



Victoria Government Gazette

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GENERAL

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As from 5 March 2026

The last Special Gazette was No. 125 dated 4 March 2026.

The last Periodical Gazette was No. 1 dated 28 May 2025.

How To Submit Copy

- See our webpage www.gazette.vic.gov.au
 - or contact our office on 03 8523 4601
between 8.30 am and 5.30 pm Monday to Friday
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**PUBLICATION OF THE VICTORIA GOVERNMENT GAZETTE (GENERAL)
LABOUR DAY HOLIDAY WEEK 2026 (Monday 9 March 2026)**

Please Note:

The Victoria Government Gazette (General) for LABOUR DAY holiday week (G11/26) will be published on **Thursday 12 March 2026**.

Copy Deadlines:

Private Advertisements **9.30 am on Friday 6 March 2026**

Government and Outer

Budget Sector Agencies Notices **9.30 am on Tuesday 10 March 2026**

Office Hours:

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

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

KIM BURNES
Government Gazette Officer

PRIVATE ADVERTISEMENTS

Aerodrome Landing Fees Act 2003

Moorabbin Airport Corporation Pty Ltd gives notice that, under the **Aerodrome Landing Fees Act 2003**, the following fees have been fixed and operate at Moorabbin Airport from 1 April 2026.

Airport Access Charges are fees that apply to aircraft, including helicopters, not engaged in regular public transport operations. The charging unit is per 1,000 kg maximum takeoff weight (MTOW) of the aircraft and includes GST unless otherwise stated.

The charge is:

Per calendar year	\$3,623.40 or
Per calendar six months	\$2,793.42 or
Per month	\$563.64 or
Per day	\$43.36 (aircraft under 7,000 kg MTOW)
Per day	\$55.75 (aircraft over 7,000 kg MTOW)
Per day	\$217.80 per landing (Balloons). MTOW calculations do not apply to balloons

The additional Reserved Parking Charge for exclusive use of a position are:

\$204.39 per month (incl. GST) for hard stand and is in addition to the Airport Access Charge.

\$136.27 per month (incl. GST) for all weather grass areas and is in addition to the Airport Access Charge.

\$86.71 per month (incl. GST) for non all weather grass areas, and is in addition to the Airport Access Charge.

Moorabbin Airport – Airport Access and Reserved Parking Charges 2026 contains full details along with additional charges and available discounts for certain categories of aircraft. This can be obtained from Moorabbin Airport Corporation Pty Ltd, 66 Bundora Parade, Moorabbin Airport, Victoria 3194 or from www.moorabbinairport.com.au

DISSOLUTION OF PARTNERSHIP

Notice is hereby given in accordance with section 41 of the **Partnership Act 1958**, that the partnership Six Star Construction, ABN 52 879 674 547, was dissolved by mutual consent as of 6 February 2026.

DANA FLAJNIK, late of 3 Townhall Avenue, Preston, in the State of Victoria, pensioner, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 29 November 2025, are required by the executor, Vlado Flajnik, care of Arthur J. Dines & Co., solicitors, 2 Enterprise Drive, Bundoora, in the said State, to send particulars to him by 4 May 2026, after which date the executor may convey or distribute the assets, having regards only to claims to which he has notice.

Dated 26 February 2026

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

ROZIKA KUSTER, late of 58 Bickley Avenue, Thomastown, in the State of Victoria, pensioner, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 1 January 2026, are required by the executors, Nada Conomy and Kathy Vukic, care of Arthur J. Dines & Co., solicitors, 2 Enterprise Drive, Bundoora, in the said State, to send particulars to them by 4 May 2026, after which date the executors may convey or distribute the assets, having regards only to claims to which they have notice.

Dated 26 February 2026

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

BRANKO MATICEVSKI, late of 64 Chambers Road, Altona North, in the State of Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 22 February 2025, are required by the executrix, Rosa Maticevski, care of Arthur J. Dines & Co., solicitors, 2 Enterprise Drive, Bundoora, in the said State, to send particulars to her by 4 May 2026, after which date the executrix may convey or distribute the assets having regards only to claims to which she has notice.

