance Overlay Schedule 4 from 9399 Murray Valley Highway, Kerang, and Lot RES1 PS705965, Collins Road, Kerang.
- Partially delete the Environmental Significance Overlay Schedule 4 from land at Lot 1 TP583519, Murray Valley Highway, Kerang, Lot 1 TP222375, 9293 Murray Valley Highway, Kerang, Lot 2 TP862489, Old Echuca Road, Kerang, Lot 3 PS705965, 9485 Murray Valley Highway, Kerang, Crown Allotment 26A Section C Parish of Kerang, Loddon Valley Highway and Murray Valley Highway.

You may inspect the Amendment, any documents that support the Amendment and the explanatory report about the Amendment, free of charge, at the following locations: during office hours, at the office of the planning authority, Gannawarra Shire Council, 47 Victoria Street, Kerang, or 23–25 King Edward Street, Cohuna; or at the Department of Environment, Land, Water and Planning website, www.delwp.vic.gov.au/public-inspection

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

Name and contact details of submitters are required for Council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions. The closing date for submissions is Monday 18 September 2017. A submission must be sent to Peter Bergman, Manager Planning and Regulatory Services, Gannawarra Shire Council, PO Box 287, Kerang, Victoria 3579.

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

ERIC BRASLIS
Chief Executive Officer
Gannawarra Shire Council

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 17 October 2017, 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.

GREAVES, John Bernard, late of 12 Simmons Street, Gelliondale, Victoria 3971, deceased, who died on 22 March 2017.

PORTEOUS, David, late of Sacred Heart Mission, 101 Grey Street, St Kilda, Victoria 3182, deceased, who died on 16 June 2017.

SCHROEDER, Renate, late of Unit 6, 98–100 Mount Pleasant Road, Nunawading, Victoria 3131, deceased, who died on 14 June 2017.

SORGER, Karl, late of Unit 16, Glenloch Homes For The Elderly, 45–47 Sutherland Road, Armadale, Victoria 3143, deceased, who died on 4 June 2017.

SPEECHLEY, John, late of 37 Donnelly Avenue, Norlane, Victoria 3214, deceased, who died on 16 May 2017.

Dated 8 August 2017

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 18 October 2017, 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.

BARRETT, Sadella Maurine, late of Craigcare Plumpton Villa, 7 Lewis Street, Glenroy, Victoria 3046, retired, deceased, who died on 19 April 2017.

CHUNG, Norman Keith Louey, late of 11 Glenrowan Street, White Rock, Queensland 4868, retired, deceased, who died on 9 May 2017.

EASTON, Susan Mavis, late of Condare Court Aged Care Community, 8 Joffre Street, Camberwell, Victoria 3124, deceased, who died on 18 December 2015.

LINDSAY, Steven, also known as Stephen Lyndsay, late of 33 Talbot Street, Colac, Victoria 3250, pensioner, deceased, who died on 22 March 2017.

McLAREN, Bruce, late of 5 Pembroke Street, Corio, Victoria 3214, deceased, who died on 11 June 2017.

ROBERTS, Norma Beverley, late of Regis Seaside Manor, 37 Bay Road, Sandringham, Victoria 3191, deceased, who died on 9 February 2017.

SMITH, Alan James, late of Oak Towers, 139 Atherton Road, Oakleigh, Victoria 3166, pensioner, deceased, who died on 17 November 2016.

WALLACE, Cheryl Anne, late of Bupa Aged Care, 89 Dalton Road, Thomastown, Victoria 3074, deceased, who died on 2 April 2017.

Dated 9 August 2017

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 19 October 2017, 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.

BONNEY, Ruby Mary, late of Unit 3, 107–109 East Boundary Road, Bentleigh East, Victoria 3165, retired, deceased, who died on 16 May 2016.

KALLONAS, Koulla, late of 2 Hotham Street, Preston, Victoria 3072, deceased, who died on 25 June 2008.

LEGGETT, George Edward, late of 331 Lower Loddon Road, Kerang, Victoria 3579, pensioner, deceased, who died on 21 April 2017.

MARTIN, Stephen John, late of 31 Stephen Road, Ferntree Gully, Victoria 3156, retired, deceased, who died on 31 May 2017.

Dated 10 August 2017

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 20 October 2017, 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.

DUGGAN, Denise Esther, late of Unit 2, 1 Churchill Avenue, Ascot Vale, Victoria 3032, deceased, who died on 24 June 2017.

HOPKINS, David Charles Alexander, late of Balmoral Grove Aged Care, 24–34 Smith Street, Grovedale, Victoria 3216, deceased, who died on 7 April 2017.

MALINEN, Sirkka Inkeri, late of Central Park, 101 Punt Road, Windsor, Victoria 3181, deceased, who died on 20 December 2016.

NIMMO, Robert Thomas, late of 9 Ballara Avenue, Glen Waverley, Victoria 3150, deceased, who died on 4 July 2013.

O'HARE, John Joseph, late of 765 Cranbourne–Frankston Road, Cranbourne South, Victoria 3977, deceased, who died on 25 March 2017.

VUNGAL, Amporn, late of Co-Health, 215 Nicholson Street, Footscray, Victoria 3011, deceased, who died on 15 June 2017.

Dated 11 August 2017

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 23 October 2017, 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.

BEXTREAM, Charles, late of Unit 1, 90 Ashley Street, Maidstone, Victoria 3012, deceased, who died on 18 July 2017.

BREWER, Robert Henry Arthur, late of Unit 408, 495 Cardigan Street, Carlton, Victoria 3053, deceased, who died on 3 June 2017.

GEORGOULIS, Lampros, late of 74 Porter Street, Woolsthorpe, Victoria 3276, deceased, who died on 12 May 2015.

HUD SON, George Owen, late of Unit 1, 830 Drummond Street, Carlton North, Victoria 3054, deceased, who died on 21 May 2017.

MIDWAY, Ezra, late of Unit 107, 44 Barkly Street, St Kilda, Victoria 3182, deceased, who died on 29 December 2016.

NOURI, Ahmet, late of Noble Gardens Residential Aged Care, 55 Thomas Street, Noble Park, Victoria 3174, deceased, who died on 4 July 2017.

WASYLENKO, Michael, late of Ukranian Elderly Peoples Home, 344 Taylors Road, Delahey, Victoria 3037, pensioner, deceased, who died on 3 October 2016.

Dated 14 August 2017

**Agent-General and Commissioners
for Victoria Act 2007**

I, Philip Dalidakis, Minister for Small Business, Innovation and Trade, under section 11(1) of the **Agent-General and Commissioners for Victoria Act 2007**, direct the Commissioner for Victoria, Ms Michelle Wade, to perform functions and carry out duties under the Act in the below listed post territories, with the position to be based in Bangalore, from 1 September 2017.

Dated 8 August 2017

Post Territories:

Bangladesh
Bhutan
India
Maldives
Nepal
Pakistan
Sri Lanka

THE HON. PHILIP DALIDAKIS MP
Minister for Small Business,
Innovation and Trade

Adoption Act 1984

I, Denise Harrison, as a delegate of the Secretary to the Department of Health and Human Services under section 17(5) of the **Children, Youth and Families Act 2005** and in relation to section 5 of the **Adoption Act 1984**

approve the following person as counsellor for the purposes of the **Adoption Act 1984**.

Julia Wordsworth

Dated 8 August 2017

DENISE HARRISON
Director, Child Protection South Division

Associations Incorporation Reform Act 2012

SECTION 134

I, David Joyner, under delegation provided by the Registrar, hereby give notice that, pursuant to section 134(1) of the Act, the registration of the incorporated association mentioned below has been cancelled on this day.

The Euroa Community Education Inc.

Dated 17 August 2017

DAVID JOYNER
Deputy Registrar of
Incorporated Associations
PO Box 4567
Melbourne, Victoria 3001

Associations Incorporation Reform Act 2012

SECTION 135

On 18 July 2017, I issued a notice under section 135(2) of the **Associations Incorporations Reform Act 2012** (the Act) to the incorporated associations listed below, requesting them to show cause as to why their incorporation should not be cancelled.

I am now satisfied that the incorporation of the below listed incorporated associations should be and are hereby cancelled in accordance with section 135(3) of the Act.