Dated 26 February 2026

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

JULIANNA KURUCKI, late of 81–83 Argyle Avenue, Chelsea, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 28 December 2024, are required by the personal representative, Tomislav Kurucki, to send particulars to him, care of the undermentioned solicitors, by 4 May 2026, after which date the personal representative may convey or distribute the assets, having regard only to the claims of which he then has notice.

AUGHTERSONS,
267 Maroondah Highway, Ringwood 3134.

SMILJANA KURUCKI, also known as Amelia Kurucki, late of 69 Kingston Avenue, Narre Warren South, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 6 January 2022, are required by the personal representative, Tomislav Kurucki, to send particulars to him, care of the undermentioned solicitors by 4 May 2026, after which date the personal representative may convey or distribute the assets, having regard only to the claims of which he then has notice.

AUGHTERSONS,
267 Maroondah Highway, Ringwood 3134.

Re: Estate of RUTH FRENKL, deceased.

Creditors, next-of-kin and other persons having claims against the estate of RUTH

FRENKL, late of Unit 2, 30–32 Fisher Street, Malvern East in the State of Victoria, deceased, who died on 3 May 2025, are required to send particulars of their claims to the executor, Greer Elizabeth Lucas, care of the undermentioned solicitors, by 5 May 2026, after which date the executor will distribute the assets having regard only to the claims of which she has had notice.

COBALT LAW,
PO Box 480, Moorabbin 3189.

Re: ANDREW ANTHONY GRECH, late of 38 Brook Drive, Altona, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 15 July 2025, are required by the trustee, 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: WALTER SAMUEL MILLS, late of 128 Johnstone Street, Broadmeadows, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 1 October 2025, are required by the trustee, 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: JOAN MOLLISON, late of 4 Blake Street, Skipton, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 26 October 2025, are required by the trustee, 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: JOSEPH SCIRE, late of 49 Roland Avenue, Strathmore, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 25 October 2025, are required by the trustee, Celeste Salvina Synak, to send particulars to the trustee, care of the undermentioned solicitors, within 60 days from the publication hereof, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

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

Re: PUNPEN TURNBALL, late of Unit 7, 1A Colin Court, Broadmeadows, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 14 November 2025, are required by the trustee to send particulars to the trustee, care of the undermentioned solicitors within 60 days from the publication hereof, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

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

BARRY ALAN FRY, late of Baptistcare Hedley Sutton Community, 19 Canterbury Road, Camberwell, Victoria, secondary school teacher, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of BARRY ALAN FRY, deceased, who died on 21 October 2025, are requested to send particulars of their claims to the executor, David Christopher Fry, care of his lawyers detailed below, by 11 May 2026, after which date the executor will convey or distribute the assets, having regard only to the claims of which he then has notice.

EASTERN BRIDGE, solicitors,
Suite 1, 123 Whitehorse Road, Balwyn,
Victoria 3103.
PO Box 172, Balwyn, Victoria 3103.

PATRICIA JEAN HOARE, late of 4 Derham Drive, Swan Hill, Victoria, farmer, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of PATRICIA JEAN HOARE, deceased, who died on 24 September 2025, are requested to send particulars of their claims to the executor, Neville Joseph Hoare, care of his lawyers detailed below, by 11 May 2026, after which date the executor will convey or distribute the assets, having regard only to the claims of which he then has notice.

EASTERN BRIDGE, solicitors,
Suite 1, 123 Whitehorse Road, Balwyn,
Victoria 3103.
PO Box 172, Balwyn, Victoria 3103.