Apex Club of Nunawading Inc.; Aussie Care Team Inc.; Australia and New Zealand Fan Association Inc.; Australian Institute of Real Estate Advocates Inc.; Australian Squab Producers Association Incorporated; Australian Tanning Association Inc.; Australian Visayan Association of Victoria Inc.; Australian-Vietnamese Services Resource Centre Inc.; Barefoot Trail Club Victoria Inc.; Bethel Christian Church Inc.; Bish Bash Bosh Productions Inc.; Boronia Park Football Club Inc.; Brooke D'silva Foundation Inc.; Camperdown Squash Club Inc.; Chilean Australian Friendship Society of Victoria Inc.; Chorale De La Lumiere Inc.;

Cohuna and District Badminton Association Inc.; Desoxy Theatre Inc.; Diamond Valley Adult Riding Club Inc.; Distressed Infants Support Association (DISA of Vic.) Inc.; Dive Festival Inc.; East Gippsland Mountain Racing Championships Inc.; East Gippsland Water Ski Club Inc.; Ensay New Year's Day Sports Inc.; Ente Di Patronato Di Assistenza Sociale Inc.; First Australian and International Argo-Eco-Industrial Fund Inc.; Fish Victoria Anglers Club Inc.; Friends of Palliative Care Inc.; Gippsland Band Group Inc.; Global Gear Movie Replicas Club Inc.; Go Hean Ju Kai Karate Association Inc.; Goulburn Valley GM Club Inc.; Hazardous Materials Action Group Inc.; Heathcote Easter Rodeo Inc.; Home Base Inc.; Hoppers BMX Club Inc.; Horn of Africa Relief & Development Agency of Victoria Inc.; Ignite Productions Inc.; Indian Advisory Services of Australia Inc.; Interaction Multifaith Youth Network Inc.; Invergordon Indoor Bias Bowls Club Inc.; Jewish Secular Humanistic Society Inc.; JT Ultra Badminton Association Inc.; KD Pink Foundation Inc.; Keysborough Calisthenic Club Inc.; Kilmore Youth Group Inc.; Koondrook Community Playgroup Inc.; Krusty Car & Cycle Club Inc.; Lake Boga Basketball Association Inc.; Langwarrin Business Network Inc.; Lastwagon Inc.; Lebanese Festival Committee Inc.; Libcam Carer Agency Inc.; Liberian Community of Geelong (LCG) Inc.; Lt Malop Nightmarkets Inc.; Macorna and District Tennis Club Inc.; Macrina Street Neighbourhood House Inc.; Malay-Muslim Welfare Victoria Inc.; Melbourne Water Catchment Network Inc.; Melmaruvathur Adhiparasakthi Siddar Peeta Cultural & Women Worship Centre Inc.; Memoirs Foundation Inc.; Mighty Bulls Cricket Club Inc.; Mildura Youth Training Adventures Inc.; Mobile Giving Inc.; Mosquito 27P Drainage Group Inc.; Mt. Egerton Tennis Club Inc.; Murray Mallee Prime Lamb Producers Group Inc.; Murray Valley Table Grape Growers Council Inc.; Network Partners Australia Incorporated; North Melbourne Tenants Association Inc.; Northern Victorian Poll Hereford Breeders Inc.; Pan Arop Biong Family Trust Australia (PABFTA) Inc.; Parkville Hockey Club Inc.; Pensioners Care for Living Environment Inc.; Perrys Old Time Dance Club Inc.; Phillip Island and District Community Care Inc.; Phillip Island New Year's Eve Festival Association Inc.; Philozaid Inc.; Portland and District Co-Ordinating Health and Welfare Group Inc.; Positive Pathways Inc.; Present Tense Inc.; Pro Heart Inc.; Rack'em Up (Eastern Districts Pool League) Pool Club Inc.; Railway Hotel Social Club Newstead Inc.; Reang Women Development Association Services in Australia Inc.; Recreational Ice Hockey Inc.; Red Daredevil's Inc.; Sandalwood Foundation Australia Inc.; Screenplay Melbourne Inc.; Slovenian National Council of Victoria Inc.; South Sudanese Students Association in Victoria Inc.; South West Food & Wine Group Inc.; Southern Fire Ministries Inc.; Southern Mitchell Community Assistance Op-Shop Inc.; Southern Saints Superules Football Club Inc.; Spa Country Hosted Accommodation Association Inc.; Sunbury Police and Citizens Youth Club Inc.; Sunshine Greyhound Slipping Track Inc.; SWKK – South West Kite Krew Inc.; Team Turkiye Australian Rules Football Club Inc.; The Australian Napoleonic Society Inc.; The Chaitanya Mission Inc.; The Greyhound Studmaster Association (Aust.) Inc.; The Lebanese Australian Kawat Charitable Association Inc.; The Lions Club of Carlton Inc.; The Melton Bus Run Inc.; The More Project Australasia Inc.; The Soapbox Newspaper; The Town and Country Ball Committee Inc.; The Victorian Rotaractors' Ball Inc.; Up Alumini Inc.; Upper Murray Model Aircraft Club Inc.; Victorian Council on Problem Gambling Inc.; Victorian Register of Certified Homoeopathic Practitioners Inc.; Victorian Sled Dog Racing Association Inc.; Vietnamese Language Schools Association of Victoria Inc.; Watsonia-Briar Hill Cricket Club Inc.; Werribee Language School Inc.; Western By-Pass Waurn Ponds Community Working Group Inc.; Williamstown Coutabout Association Inc.; Willy Edge Inc.; Women Embracing Their Full Potential (WEFP) Inc.; Wonthaggi and Districts Touch Rugby Club Inc.; Woodend Swimming Club Inc.

Dated 17 August 2017

DAVID JOYNER
Deputy Registrar of
Incorporated Associations
PO Box 4567
Melbourne, Victoria 3001

Associations Incorporation Reform Act 2012

SECTION 138

I, David Joyner, Deputy Registrar of Incorporated Associations, under delegation provided by the Registrar, hereby give notice that an application for the voluntary cancellation of incorporation, pursuant to section 136 of the Act, has been received by the Registrar from each of the associations mentioned below:

Australian Community Counselling Association Inc.; Beachside Residents in Kingston Association Inc.; Drug Law Reform Australia Inc.; Gippsland Speedway Motorcycle Club Inc.; Kooyong Chamber Players Inc.; Moyne Arts Incorporated; Presence Community Care Inc.; S.E.A. E.A.G.L.E. Sea Eagle Awareness Educational Association for Gippsland Lakes and Environs Inc.; School Sports Officials Inc.; Wairoonga Pre Sschool Inc.

I further advise that unless a person makes a written objection to cancellation to the Registrar within 28 days of the date of this notice, I intend to cancel the incorporation of the incorporated associations mentioned above.

Dated 17 August 2017

DAVID JOYNER
Deputy Registrar of
Incorporated Associations
GPO Box 4567
Melbourne, Victoria 3001

Partnership Act 1958

SECTION 114

I, Simon Cohen, Director of Consumer Affairs Victoria, give notice that, pursuant to section 114 of the **Partnership Act 1958**, the incorporation of the Incorporated Limited Partnerships mentioned below is hereby cancelled.

Starfish Capital Management Partnership I, LP; Starfish Capital Fund I, LP; Starfish Biomedical Management Partnership I, LP; Starfish Biomedical Fund I, LP.

Dated 17 August 2017

SIMON COHEN
Director
Consumer Affairs Victoria

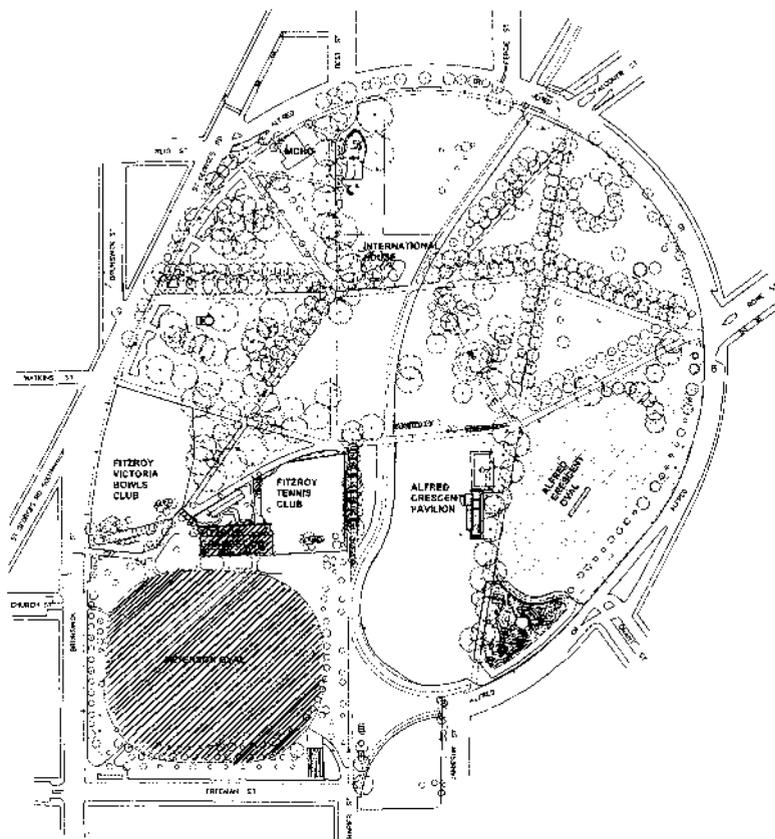
Crown Land (Reserves) Act 1978
ORDER GIVING APPROVAL TO GRANT A LICENCE
UNDER SECTIONS 17B AND 17DA

Under section 17B and 17DA of the **Crown Land (Reserves) Act 1978** I, Lily D'Ambrosio MP, Minister for Energy, Environment and Climate Change, being satisfied that there are special reasons which make the granting of a licence reasonable and appropriate in the particular circumstances and to do this will not be substantially detrimental to the use and enjoyment of any adjacent land reserved under the **Crown Land (Reserves) Act 1978**, approve the granting of a licence by the Yarra City Council as committee of management over the Edinburgh Gardens Reserve described in the schedule below for the purpose of playing and administration of cricket and associated sporting activities and, in accordance with section 17B(3)(a) of the **Crown Land (Reserves) Act 1978**, state that:

- (a) there are special reasons which make granting of a licence reasonable and appropriate in the particular circumstances; and
- (b) to do this will not be substantially detrimental to the use and enjoyment of any adjacent land reserved under the **Crown Land (Reserves) Act 1978**.

SCHEDULE

The land, being the areas shown hatched on the attached plans, which is part of the Crown land permanently reserved for the purposes of public park and garden at North Fitzroy, Parish of Jika Jika by Order in Council of 24 October 1881 (vide government gazette of 28 October 1881, page 2944).



1204156

Dated 24 July 2017

LILY D'AMBROSIO MP
Minister for Energy, Environment and Climate Change

Forests Act 1958**DETERMINATION OF FIREWOOD COLLECTION AREAS**

I, Scott Falconer, Assistant Chief Fire Officer, Loddon Mallee Region, Department of Environment, Land, Water and Planning, make the following determination under section 57U of the **Forests Act 1958**.

Definitions

In this determination and with reference to the numbered item in the table in the determination:

- (a) **closing date**, being the date of revocation of the determination of the firewood collection area, means the date specified in column 6 of the item;
- (b) **opening date**, being the date on which the determination of the firewood collection area comes into operation, means the date specified in column 5 of the item.

Determination

Each area of State forest shown hatched on a plan lodged in the Central Plan Office of the Department of Environment, Land, Water and Planning, the number of which is shown in column 1 of the item in the table in this determination, is a firewood collection area for the purposes of section 57U of the **Forests Act 1958**, effective from the opening date for that area until the closing date for that area (inclusive).

Being satisfied that it is necessary to do so for management of the supply of fallen or felled trees for domestic use as firewood in the region of the State comprising the shires of Campaspe, Gannawarra, Loddon and Swan Hill Rural City Council, I specify that only the following classes of persons (or their nominees) may cut and take away fallen or felled trees in the firewood collection area:

- (a) residents of the Shire of Campaspe;
- (b) residents of the Shire of Gannawarra;
- (c) residents of the Shire of Loddon;
- (d) residents of the Swan Hill Rural City Council.

Table – Firewood collection areas

Item no.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
	LEGL no.	DELWP region	DELWP district	Name of firewood collection area	Opening date	Closing date
1	17-181	Loddon Mallee	Murray Goldfields	Chettle Tree A	1/09/2017	30/11/2017

Notes

1. The information in columns 2, 3 and 4 of the table is for information only.
2. **DELWP** means Department of Environment, Land, Water and Planning.
3. The legal plan of any firewood collection area may be obtained from the Central Plan Office of the Department of Environment, Land, Water and Planning – see <<https://www.landata.vic.gov.au>>. Maps of firewood collection areas that are open from time to time may be obtained from <www.delwp.vic.gov.au/firewood>.
4. There are no firewood collection areas open outside the firewood collection seasons as defined in the **Forests Act 1958**.
5. When a class of person is specified in relation to the firewood collection area under this determination, it is an offence under section 57W of the **Forests Act 1958** for any person who is not a member of that class or their nominee to cut and take away fallen or felled trees from that area.

Dated 7 August 2017

SCOTT FALCONER
Assistant Chief Fire Officer, Loddon Mallee
Department of Environment, Land, Water and Planning
as delegate of the Secretary to the
Department of Environment, Land, Water and Planning

Forests Act 1958**DETERMINATION OF FIREWOOD COLLECTION AREAS**

I, Scott Falconer, Assistant Chief Fire Officer, Loddon Mallee Region, Department of Environment, Land, Water and Planning, make the following determination under section 57U of the **Forests Act 1958**.

Definitions

In this determination and with reference to a numbered item in the table in the determination:

- (a) **closing date**, being the date of revocation of the determination of a firewood collection area, means the date specified in column 6 of the item;
- (b) **opening date**, being the date on which the determination of a firewood collection area comes into operation, means the date specified in column 5 of the item or, if no date is specified, the date on which this determination is published in the Government Gazette.

Determination

Each area of State forest shown hatched on a plan lodged in the Central Plan Office of the Department of Environment, Land, Water and Planning, the number of which is shown in column 1 of an item in the table in this determination, is a firewood collection area for the purposes of section 57U of the **Forests Act 1958**, effective from the opening date for that area until the closing date for that area (inclusive).

Table – Firewood collection areas

Item no.	Column 1 LEGL no.	Column 2 DELWP region	Column 3 DELWP district	Column 4 Name of firewood collection area	Column 5 Opening date	Column 6 Closing date
1	17-620	Loddon Mallee	Murray Goldfields	Bone Mill A	1/09/2017	30/11/2017
2	17-181	Loddon Mallee	Murray Goldfields	Chettle Tree A	1/09/2017	30/11/2017
3	17-177	Loddon Mallee	Murray Goldfields	Hardys South	1/09/2017	30/11/2017
4	17-174	Loddon Mallee	Murray Goldfields	Hermit Track A	1/09/2017	30/11/2017
5	17-155	Loddon Mallee	Murray Goldfields	Hicksons Track	1/09/2017	30/11/2017
6	17-187	Loddon Mallee	Murray Goldfields	Hill and Dale	1/09/2017	30/11/2017
7	17-180	Loddon Mallee	Murray Goldfields	Hollands	1/09/2017	30/11/2017
8	17-171	Loddon Mallee	Murray Goldfields	Ironbark–New German – STOVEWOOD	1/09/2017	30/11/2017
9	17-178	Loddon Mallee	Murray Goldfields	Jacksons	1/09/2017	30/11/2017
10	17-179	Loddon Mallee	Murray Goldfields	Malakoff Track	1/09/2017	30/11/2017
11	17-654	Loddon Mallee	Murray Goldfields	Murphys Track – STOVEWOOD	1/09/2017	30/11/2017

Item no.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
	LEGL no.	DELWP region	DELWP district	Name of firewood collection area	Opening date	Closing date
12	17-167	Loddon Mallee	Murray Goldfields	One Eye	1/09/2017	30/11/2017
13	17-169	Loddon Mallee	Murray Goldfields	Painswick – STOVEWOOD	1/09/2017	30/11/2017
14	17-168	Loddon Mallee	Murray Goldfields	Painswick East	1/09/2017	30/11/2017
15	17-157	Loddon Mallee	Murray Goldfields	Percy's Dam North	1/09/2017	30/11/2017
16	17-170	Loddon Mallee	Murray Goldfields	Pigeon Gully East – STOVEWOOD	1/09/2017	30/11/2017
17	17-619	Loddon Mallee	Murray Goldfields	Smiths Gully A	1/09/2017	30/11/2017
18	17-173	Loddon Mallee	Murray Goldfields	United Kingdom South	1/09/2017	30/11/2017
19	17-186	Loddon Mallee	Murray Goldfields	Weedon Track	1/09/2017	30/11/2017
20	17-165	Loddon Mallee	Murray Goldfields	Wellsford Road	1/09/2017	30/11/2017

Notes

1. The information in columns 2, 3 and 4 of the table is for information only.
2. **DELWP** means Department of Environment, Land, Water and Planning.
3. The legal plan of any firewood collection area may be obtained from the Central Plan Office of the Department of Environment, Land, Water and Planning – see <<https://www.landata.vic.gov.au>>, select Central Plan Office, and LEGL Plan. Maps of firewood collection areas that are open from time to time may be obtained from <www.delwp.vic.gov.au/firewood>.
4. There are no firewood collection areas open outside the firewood collection seasons as defined in the **Forests Act 1958**.

Dated 7 August 2017

SCOTT FALCONER
Assistant Chief Fire Officer, Loddon Mallee
Department of Environment, Land, Water and Planning
as delegate of the Secretary to the
Department of Environment, Land, Water and Planning

Interpretation of Legislation Act 1984**RAIL SAFETY (LOCAL OPERATIONS) (ACCREDITATION AND SAFETY)
REGULATIONS 2017**

Notice of Incorporation of Documents

As required by section 32 of the **Interpretation of Legislation Act 1984**, I give notice that the Rail Safety (Local Operations) (Accreditation and Safety) Regulations 2017 adopt or incorporate the following documents:

Statutory Rule Provision	Title of applied, adopted or incorporated document	Matter in applied, adopted or incorporated document
Regulation 6 which includes the definition of health assessment national standard	National Standard for Health Assessment of Rail Safety Workers published by the National Transport Commission in January 2017	Whole

A copy of the material applied, adopted or incorporated by the Rail Safety (Local Operations) (Accreditation and Safety) Regulations 2017 has been lodged with the Clerk of the Parliaments on 20 July 2017 and is available for inspection by members of the public, free of charge, during normal office hours, at the Department of Economic Development, Jobs, Transport and Resources, 1 Spring Street, Melbourne 3000.

Dated 17 August 2017

JACINTA ALLAN MP
Minister for Public Transport

Mineral Resources (Sustainable Development) Act 1990**EXEMPTION OF LAND FROM AN EXPLORATION, MINING, RETENTION
OR PROSPECTING LICENCE**

I, Duncan Pendrigh, Director Statutory Authorisations, pursuant to section 7 of the **Mineral Resources (Sustainable Development) Act 1990** and under delegation of the Minister for Energy and Resources hereby exempt all that Crown land situated within the boundaries of exploration licence application EL006549 from being subject to a licence under the **Mineral Resources (Sustainable Development) Act 1990**.