BARBARA ELISE PLENTY, late of 21 Surrey Street, Box Hill South, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 3 December 2025, are required by the deceased's personal representative, Joan Kathleen Dawson, care of her solicitors, at the address below, to send particulars to her by 8 May 2026, after which date the personal representative may convey or distribute the assets, having regard only to the claims of which she then has notice.

F.R.E. DAWSON & SON,
solicitors for the personal representative,
Level 5, 470 Collins Street, Melbourne 3000.

EDNA MAY TREVENA, late of 56 Montgomery Crescent, White Hills in the State of Victoria, home duties, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 3 November 2025, are required by Sheryl Joy Hibble, the executor of the Will of the deceased, to send particulars of their claims to her, care of the undermentioned address by 5 May 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which she then has notice.

FITZGERALD RAYNER LAW,
94 Queen Street, Bendigo, Victoria 3550.

Trustee Act 1958

SECTION 33 NOTICE

Notice to Claimants

STEFANIA IAQUINTA, also known as Stefanina Iaquinta, late of Unit 2, 363–376 Chesterville Road, Bentleigh East, Victoria, retired clerk, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 28 October 2025, are required by Katerina Peiros, care of Hartwell Legal of 8/1 Milton Parade, Malvern, Victoria 3144, the executor of the estate of the deceased, to send particulars of their claims by 4 May 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which she then has notice.

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

Re: Estate of MALCOLM ROY AYLES.

Creditors, next-of-kin and others having claims against the estate of MALCOLM ROY AYLES, late of 353 Torquay Road, Mt Duneed, Victoria, retired, deceased, who died on 1 April 2024, are requested to send particulars of their claims to the administrator, care of the undermentioned lawyers, by 6 May 2026, after which date the administrator will distribute the assets, having regard only to the claims of which the administrator then has notice.

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

Re: Estate of the late HELEN ANNE McLAUGHLIN.

Creditors, next-of-kin and others having claims against the estate of HELEN ANNE McLAUGHLIN, late of Unit 18, 59–73 Gladesville Boulevard, Patterson Lakes, Victoria, deceased, who died on 4 June 2012, are requested to send particulars of their claims to the executor, care of the undermentioned lawyers, by 4 May 2026, after which date the executor will distribute the assets, having regard only to the claims of which the executor then has notice.

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

Re: ELIZABETH ANN WATSON.

Creditors, next-of-kin and others having claims against the estate of ELIZABETH ANN WATSON, late of 400 Waverley Road, East Malvern, Victoria, retired, deceased, who died on 8 December 2025, are requested to send particulars of their claims to the executors, care of the undermentioned lawyers, by 4 May 2026, after which date the executors will distribute the assets, having regard only to the claims of which the executors then have notice.

HICKS OAKLEY CHESSELL WILLIAMS,
PO Box 16067, Collins Street West,
Victoria 8007.

WOLFGANG THEILE, late of Unit 1, 19 Cullis Parade, Bayswater, Victoria 3153, automotive light mechanic, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 27 September 2025, are required by the personal representative, Australian Executor Trustees Limited, in the Will called Equity Trustees Limited, ABN 84 007 869 794, to send particulars of such claims to them, care of the undersigned, by 5 May 2026, after which date the personal representative may convey or distribute the assets, having regard only to the claims of which they then have notice.

HUTCHINSON LEGAL,
38 New Street, Ringwood, Victoria 3134.

FLORENCE ESTORNINHO, late of 25 Willandra Drive, Epping, Victoria 3076.

Creditors, next of kin and others having claims in respect of the estate of the deceased, who died on 31 October 2025, are required by the personal representative, James Fernando Estorninho, to send particulars to him, care of the undermentioned solicitors, by 5 May 2026, after which date the personal representative may convey or distribute the assets, having regard only to the claims of which he then has notice.

JOHNSTONE & REIMER LAWYERS,
2 Morecroft Place, Lilydale, Victoria 3140.

DENIS MALCOLM CROFT, late of 6 Foundation Boulevard, Burwood East, Victoria 3000, carpenter, deceased.