Dated 10 August 2017

DUNCAN PENDRIGH
Director Statutory Authorisations
Delegate of the Minister

Public Holidays Act 1993

I, Philip Dalidakis, Minister for Small Business, Innovation and Trade, under section 8 of the **Public Holidays Act 1993**, declare –

- Wednesday 1 November 2017 is not a public holiday for the municipal district of the City of Greater Bendigo east of the Campaspe River.

Dated 11 August 2017

HON. PHILIP DALIDAKIS MP
Minister for Small Business, Innovation and Trade

Public Holidays Act 1993

I, Philip Dalidakis, Minister for Small Business, Innovation and Trade, under section 8 of the **Public Holidays Act 1993**, declare –

- Wednesday 18 October 2017 is not a public holiday in the district of Wycheproof including the township of Nullawil in Buloke Shire.
- Tuesday 7 November 2017 is a full day public holiday for Buloke Shire, including the district of Wycheproof and township of Nullawil.

Dated 11 August 2017

HON. PHILIP DALIDAKIS MP
Minister for Small Business,
Innovation and Trade

Public Holidays Act 1993

I, Philip Dalidakis, Minister for Small Business, Innovation and Trade, under section 8 of the **Public Holidays Act 1993**, declare –

- Tuesday 7 November 2017 is not a public holiday in the townships and localities of Clunes, Creswick, Smeaton and Newlyn, in Hepburn Shire.
- Friday 10 November 2017 is appointed a full day public holiday for the townships and localities of Clunes, Creswick, Smeaton and Newlyn, in Hepburn Shire, to celebrate the 2017 Ballarat Show Day.

Dated 8 August 2017

HON. PHILIP DALIDAKIS MP
Minister for Small Business,
Innovation and Trade

Public Holidays Act 1993

I, Philip Dalidakis, Minister for Small Business, Innovation and Trade, under section 8 of the **Public Holidays Act 1993**, declare –

- Tuesday 7 November 2017 is not a full day public holiday in the townships of Murtoa and district and Warracknabeal and district, in Yarrambiack Shire.
- Friday 6 October 2017 is a full day public holiday in the township of Murtoa and district to celebrate the Murtoa Agricultural and Pastoral Society Show.

- Thursday 12 October 2017 is a half day public holiday in the township of Warracknabeal and district to celebrate the Warracknabeal Agricultural and Pastoral Society Show.
- Tuesday 7 November 2017 is a half day public holiday in the township of Warracknabeal and district to celebrate Melbourne Cup Day.

Dated 11 August 2017

HON. PHILIP DALIDAKIS MP
Minister for Small Business,
Innovation and Trade

Public Holidays Act 1993

I, Philip Dalidakis, Minister for Small Business, Innovation and Trade, under section 8 of the **Public Holidays Act 1993**, declare –

- Tuesday 7 November 2017 is not a public holiday in the localities of Rainbow, Albacutya, Kenmare, Broughton, Yanac, Netherby, Lorquon, Nhill, Glenlee, Kiata, Gerang Gerung and Little Desert, in Hindmarsh Shire.
- Tuesday 17 October 2017 is a public holiday for the localities of Rainbow, Albacutya and Kenmare to celebrate the Rainbow Agriculture and Pastoral Society Show.
- Thursday 19 October 2017 is a public holiday in the localities of Broughton, Yanac, Netherby, Lorquon, Nhill, Glenlee, Kiata, Gerang Gerung and Little Desert, to celebrate the Nhill Agriculture and Pastoral Society Show.

Dated 8 August 2017

HON. PHILIP DALIDAKIS MP
Minister for Small Business,
Innovation and Trade

Public Holidays Act 1993

I, Philip Dalidakis, Minister for Small Business, Innovation and Trade, under section 8 of the **Public Holidays Act 1993**, declare –

- Tuesday 7 November 2017 is not a public holiday in the City of Ballarat.
- Friday 10 November is appointed a full-day public holiday in the City of Ballarat to celebrate the Ballarat Show Day.

Dated 11 August 2017

HON. PHILIP DALIDAKIS MP
Minister for Small Business,
Innovation and Trade

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2017–2018

1 Tonne Van Courier/Messenger

INTRODUCTION

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

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

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

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

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 1 Tonne Van, Courier/Messenger. The worked example is based on certain assumptions about the business, for example, that the vehicle is 3 years old, is in operation for 7.6 hours a day and uses a certain number of tyres.

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

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

This Schedule applies to owner drivers who supply a 1 Tonne Van, Courier/Messenger (1 tonne being the weight of the vehicle fully loaded) or similar vehicle².

The Schedule is structured as follows:

Part 1: Fixed Costs

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

Part 2: Variable Costs

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

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

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

Part 3: Payment for Labour

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

Part 4: Totals

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> • a vehicle with a current capital value of \$26,761 (being the current average retail value of a 3 year old vehicle). • a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> • The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year. • The model spreads fixed operating costs over those 1,672 hours. • In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

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

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

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

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

Rate Structures

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

Arrangements for payment for owner drivers in the transport industry vary enormously. They can be paid an hourly rate, a load rate, parcel rate, on the basis of tasks performed, or even kilometres

travelled. If an owner driver is paid on such an arrangement, the Schedule set out below can be used as a base to calculate the cost to the business of travelling per kilometre, or delivering a particular load. Unions, industry associations or accountants and other professional advisers can assist in this task.

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

Note: All costs are exclusive of GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$26,761 (based on typical retail value of a 3 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$4,346.86		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$290.40 and TAC charge of \$511.50 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$601.43		<p>These fees are current as at 1 July 2017 but may change</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.5% of own labour assumed at \$31,123.</p>	\$2,956.70		
<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>	\$632.22		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$20,000 at an insurance rate of 0.8%.</p> <p>Assumes vehicle is not carrying dangerous goods.</p> <p>These fixed costs have been calculated at 100%.</p>	\$160		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<p>Insurance Personal Sickness and Accident/Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.</p> <p>Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p> <p>These fixed costs have been calculated at 100%.</p>	\$525.09		<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>	\$472.58		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$31,123.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,462.16		<p>The rate is current as at 2016–2017 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p> <p>Note: It is not uncommon for hirers of this type of vehicle to pay workers' compensation premiums on behalf of the owner driver. Drivers are advised to consult their hirer about this cost.</p>

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%.	\$2,768.77		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$13,453.23		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$8.05		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost as at average retail cost for Victoria across 2016 of 116 cents per litre, which is net of GST. Assumes 18.2 litres consumed per 100 km.	21.11 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.
Tyres Assumes cost of \$298.31 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.	1.99 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.

Cost items assumptions assumes 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Servicing, Repairs and Maintenance Based on rate of 4.16 cents per km.	4.16 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	27.26 cents		

Total variable costs per driving hour	Typical cost per hour	Your cost per hour	Variations in this cost item
Assumes 25 km travelled per hour.	\$6.82		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

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

PART 3 – PAYMENT FOR THE OWNER DRIVER’S OWN LABOUR

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

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

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

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

Base hourly rate¹	Casual/loaded hourly rate² (includes allowance for leave, etc.)	Casual overtime rate³ For the first two hours over 7.6 per day or 38 per week	Casual overtime rate³ For hours worked over 10 per day or 48 per week
Typical base and casual rates paid to employee drivers per hour			
\$23.78	\$24.82	\$31.77	\$41.70
Range of rates typically paid in Victoria ⁴			
\$23.78 to \$28.54	\$24.82 to \$29.78	\$31.77 to \$38.12	\$41.70 to \$50.04

Notes:

1. Base hourly rate: The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a 1 Tonne Vehicle (GVM) ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).
The Award rate is accurate as at 1 July 2017, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
2. Casual/loaded rate: The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
3. Casual overtime rates: Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
4. The range of rates in Victoria: This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Fixed Costs	\$8.05		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$66.82		Assuming 25 km travelled per hour.
Labour	\$24.82		This worked example is based on a labour rate of \$24.82 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$39.69		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Variable Costs	\$6.82		Assuming 25 km travelled per hour.
Labour (overtime rates)	\$31.77		This worked example is based on a nominal penalty labour rate of \$31.77 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$38.58		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 www.business.vic.gov.au/ownerdrivershirers

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2017–2018

1 Tonne Vehicle (GVM) – General Freight

INTRODUCTION

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

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

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 1 Tonne Vehicle (GVM) – General Freight. The worked example is based on certain assumptions about the business, for example, that the vehicle is 3 years old, is in operation for 7.6 hours a day and uses a certain number of tyres.

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

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

This Schedule applies to owner drivers who supply a 1 Tonne Vehicle (GVM) – General Freight (1 tonne being the weight of the vehicle fully loaded) or similar vehicle².

The Schedule is structured as follows:

Part 1: Fixed Costs

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

Part 2: Variable Costs

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

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

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

Part 3: Payment for Labour

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

Part 4: Totals

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$26,761 (being the current average retail value of a 3 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

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

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

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

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

Rate Structures

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

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

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

Note: All costs are exclusive of GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$26,761 (based on typical retail value of a 3 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$5,795.81		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$290.40 and TAC charge of \$11.50 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$801.90		<p>These fees are current as at 1 July 2017 but may change</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.5% of own labour assumed at \$41,498.</p>	\$3,942.26		
<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>	\$842.97		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock).</p> <p>Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Insurance Goods in Transit Based on an insured sum of \$20,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.	\$160		The cost of goods in transit insurance may vary depending on the type of goods being transported.
Insurance Personal Sickness and Accident/Income 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.	\$525.09		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.
Insurance Public Liability Assumes policy for public liability claims up to \$10 million. These fixed costs have been calculated at 100%.	\$472.58		
Insurance Workers' Compensation Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$41,498. Assumes vehicle is primarily travelling intrastate.	\$1,949.55		The rate is current as at 2016–2017 and is subject to change. The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history. Note: It is not uncommon for hirers of this type of vehicle to pay workers' compensation premiums on behalf of the owner driver. Drivers are advised to consult their hirer about this cost.

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%.	\$2,766.77		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$17,258.93		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$10.32		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2016 of 116 cents per litre, which is net of GST. Assumes 18.2 litres consumed per 100 km.	21.11 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.
Tyres Assumes cost of \$298.31 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.	1.99 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.

Servicing, Repairs and Maintenance Based on rate of 4.16 cents per km.	4.16 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	27.26 cents		

Total variable costs per driving hour	Typical cost per hour	Your cost per hour	Variations in this cost item
Assumes 25 km travelled per hour.	\$6.82		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

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

PART 3 – PAYMENT FOR THE OWNER DRIVER’S OWN LABOUR

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

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

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

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

Base hourly rate¹	Casual/loaded hourly rate² (includes allowance for leave, etc.)	Casual overtime rate³ For the first two hours over 7.6 per day or 38 per week	Casual overtime rate³ For hours worked over 10 per day or 48 per week
Typical base and casual rates paid to employee drivers per hour			
\$23.78	\$24.82	\$31.77	\$41.70
Range of rates typically paid in Victoria ⁴			
\$23.78 to \$28.54	\$24.82 to \$29.78	\$31.77 to \$38.12	\$41.70. to \$50.04

Notes:

1. Base hourly rate: The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a 1 Tonne Vehicle (GVM) ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).
The Award rate is accurate as at 1 July 2017, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
2. Casual/loaded rate: The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
3. Casual overtime rates: Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
4. The range of rates in Victoria: This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Fixed Costs	\$10.32		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$6.82		Assuming 25 km travelled per hour.
Labour	\$24.82		This worked example is based on a labour rate of \$ 24.82 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$41.96		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$6.82		Assuming 25 km travelled per hour.
Labour (overtime rates)	\$31.77		This worked example is based on a nominal penalty labour rate of \$31.77 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$38.58		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 www.business.vic.gov.au/ownerdrivershirers

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2017–2018

4.5 Tonne Rigid Vehicle (GVM)

INTRODUCTION

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

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

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 4.5 Tonne Vehicle (GVM). The worked example is based on certain assumptions about the business, for example, that the vehicle is 5 years old, is in operation for 7.6 hours a day and uses a certain number of tyres.

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

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

This Schedule applies to owner drivers who supply a 4.5 Tonne Vehicle (GVM) (4.5 tonnes being the weight of the vehicle fully loaded) or similar vehicle².

The Schedule is structured as follows:

Part 1: Fixed Costs

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

Part 2: Variable Costs

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

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

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

Part 3: Payment for Labour

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

Part 4: Totals

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$38,345 (being the current average retail value of a 5 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

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

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

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

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

Rate Structures

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

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

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

Note: All costs are exclusive of GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$38,345 (based on typical retail value of a 5 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$8,304.61		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$611 and TAC charge of \$744.70 which is net of GST.</p> <p>Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$1,355.70		<p>These fees are current as at 1 July 2017 but may change</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.5% of own labour assumed at \$42,009.</p>	\$3,990.86		
<p>Insurance Comprehensive Vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$1,208		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock).</p> <p>Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$30,000 at an insurance rate of 0.8%.</p> <p>Assumes vehicle is not carrying dangerous goods.</p>	\$240		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<p>Insurance Personal Sickness and Accident/Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.</p> <p>Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$525		<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>	\$472.58		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$42,009.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$1,973.58		<p>The rate is current as at 2016–2017 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>
<p>Business Administration Costs</p> <p>Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.</p>	\$2,768.77		<p>Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.</p> <p>Mobile phone charges will vary significantly depending on level of use.</p> <p>Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Total annual fixed costs	\$20,839.04		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$12.46		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 39,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2016 of 116 cents per litre, which is net of GST. Assumes 20.2 litres consumed per 100 km.	23.43 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.
Tyres Assumes cost of \$298.31 per tyre (6 tyres) based on vehicle specific average performance and replaced after 60,000 km.	2.98 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 7.76 cents per km.	7.76 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	34.17 cents		

Total variable costs per driving hour	Typical cost per hour	Your cost per hour	Variations in this cost item
Assumes 25 km travelled per hour.	\$8.54		<p>These rates are typical for city driving only.</p> <p>The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work.</p> <p>Drivers who travel long distance or in the country will need to take this into account for their own calculations.</p>

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

PART 3 – PAYMENT FOR THE OWNER DRIVER’S OWN LABOUR

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

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

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

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

Base hourly rate ¹	Casual/loaded hourly rate ² (includes allowance for leave, etc.)	Casual overtime rate ³ For the first two hours over 7.6 per day or 38 per week	Casual overtime rate ³ For hours worked over 10 per day or 48 per week
Typical base and casual rates paid to employee drivers per hour			
\$24.07	\$25.13	\$32.16	\$42.21
Range of rates typically paid in Victoria ⁴			
\$24.07 to \$28.89	\$25.13 to \$30.16	\$32.16 to \$38.59	\$42.21 to \$50.65

Notes:

1. Base hourly rate: The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a 1 Tonne Vehicle (GVM) (‘the Award rate’). The base hourly rate is calculated by first working out the minimum amount an employee driver working

a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).

The Award rate is accurate as at 1 July 2017, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.

2. Casual/loaded rate: The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
3. Casual overtime rates: Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
4. The range of rates in Victoria: This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

PART 4 – HOURLY TOTALS

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

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Fixed Costs	\$12.46		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$8.54		Assuming 25 km travelled per hour.
Labour	\$25.13		This worked example is based on a labour rate of \$25.13 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$46.13		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Variable Costs	\$8.54		Assuming 25 km travelled per hour.
Labour (casual overtime rates)	\$32.16		This worked example is based on a nominal penalty labour rate of \$32.16 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$40.70		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2017–2018

8 Tonne Rigid Vehicle (GVM)

INTRODUCTION

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

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

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 8 Tonne Rigid Vehicle (GVM). The worked example is based on certain assumptions about the business, for example, that the vehicle is 6 years old, is in operation for 7.6 hours a day and uses a certain number of tyres.

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

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

This Schedule applies to owner drivers who supply a 8 Tonne Rigid Vehicle (GVM) (8 tonnes being the weight of the vehicle fully loaded) or similar vehicle².

The Schedule is structured as follows:

Part 1: Fixed Costs

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

Part 2: Variable Costs

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

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

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

Part 3: Payment for Labour

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

Part 4: Totals

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$64,570 (being the current average retail value of a 6 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

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

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

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

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

Rate Structures

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

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

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

Note: All costs are exclusive of GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$64,570 (based on typical retail value of a 6 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$13,984.44		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$611 and TAC charge of \$744.70 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$1,355.70		<p>These fees are current as at 1 July 2017 but may change</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.5% of own labour assumed at \$42,009.</p>	\$3,990.86		
<p>Insurance Comprehensive Vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$2,034		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Insurance Goods in Transit Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.	\$400		The cost of goods in transit insurance may vary depending on the type of goods being transported.
Insurance Personal Sickness and Accident/Income 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%.	\$525		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.
Insurance Public Liability Assumes policy for public liability claims up to \$10 million.	\$472.58		
Insurance Workers' Compensation Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$42,009 Assumes vehicle is primarily travelling intrastate.	\$1,973.58		The rate is current as at 2016–2017 and is subject to change. The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.	\$2,768.77		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$27,504.97		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$16.45		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2016 of 116 cents per litre, which is net of GST. Assumes 24.57 litres consumed per 100 km.	28.50 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.
Tyres Assumes cost of \$647.02 per tyre (8 tyres) based on vehicle specific average performance and replaced after 80,000 km.	6.47 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 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Servicing, Repairs and Maintenance Based on rate of 9.93 cents per km.	9.93 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	44.90 cents		

Total variable costs per driving hour	Typical cost per hour	Your cost per hour	Variations in this cost item
Assumes 20 km travelled per hour.	\$8.98		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

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

PART 3 – PAYMENT FOR THE OWNER DRIVER’S OWN LABOUR

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

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

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

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

Base hourly rate ¹	Casual/loaded hourly rate ² (includes allowance for leave, etc.)	Casual overtime rate ³ For the first two hours over 7.6 per day or 38 per week	Casual overtime rate ³ For hours worked over 10 per day or 48 per week
Typical base and casual rates paid to employee drivers per hour			
\$24.07	\$25.13	\$32.16	\$42.21
Range of rates typically paid in Victoria ⁴			
\$24.07 to \$28.89	\$25.13 to \$30.15	\$32.16 to \$38.59	\$42.21 to \$50.65

Notes:

1. Base hourly rate: The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a 1 Tonne Vehicle (GVM) ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).
The Award rate is accurate as at 1 July 2017, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
2. Casual/loaded rate: The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
3. Casual overtime rates: Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
4. The range of rates in Victoria: This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Fixed Costs	\$16.45		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$8.98		Assuming 20 km travelled per hour.
Labour	\$25.13		This worked example is based on a labour rate of \$25.13 per hour. See discussion on rates for labour in Part 3.