Creditors, next-of-kin and all others having claims in respect of the estate of the deceased, who died on 22 April 2025, are required by the legal personal representative, care of the undermentioned solicitors, to send particulars to them by 5 May 2026, after which date the legal personal representative may convey or distribute the assets, having regard only to the claims of which they then have notice.

KCL LAW,
Level 4, 555 Lonsdale Street, Melbourne,
Victoria 3000.
estates@kcllaw.com.au

Re: Estate of IAN WENTWORTH WALLACE, deceased.

Creditors, next-of-kin and all others having claims against the estate of IAN WENTWORTH WALLACE, late of 698A Hampton Street, Brighton, Victoria, motor mechanic, deceased, who died on 8 December 2025, are to send particulars of such claims to the executor, care of the undermentioned solicitors, within 60 days from the date of publication of this notice, after which date the executor will distribute the assets, having regard only to the claims of which they then have notice.

KPA LAWYERS, legal practitioners,
37 Melrose Street, Sandringham, Victoria 3191.

CRAIG ANDREW CLISSOLD, late of 14 Amaroo Grove, Burnside, Victoria 3023, train driver, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 6 May 2025, are required by the administrator, Katherine Jane Tushuizen, to send particulars of their claims to the undermentioned address by 8 May 2026, after which date the administrator may convey or distribute the assets, having regard only to the claims of which she then has notice.

Estate of the late CRAIG CLISSOLD,
PO Box 224, Deer Park, Victoria 3023.

Re: JOHN BANAS, deceased of 56 Yarra Street, Williamstown, Victoria, screenwriter.

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

who died on 3 November 2025, are required to send particulars of their claims to the executor, Evelyn Jane Saunders, care of 273 Hampton Street, Hampton, Victoria 3188, by 6 May 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which she may then have notice.

KEITH R. CAMERON SOLICITORS,
273 Hampton Street, Hampton, Victoria 3188.

Re: JULIE EASTOP, deceased of 5/14 Hanby Street, Brighton, Victoria, retired.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 10 December 2025, are required to send particulars of their claims to the executor, Nicole Wei Yen Chong, care of 273 Hampton Street, Hampton, Victoria 3188, by 6 May 2026, after which date the executor may convey or distribute the assets having regard only to the claims of which she may then have notice.

KEITH R. CAMERON SOLICITORS,
273 Hampton Street, Hampton, Victoria 3188.

MIRIAM LOUISA MORRICE, late of 44 Market Street, Kensington, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 30 August 2025, are required by the executor, Christopher Grant Morrice, to send particulars of their claims to them, care of the undermentioned solicitors, within two months from the date of publication of this notice, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

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

Re: DONALD MERVYN GRAY, late of 319 Geelong Road, Kingsville, Victoria 3012, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of DONALD MERVYN GRAY, deceased, who died on 20 January 2026, are required by the trustee, Rebecca Susan Gray, to send particulars of

their claim to the undermentioned firm by a date not later than two months from the date of publication hereof, after which date the trustee will convey or distribute assets, having regard only to the claims of which she then has notice.

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

Re: ALAN HILTON KIRKPATRICK, late of 6 Oswald Drive, Alexandra, Victoria 3714, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died at Peter McCallum Cancer Institute, Melbourne, Victoria, on 18 July 2025, are required by Steven Agostino Peluso, the executor and trustee of the estate of the said named deceased, to send particulars of their claims to him, care of the undermentioned solicitors, by Thursday 7 May 2026, after which date he may convey or distribute the assets, having regard only to the claims of which he then has notice.

MAHONS with Yuncken & Yuncken, solicitors,
Suite 101, 177 Surrey Road, Blackburn,
Victoria 3130.
TMM:2251259.