Total per hour (up to 1,672 hours)	\$50.56		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
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2. Total per hour – for hours in excess of 7.6 hours per day/1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$8.98		Assuming 20 km travelled per hour.
Labour (overtime rates)	\$32.16		This worked example is based on a nominal penalty labour rate of \$32.16 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$41.14		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2017–2018

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

INTRODUCTION

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

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

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 12 Tonne Rigid Vehicle (GVM) (2-axle). The worked example is based on certain assumptions about the business, for example, that the vehicle is 10 years old, is in operation for 7.6 hours a day and uses a certain number of tyres.

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

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

This Schedule applies to owner drivers who supply a 12 Tonne Rigid Vehicle (GVM) (2-axle) (12 tonnes being the weight of the vehicle fully loaded) or similar vehicle².

The Schedule is structured as follows:

Part 1: Fixed Costs

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

Part 2: Variable Costs

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

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

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

Part 3: Payment for Labour

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

Part 4: Totals

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$52,985 (being the current average retail value of a 10 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

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

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

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

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

Rate Structures

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

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

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

Note: All costs are exclusive of GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$52,985 (based on typical retail value of a 10 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$11,475.38		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$611 and TAC charge of \$744.70 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$1,355.70		<p>These fees are current as at 1 July 2017 but may change</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.5% of own labour assumed at \$42,779.</p>	\$4,064.01		
<p>Insurance Comprehensive Vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$1,669		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Insurance Goods in Transit Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.	\$400		The cost of goods in transit insurance may vary depending on the type of goods being transported.
Insurance Personal Sickness and Accident/Income 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.	\$525		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.
Insurance Public Liability Assumes policy for public liability claims up to \$10 million.	\$472.58		
Insurance Workers' Compensation Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$42,779. Assumes vehicle is primarily travelling intrastate.	\$2,009.76		The rate is current as at 2016–2017 and is subject to change. The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.	\$2,768.77		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Total annual fixed costs	\$24,740.31		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$14.80		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 33,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2016 of 116 cents per litre, which is net of GST. Assumes 25.71 litres consumed per 100 km.	29.82 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.
Tyres Assumes cost of \$588.79 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	7.36 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.
Servicing, Repairs and Maintenance Based on rate of 22.04 cents per km.	22.04 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	59.22 cents		

Total variable costs per driving hour	Typical cost per hour	Your cost per hour	Variations in this cost item
Assumes 18 km travelled per hour.	\$10.66		<p>These rates are typical for city driving only.</p> <p>The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work.</p> <p>Drivers who travel long distance or in the country will need to take this into account for their own calculations.</p>

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

PART 3 – PAYMENT FOR THE OWNER DRIVER’S OWN LABOUR

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

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

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

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

Base hourly rate ¹	Casual/loaded hourly rate ² (includes allowance for leave, etc.)	Casual overtime rate ³ For the first two hours over 7.6 per day or 38 per week	Casual overtime rate ³ For hours worked over 10 per day or 48 per week
Typical base and casual rates paid to employee drivers per hour			
\$24.52	\$25.29	\$32.75	\$42.98
Range of rates typically paid in Victoria ⁴			
\$24.55 to \$29.42	\$25.59 to \$30.70	\$32.75 to \$39.30	\$42.98 to \$51.58

Notes:

1. Base hourly rate: The base hourly rate is based on the rate in the Road Transport and Distribution Award 2010 for an employee driver of a 1 Tonne Vehicle (GVM) (‘the Award rate’). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer’s leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).

The Award rate is accurate as at 1 July 2017, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.

2. Casual/loaded rate: The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
3. Casual overtime rates: Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
4. The range of rates in Victoria: This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

PART 4 – HOURLY TOTALS

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

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Fixed Costs	\$14.80		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$10.66		Assuming 18 km travelled per hour.
Labour	\$25.59		This worked example is based on a labour rate of \$25.29 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$51.04		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Variable Costs	\$10.66		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$32.75		This worked example is based on a nominal penalty labour rate of \$32.75 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$43.41		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2017–2018

Semi-Trailer (Bogie Drive, 6-axle)

INTRODUCTION

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

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

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Semi Trailer (Bogie Drive, 6-axle). The worked example is based on certain assumptions about the business, for example, that the vehicle is 10 years old, is in operation for 7.6 hours a day and uses a certain number of tyres.

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

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

This Schedule applies to owner drivers who supply a Semi Trailer (Bogie Drive, 6 axle) or similar vehicle².

The Schedule is structured as follows:

Part 1: Fixed Costs

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

Part 2: Variable Costs

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

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

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

Part 3: Payment for Labour

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

Part 4: Totals

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle and trailer with a current capital value of \$96,603 (being the current average retail value of a 10 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

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

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

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

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

Rate Structures

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

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

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

Note: All costs are exclusive of GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$96,603 (based on typical retail value of a 10 year old vehicle and trailer), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$20,922.17		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$6,232 and TAC charge of \$2,066.90 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$8,298.90		<p>These fees are current as at 1 July 2017 but may change</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.5% of own labour assumed at \$43,813.</p>	\$4,162.24		
<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>	\$3,043		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock).</p> <p>Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Insurance Goods in Transit Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.	\$400		The cost of goods in transit insurance may vary depending on the type of goods being transported.
Insurance Personal Sickness and Accident/Income 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%.	\$525		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.
Insurance Public Liability Assumes policy for public liability claims up to \$10 million. These fixed costs have been calculated at 100%.	\$472.58		
Insurance Workers' Compensation Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$43,813. Assumes vehicle is primarily travelling intrastate.	\$2,058.33		The rate is current as at 2016–2017 and is subject to change. The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.

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%.	\$2,768.77		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$42,651.09		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$25.51		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2016 of 116 cents per litre, which is net of GST. Assumes 62.89 litres consumed per 100 km.	72.96 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.
Tyres Assumes cost of \$588.79 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	16.19 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 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Servicing, Repairs and Maintenance Based on rate of 54.63 cents per km.	54.63 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	143.78 cents		

Total variable costs per driving hour	Typical cost per hour	Your cost per hour	Variations in this cost item
Assumes 18 km travelled per hour.	\$25.88		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

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

PART 3 – PAYMENT FOR THE OWNER DRIVER’S OWN LABOUR

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

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

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

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

Base hourly rate ¹	Casual/loaded hourly rate ² (includes allowance for leave, etc.)	Casual overtime rate ³ For the first two hours over 7.6 per day or 38 per week	Casual overtime rate ³ For hours worked over 10 per day or 48 per week
Typical base and casual rates paid to employee drivers per hour			
\$25.11	\$26.20	\$33.54	\$44.02
Range of rates typically paid in Victoria ⁴			
\$25.11 to \$30.13	\$26.20 to \$31.44	\$33.54 to \$40.25	\$44.02 to \$52.83

Notes:

1. Base hourly rate: The base hourly rate is based on the rate in the 'Road Transport and Distribution Award 2010' for an employee driver of a 1 Tonne Vehicle (GVM) ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).
The Award rate is accurate as at 1 July 2017, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
2. Casual/loaded rate: The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
3. Casual overtime rates: Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
4. The range of rates in Victoria: This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Fixed Costs	\$25.51		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$25.88		Assuming 18 km travelled per hour.
Labour	\$26.20		This worked example is based on a labour rate of \$26.20 per hour. See discussion on rates for labour in Part 3.

Total per hour (up to 1,672 hours)	\$77.59		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
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2. Total per hour – for hours in excess of 7.6 hours per day/1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$25.88		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$33.54		This worked example is based on a nominal penalty labour rate of \$33.54 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$59.42		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

Rates and Costs Schedule 2017–2018

Prime Mover (Bogie Drive)

INTRODUCTION

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

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

This Rates and Costs Schedule is published under section 14 of the **Owner Drivers and Forestry Contractors Act 2005** (the Act). Under the Act, this Schedule must be given at least three business days before the owner driver is engaged, if the owner driver will be engaged for a period of at least 30 days; or on the thirtieth day, if the owner driver is engaged for a total period of at least 30 days in any three month period.

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a Prime Mover (Bogie Drive). The worked example is based on certain assumptions about the business, for example, that the vehicle is 10 years old, is in operation for 7.6 hours a day and uses a certain number of tyres.

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

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

This Schedule applies to owner drivers who supply a Prime Mover (Bogie Drive) or similar vehicle².