Re: KURT PETER LUTTIN, late of 31 Cochrane Street, Mitcham, Victoria 3131, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased who died at 31 Cochrane Street, Mitcham, Victoria, on 17 December 2024, are required by Susan Joy Shee, the executor and trustee of the estate of the said named deceased, to send particulars of their claims to her, care of the undermentioned solicitors by Monday 5 May 2026, after which date she may convey or distribute the assets having regard only to the claims of which she then has notice.

MAHONS with Yuncken & Yuncken, solicitors,
Suite 101, 177 Surrey Road, Blackburn,
Victoria 3130.
AJM:2250024.

Re: RITA CLARE WEBB, late of 502–514 Burwood Highway, Vermont South, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died at Vermont South, Victoria on 11 June 2025, are required by David Webb, the executor and trustee of the estate of the said named deceased, to send particulars of their claims to them, care of the undermentioned solicitors, by Thursday 16 April 2026, after which date they may convey or distribute the assets having regard only to the claims of which they then have notice.

MAHONS with Yuncken & Yuncken, solicitors,
Suite 101, 177 Surrey Road, Blackburn,
Victoria 3130.
DF: 2251108.

ALBERTA MARGARET McKEOGH,
late of Regis Blackburn, 40 Central Road,
Blackburn, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 18 October 2025, are required by the executors of her estate, John Francis McKeogh and James McKeogh, care of Mills Oakley, Level 6, 530 Collins Street, Melbourne, Victoria, to send particulars to them, within 60 days from the date of publication of this notice, after which date the executors may convey or distribute the assets, having regard only to the claims of which the executors then have notice.

MILLS OAKLEY,
Level 6, 530 Collins Street, Melbourne 3000.
tpalmer@millsoakley.com.au

Re: RODERICK JAMES GORDON ANDREWS, deceased, late of 66 Kitchen Road, Beaconsfield Upper, Victoria 3808.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 4 September 2025, are required by the executor, Geraldine Lesley Stroud, to send particulars to the executor, care of the undermentioned solicitors, by 5 May 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which the executor then has notice.

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

Re: RONALD THOMAS MORGAN, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, late of 18 Compton Street, Reservoir, who died on 13 February 2025, are required by the administrator, Donald William Morgan, to send particulars of their claims to him, by 18 May 2026, after which date the legal representatives may convey or distribute the assets, having regard only to the claims of which the legal representatives have notice.

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

Re: EVELINE LIESBETH MORKANS, deceased, late of Unit 1, 455 Camberwell Road, Camberwell, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 10 November 2025, are required by the executor, Mark Anthony Avellino, to send particulars to the executor, care of the undermentioned solicitors, by 6 May 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which the executor then has notice.

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

Re: NOEL PATRICIA SMITH, deceased, late of 22 Packham Street, Box Hill North, Victoria.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 18 August 2025, are required by the executor, Peter Gregory Vitale, to send particulars to the executor, care of the undermentioned solicitors, by 6 May 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which the executor then has notice.

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

BRUCE RINTOUL DAVIE, deceased, of 3 Edward Street, Hastings, Victoria 3915.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 12 November 2024, are required by the executor, Graeme David Bennetts, care of Morton Legal Consulting, of Suite 23, 738 Burke Road, Camberwell, Victoria 3124, to send particulars to Morton Legal Consulting of Suite 23, 738 Burke Road, Camberwell, Victoria 3124, by 6 May 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which he then has notice.

Dated 5 March 2026

ALAN JOSEPH OXLEY, late of 52 Leamington Street, Reservoir, Victoria 3073, deceased.

Creditors, next of kin, and others having claims in respect of the estate of the deceased, who died on 12 January 2026, are required by the executors, Vincent Mark Asdagi and Rosemary Duckworth, to send particulars of their claims, to Northcote Lawyers & Associates of 153–157 St Georges Road, Northcote, Victoria, by 8 May 2026, after which date the said executors may convey or distribute the assets, having regard only to the claims of which they then have notice.