The Schedule is structured as follows:

Part 1: Fixed Costs

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

Part 2: Variable Costs

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

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

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

Part 3: Payment for Labour

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

Part 4: Totals

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$70,444 (being the current average retail value of a 10 year old vehicle). ● a vehicle subject to a lease arrangement, over a 4 year term with a 25% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year. ● The model spreads fixed operating costs over those 1,672 hours. ● In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

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

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

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

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

Rate Structures

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

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

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

Note: All costs are exclusive of GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle Lease Costs</p> <p>This model is based on a vehicle with a current capital value of \$70,444 (based on typical retail value of a 10 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, at 7.5% interest per annum.</p>	\$15,256.63		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for.
<p>Registration, Permits and TAC Fees</p> <p>Based on vehicle registration fee of \$4,519 and TAC charge of \$2,066.90 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high risk area (e.g. metropolitan Melbourne).</p>	\$6,585.90		<p>These fees are current as at 1 July 2017 but may change</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 9.5% of own labour assumed at \$43,813.</p>	\$4,162.24		
<p>Insurance Comprehensive Vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$2,219		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance Goods in Transit</p> <p>Based on an insured sum of \$20,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods. These fixed costs have been calculated at 100%.</p>	\$400		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<p>Insurance Personal Sickness and Accident/Income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p>	\$525		<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>	\$472.58		
<p>Insurance Workers' Compensation</p> <p>Assumed at the rate of 4.7% for the assumed labour rate of the business owner of \$43,813. Assumes vehicle is primarily travelling intrastate.</p>	\$2,058.33		<p>The rate is current as at 2016–2017 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
Business Administration Costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses. These fixed costs have been calculated at 100%.	\$2,768.77		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.
Total annual fixed costs	\$34,448.52		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$20.60		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs are exclusive of GST

Cost items assumptions assumes 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Fuel Based on retail diesel fuel cost based on the average retail cost for Victoria across 2016 of 116 cents per litre, which is net of GST. Assumes 62.89 litres consumed per 100 km.	72.96 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle.
Tyres Assumes cost of \$588.79 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	7.36 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 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Servicing, Repairs and Maintenance Based on rate of 47.44 cents per km.	41.44 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year. Significant savings can be made if the business does its own servicing and repairs.
Total variable costs per km	121.76 cents		

Total variable costs per driving hour	Typical cost per hour	Your cost per hour	Variations in this cost item
Assumes 18 km travelled per hour.	\$21.92		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

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

PART 3 – PAYMENT FOR THE OWNER DRIVER’S OWN LABOUR

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

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

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

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

Base hourly rate ¹	Casual/loaded hourly rate ² (includes allowance for leave, etc.)	Casual overtime rate ³ For the first two hours over 7.6 per day or 38 per week	Casual overtime rate ³ For hours worked over 10 per day or 48 per week
Typical base and casual rates paid to employee drivers per hour			
\$25.11	\$26.20	\$33.54	\$44.02
Range of rates typically paid in Victoria ⁴			
\$25.11 to \$30.13	\$26.20 to \$31.44	\$33.54 to \$40.25	\$44.02 to \$52.83

Notes:

1. Base hourly rate: The base hourly rate is based on the rate in the 'Road Transport and Distribution Award 2010' for an employee driver of a 1 Tonne Vehicle (GVM) ('the Award rate'). The base hourly rate is calculated by first working out the minimum amount an employee driver working a 38 hour week would be paid under the Award over one year (including 4 weeks annual leave, 10 days personal/carer's leave, 10 public holidays and 17.5% annual leave loading). This amount is then converted to an hourly rate for working 38 hours per week over 44 weeks (one year less the paid leave and public holiday entitlements of a full-time employee).
The Award rate is accurate as at 1 July 2017, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.
2. Casual/loaded rate: The casual/loaded rate includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees enjoy. The casual/loaded rate is calculated on the Award rate.
3. Casual overtime rates: Employee drivers in Victoria would typically receive payment at overtime rates for hours worked in excess of 38 hours a week. Typically a 50% loading applies for the first two hours of overtime per day or up to 48 hours per week and then a 100% loading for hours thereafter. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification. The overtime rates are calculated on the Award rate.
4. The range of rates in Victoria: This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

Totals			
Totals per driving hour	Typical Costs	Your figures	Notes
Fixed Costs	\$20.60		Assuming fixed costs spread over 1,672 hours.
Variable Costs	\$21.92		Assuming 18 km travelled per hour.
Labour	\$26.20		This worked example is based on a labour rate of \$26.20 per hour. See discussion on rates for labour in Part 3.

Total per hour (up to 1,672 hours)	\$68.72		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
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2. Total per hour – for hours in excess of 7.6 hours per day/1,672 hours a year

This model assumes that the owner driver will recover fixed annual costs over 1,672 driving hours a year. Many owner drivers work longer than these hours, either extra days each week or longer hours each day. This table calculates an hourly rate for those extra hours, using variable and labour costs only, and using an overtime rate of pay.

Totals			
Totals per driving hour	Typical costs	Your figures	Notes
Variable Costs	\$21.92		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$33.54		This worked example is based on a nominal penalty labour rate of \$33.54 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$55.46		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Retirement Villages Act 1986

SECTION 32

Extinguishment of Retirement Village Charge

I hereby declare that pursuant to section 29 of the **Retirement Villages Act 1986**, Retirement Village Charge R652711Y, registered on 22 November 1991 on Certificates of Title:—

- Volume 09843 Folio 642
- Volume 09843 Folio 644
- Volume 09843 Folio 645
- Volume 09843 Folio 646
- Volume 09843 Folio 647

and created on Certificate of Title Volume 09843 Folio 643 on 22 November 1991, under the **Transfer of Land Act 1958**, is extinguished.

Dated 14 August 2017

SIMON COHEN

Deputy Secretary, Regulation and
Director, Consumer Affairs Victoria

Retirement Villages Act 1986

SECTION 39

Cancellation of Retirement Village Notice

I hereby declare that pursuant to section 9 of the **Retirement Villages Act 1986**, Retirement Village Notice R429247N, registered on Certificates of Title:—

- Volume 09843 Folio 642
- Volume 09843 Folio 643
- Volume 09843 Folio 644
- Volume 09843 Folio 645
- Volume 09843 Folio 646
- Volume 09843 Folio 647

on 10 July 1991, under the **Transfer of Land Act 1958**, is cancelled.

Dated 14 August 2017

SIMON COHEN

Deputy Secretary, Regulation and
Director, Consumer Affairs Victoria

Retirement Villages Act 1986

SECTION 39

Cancellation of Retirement Village Notice

I hereby declare that pursuant to section 9 of the **Retirement Villages Act 1986** Retirement Village Notice M930417W, registered on 9 July 1987 1993 on Certificate of Title Volume 09790 Folio 397, under the **Transfer of Land Act 1958**, is cancelled.

Dated 8 August 2017

SIMON COHEN

Deputy Secretary, Regulation and
Director, Consumer Affairs Victoria

**Victorian Managed Insurance
Authority Act 1996**

I, Robin Scott MP, being the Minister responsible for administering the **Victorian Managed Insurance Authority Act 1996**, pursuant to section 25A of the Act, direct the Victorian Managed Insurance Authority (VMIA) to provide Industrial Special Risk insurance to NTT Data Payment Services Victoria Pty Ltd.

This direction is effective from 1 July 2017 to 30 June 2019 (both dates inclusive), with VMIA to determine the premiums payable, as well as any policy terms and conditions as it sees fit. The insurance is to be provided at a commercial rate.

Dated 9 August 2017

ROBIN SCOTT MP
Minister for Finance

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

Notice of Approval of Amendment

Amendment C98

The Minister for Planning has approved Amendment C98 to the Banyule Planning Scheme.

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

The Amendment rezones land at 117–123 Bonds Road, Lower Plenty, from Public Use Zone Schedule 1 to Low Density Residential Zone.

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

Permit No.	Description of land
P564/2016	117–123 Bonds Road, Lower Plenty

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Banyule City Council, 275 Upper Heidelberg Road, Ivanhoe 3079.

ALISON GLYNN
Director
State Planning Services
Department of Environment, Land, Water and Planning

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

Notice of Approval of Amendment

Amendment C139

The Minister for Planning has approved Amendment C139 to the Bayside Planning Scheme.

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

The Amendment implements the Bayside Drainage Development Contributions Plan and amends Clause 21.10, introduces Clause 45.06 Development Contributions Plan Overlay, Schedule 1 to the Development Contributions Plan Overlay and makes consequential changes to the Schedule to Clause 61.03 and Clause 81.01.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Bayside City Council, 76 Royal Avenue, Sandringham.

ALISON GLYNN
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987

BRIMBANK PLANNING SCHEME

Notice of Approval of Amendment

Amendment C170

The Minister for Planning has approved Amendment C170 to the Brimbank Planning Scheme.

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

The Amendment rezones 53 Sunshine Avenue, St Albans, from the Neighbourhood Residential Zone – Schedule 1 to the Commercial 2 Zone and applies the Environmental Audit Overlay to the land.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Brimbank City Council, 301 Hampshire Road, Sunshine.

ALISON GLYNN

Director

State Planning Services

Department of Environment, Land, Water and Planning

Planning and Environment Act 1987

CASEY PLANNING SCHEME

Notice of Approval of Amendment

Amendment C227

The Minister for Planning has approved Amendment C227 to the Casey Planning Scheme.

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

The Amendment implements the ‘Sub-Regional Species Strategy for the Southern Brown Bandicoot, Supplement: Habitat Connectivity, July 2014’ by updating incorporated documents: ‘Botanic Ridge Precinct Structure Plan’ and the ‘Botanic Ridge Development Contributions Plan’, amending Schedule 4 to the Urban Growth Zone, correcting numerical errors; and updating the Schedule to Clause 81.01 in the Casey Planning Scheme.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Casey City Council, Magid Drive, Narre Warren.

ALISON GLYNN

Director

State Planning Services

Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
GREATER GEELONG PLANNING SCHEME
 Notice of Approval of Amendment
 Amendment C331

The Minister for Planning has approved Amendment C331 to the Greater Geelong Planning Scheme.

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

The Amendment rezones land at 39, 41–63 and 67 Cityview Drive and 335 Barrabool Road, Wandana Heights, from Farming Zone to General Residential Zone – Schedule 1; a portion of 65 Cityview Drive is rezoned from Public Use Zone 1 (Service and Utility) to General Residential Zone – Schedule 1; 37 Cityview Drive is rezoned from Public Park and Recreation Zone to General Residential Zone – Schedule 1; and a Development Plan Overlay is applied to land at 335 Barrabool Road and 41–63, 65 and 67 Cityview Drive.

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

Permit No.	Description of land
PP392-2015	335 Barrabool Road and 41–63, 65 and 67 Cityview Drive, Wandana Heights

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Greater Geelong City Council, 100 Brougham Street, Geelong.

ALISON GLYNN
 Director
 State Planning Services
 Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
GREATER SHEPPARTON PLANNING SCHEME
 Notice of Approval of Amendment
 Amendment C195

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

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

The Amendment rezones 474 hectares of land at Kialla, generally bounded by Archer Road to the west, River Road to the south, Doyles Road to the east and the Broken River to the north, from Rural Living Zone to Urban Growth Zone to safeguard the area for future development as a strategic residential growth corridor.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Greater Shepparton City Council, 79a Wyndham Street, Shepparton.

ALISON GLYNN
 Director
 State Planning Services
 Department of Environment, Land, Water and Planning

Planning and Environment Act 1987

HEPBURN PLANNING SCHEME

Notice of Approval of Amendment

Amendment C067

The Minister for Planning has approved Amendment C067 to the Hepburn Planning Scheme.

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

The Amendment alters the planning scheme maps and the Schedule to the Heritage Overlay so that the Hepburn Planning Scheme is consistent with the Victorian Heritage Register.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the Hepburn Shire Council, corner Duke and Albert Streets, Daylesford.

ALISON GLYNN

Director

State Planning Services

Department of Environment, Land, Water and Planning

Planning and Environment Act 1987

MANNINGHAM PLANNING SCHEME

Notice of Approval of Amendment

Amendment C119

The Minister for Planning has approved Amendment C119 to the Manningham Planning Scheme.

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

The Amendment corrects a number of anomalies associated with the application of the zones and overlays across specific Council-owned sites and corrects formatting issues at Clause 22.01 of the Manningham Planning Scheme.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Manningham City Council, 699 Doncaster Road, Doncaster.

ALISON GLYNN

Director

State Planning Services

Department of Environment, Land, Water and Planning

Planning and Environment Act 1987

MELTON PLANNING SCHEME

Notice of Approval of Amendment

Amendment C180

The Minister for Planning has approved Amendment C180 to the Melton Planning Scheme.

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

The Amendment rezones land at 126–156 Coburns Road, Melton, from Residential Growth Zone, Schedule 1, to Mixed Use Zone.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Melton City Council, Melton Civic Centre, 232 High Street, Melton, or the Caroline Springs Civic Centre/Library, 139–201 Caroline Springs Boulevard, Caroline Springs.

ALISON GLYNN
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
MOONEE VALLEY PLANNING SCHEME
Notice of Approval of Amendment
Amendment C163

The Minister for Planning has approved Amendment C163 to the Moonee Valley Planning Scheme.

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

The Amendment introduces a local heritage planning policy at Clause 22.01 and amends the Municipal Strategic Statement to include the ‘City of Moonee Valley Heritage Guidelines’ as a reference document.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Moonee Valley City Council, 9 Kellaway Avenue, Moonee Ponds, Victoria 3039.

ALISON GLYNN
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
MOONEE VALLEY PLANNING SCHEME
Notice of Approval of Amendment
Amendment C170

The Minister for Planning has approved Amendment C170 to the Moonee Valley Planning Scheme.

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

The Amendment rezones land at 27 Kittyhawk Court, Airport West, from the Public Park and Recreation Zone to a General Residential Zone – Schedule 1.

A copy of the Amendment can be inspected, free of charge, at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection and free of charge, during office hours, at the offices of the Moonee Valley City Council, Civic Centre, 9 Kellaway Avenue, Moonee Ponds.

ALISON GLYNN
Director
State Planning Services
Department of Environment, Land, Water and Planning

Planning and Environment Act 1987
WHITTLESEA PLANNING SCHEME
Notice of Approval of Amendment
Amendment C207

The Minister for Planning has approved Amendment C207 to the Whittlesea Planning Scheme. The Amendment comes into operation on the date this notice is published in the Victoria Government Gazette.

The Amendment applies the Heritage Overlay to part of 250 O'Herns Road, Epping, on an interim basis until 31 August 2018.

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

ALISON GLYNN
Director
State Planning Services
Department of Environment, Land, Water and Planning

ORDERS IN COUNCIL

Major Sporting Events Act 2009 MAJOR SPORTING EVENT ORDER RUGBY LEAGUE WORLD CUP 2017

Order in Council

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

Table 1: Rugby League World Cup 2017		
Column 1 – Section and Description	Column 2 – Matter Specified	
8(1)(a)	Major sporting event:	Rugby League World Cup 2017
8(1)(b)	Event venue:	Melbourne Rectangular Stadium as depicted by the area outlined yellow on the plan LEGL./13-217 lodged in the Central Plan Office.
8(2)(a)	Event organiser:	Rugby League World Cup 2017
8(2)(b)	Event area:	The land outlined by the yellow border and hatched in yellow on the plan LEGL./13-217 lodged in the Central Plan Office.
8(2)(c)	Aerial advertising event	Rugby League World Cup 2017
8(2)(e)	Crowd management period	12.01 am to 11.59 pm on 27 October and 12.01 am to 11.59 pm on 19 November 2017
8(2)(i)	Parts of the Act that apply to the major sporting event specified in this table:	Divisions 1, 2, 4 and 5 of Part 3 (Commercial Arrangements) Part 4 (Crowd Management) Part 8 (Aerial Advertising)
11(2)(a)	Aerial advertising venue:	Melbourne Rectangular Stadium
11(2)(b)	Aerial advertising limitation time	From 4 hours before the advertised starting time of the match until 2 hours after the actual end of the match.
12(2)(a)	Commercial arrangements period	From 4 hours before the advertised starting time of the match until 2 hours after the actual end of the match.

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

Dated 15 August 2017

Responsible Minister:

HON JOHN EREN MP

Minister for Tourism and Major Events

ANDREW ROBINSON
Clerk of the Executive Council

Major Sporting Events Act 2009

MAJOR SPORTING EVENT ORDER

WESTERN BULLDOGS AFL MATCHES HELD AT MARS STADIUM
(FORMERLY EUREKA STADIUM), BALLARAT FROM 2017 TO 2022

Order in Council

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

Table 1: Western Bulldogs AFL Matches played at Mars Stadium (formerly Eureka Stadium), Ballarat 2017–2022	
Column 1 – Section and Description	Column 2 – Matter Specified
8(1)(a) Major sporting event:	Western Bulldogs AFL matches played at Mars Stadium (formerly Eureka Stadium), Ballarat from 2017 to 2022. The first match scheduled is Western Bulldogs v Port Adelaide on 19 August 2017.
8(1)(b) Event venue:	Mars Stadium (formerly Eureka Stadium), Ballarat,
8(2)(a) Event organiser:	Australian Football League
8(2)(b) Event area:	The land outlined by the red border in Figure 1 of the <i>Eureka Stadium Upgrade Project Incorporated Document</i> , referenced in Gazette No G 22 Thursday, 2 June 2016.
8(2)(e) Crowd management period	From 4 hours before the advertised commencement time of each match until 2 hours after the conclusion of the match.
8(2)(i) Parts of the Act that apply to the major sporting event specified in this table	Part 4 (Crowd Management)

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

Dated 15 August 2017

Responsible Minister:

HON JOHN EREN MP

Minister for Tourism and Major Events

ANDREW ROBINSON
Clerk of the Executive Council

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

Notice is hereby given under section 17(3) of the **Subordinate Legislation Act 1994** that the following Statutory Rules were first obtainable from SAI Global Bookshop, 85 Buckhurst Street, South Melbourne, on the date specified:

83. *Statutory Rule:* Radiation
Regulations 2017
Authorising Act: Radiation Act 2005
Date first obtainable: 15 August 2017
Code C
84. *Statutory Rule:* Parliamentary
Salaries and
Superannuation
(Allowances)
Amendment
Regulations 2017
Authorising Act: Parliamentary
Salaries and
Superannuation
Act 1968
Date first obtainable: 15 August 2017
Code A
-

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#W	1211–1276	\$108.88			
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Printed as two volumes

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