Dated 24 February 2026

NORTHCOTE LAWYERS & ASSOCIATES,
solicitors, 153–157 St Georges Road, Northcote,
Victoria 3070.

ALBERT DE VRIES, late of 15 Cullen Court, Numurkah, Victoria 3636, meat inspector, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 24 July 2024, are required by the trustee, Margaret De Vries, to send particulars to the trustee by 4 May 2026, care of P & B Law, Level 10, 420 St Kilda Road, Melbourne, Victoria 3004, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee has notice.

P & B LAW,
Level 10, 420 St Kilda Road, Melbourne,
Victoria 3004.
Email: probate@pblawyers.com.au

Creditors, next-of-kin and others having claims against the estate of HEATHER LILIAN SWIFT, also known as Heather Lillian Swift, late of Unit 1, 136 Booran Road, Glen Huntly, Victoria 3163, who died on 27 June 2025, are required by the executor to send detailed particulars of their claims to the executor, care of Prior Law of 219 McKinnon Road, McKinnon, Victoria 3204, by 5 May 2026, after which date the executor will proceed to distribute that said estate, having regard only to the claims of which she then has notice. The Grant of Probate was obtained in Victoria on 23 December 2025.

PRIOR LAW,
219 McKinnon Road, McKinnon, Victoria 3204

JENNIFER ANN SCHOE, late of 1 Investigator Avenue, Lara, Victoria, editor, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 20 December 2025, are required by the trustee, William Paul Schoe, to send particulars of their claims to the trustee, in the care of the undermentioned legal practitioner, within 60 days 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 they then have notice.

RALPH JAMES SMITH, solicitor,
6 The Centreway, Lara, Victoria 3212.

THOM BUI, late of 47 Stott Street, Box Hill South, Victoria, tram driver, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 17 September 2025, are required by the executors, My Thanh Thi Bui and Kim Phuong Bui, to send particulars of their claims to the undermentioned firm, by a date not later than two months from the date of publication hereof, after which date the executors may convey or distribute the assets, having regard only to the claims of which they then have notice. Probate was granted in Victoria on 13 January 2026.

Dated 2 March 2026

SALLY E. ANGELL LAWYER,
PO Box 1070G, Balwyn North, Victoria 3104.
Ph: 03 9857 6458.

MARY GRANT, deceased.

Creditors, next-of-kin and any others having claims in respect of the estate of the deceased, who died on 17 September 2025, are required by the executor, Sharman Grant, to send particulars to the executor at Level 15, 484 St Kilda Road, Melbourne, Victoria 3004, by 6 June 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which the executor has notice.

SHARMAN GRANT, executor,
Level 15, 484 St Kilda Road, Melbourne,
Victoria 3004.

AIDA SOLIMAN, late of 3 Tooan Court, Westmeadows, Victoria, deceased.

Creditors, next-of-kin and all others having claims in respect of the deceased, who died on 8 June 2025, are required by the executors, Albert Soliman and Emil Soliman, to send particulars of their claims to the executors, care of the undermentioned solicitors, by 8 May 2026, after which date the executors may convey or distribute the assets, having regards only to the claims of which the executors have notice.

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

MARIA VALVO, late of 497 Rathdowne Street, Carlton, Victoria, deceased.

Creditors, next-of-kin and all others having claims in respect of the deceased, who died on 7 February 2024, are required by the executors, Germana Romilda Venturini and Remo Ernesto Venturini, to send particulars of their claim to the executors, care of the undermentioned solicitors, by 6 May 2026, after which date the executors may convey or distribute the assets, having regards only to the claims of which the executors have notice.

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

KONA RYNAARD, late of Micare Avondrust Lodge, 1105 Frankston-Dandenong Road, Carrum Downs, Victoria 3201, deceased.

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

who died on 12 October 2025, are required by the executor, Dirk Rynaard, to send particulars to him, care of the undermentioned solicitors, by 11 May 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which he then has notice.

STIDSTON WARREN LAWYERS,
5/230 Main Street, Mornington 3931.

Re: ELIZABETH JEAN SCARLATA, late of 32 Pell Street, Bentleigh East, Victoria, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 6 October 2025, are required by the executor, Primo Gerard Scarlata, care of Suzanne Cilia Lawyer, Suite 9, 1 Grattan Street, Prahran, Victoria, to send particulars to him by 12 May 2026, after which date the executor may convey or distribute the assets, having regard only to the claims of which he then has notice.

SUZANNE CILIA LAWYER,
Suite 9, 1 Grattan Street, Prahran, Victoria 3181.
suzanne@cilialaw.com.au

Re: PHILIP JOHN EDGE, late of Unit 1, 7 Maraboora Avenue, Clifton Springs, Victoria 3222, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 23 September 2025, are required by the executors and trustees, Shane Richard Edge and Jodie Louise MacDonald, to send particulars to them, care of the undermentioned solicitors, by 5 May 2026, after which date they may convey or distribute the assets, having regard only to the claims of which they then have notice.

TAITS LEGAL,
121 Kepler Street, Warrnambool 3280.

FOSTER JOHN HEATLEY, late of 161 Male Street, Brighton, Victoria, retired, deceased.

Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 4 December 2025, are required by the executors, Wendy Heatley and Shawn Robert Hennig, care of Suite 1, 23 Melrose Street, Sandringham, Victoria 3191, to send particulars of their claims to them within

60 days of the date of this notice, after which date the executors may convey or distribute the assets of the estate, having regard only to the claims of which they then have notice.

TRAGEAR & HARRIS LAWYERS,
Suite 1, 23 Melrose Street, Sandringham,
Victoria 3191.
Ph: 03 9598 8699.

BRETT ANDREW HOLDEN, late of 29 Partridge Way, Mooroolbark, Victoria, carpenter, deceased.

Creditors, next-of-kin and others having claims in respect of the Will of the abovenamed, who died on 25 September 2025, are required by the administrators, Trevor John Holden and Dianne Christine Holden to send particulars of their claims to Williams & Lay Lawyers, Lilydale, by 30 May 2026, after which date the administrators may convey or distribute the assets, having regard only to the claims of which they then have notice. Probate was granted in Victoria on 16 January 2026.

Dated 1 March 2026
WILLIAMS & LAY LAWYERS,
13 Castella Street, Lilydale, Victoria 3140.
Ph: 03 9737 6100.
Contact: Rubal Sachdeva.
Email: rubal@williamslay.com.au

SHERIFF'S GOODS AUCTIONS

Unless process be stayed or satisfied, all the estate and interest, if any, of the following, in and to the property listed below, are to be sold by public auction to satisfy outstanding judgments.

These auctions will be held at Manheim Auctions, 4 Gordon Luck Avenue, Altona North 3025, and online at www.manheim.com.au

Thursday 19 March 2026:

- 2002 Holden Monaro.

Please refer to Manheim's website for auction commencement times.

Terms and Conditions

Purchasers at this auction are advised that they will acquire a good title to the property under section 25 of the **Sheriff Act 2009** if they purchase the property:

- in good faith, and
- without notice of any defect or want of title.

Prior to the auction, each bidder shall complete all registration details on the seller's website.

The Sheriff makes no representation and gives no warranty or undertaking, express or implied, as to the quality of goods or their fitness for any purpose whatsoever or as to the condition or state of repair of any such goods.

The Sheriff shall retain the right to withdraw any lot(s) from sale should the final bid be unsatisfactory/not meet the reserve.

The purchaser of any lot(s) shall pay the whole of the purchase price.

If the purchaser of any lot(s) fails to comply with the previous condition, the lot(s) may be put up for auction again.

Enquiries: 03 8663 0700.

Website: www.justice.vic.gov.au/sheriffauctions

Payment: Online and in person registration.

SHERIFF OF VICTORIA

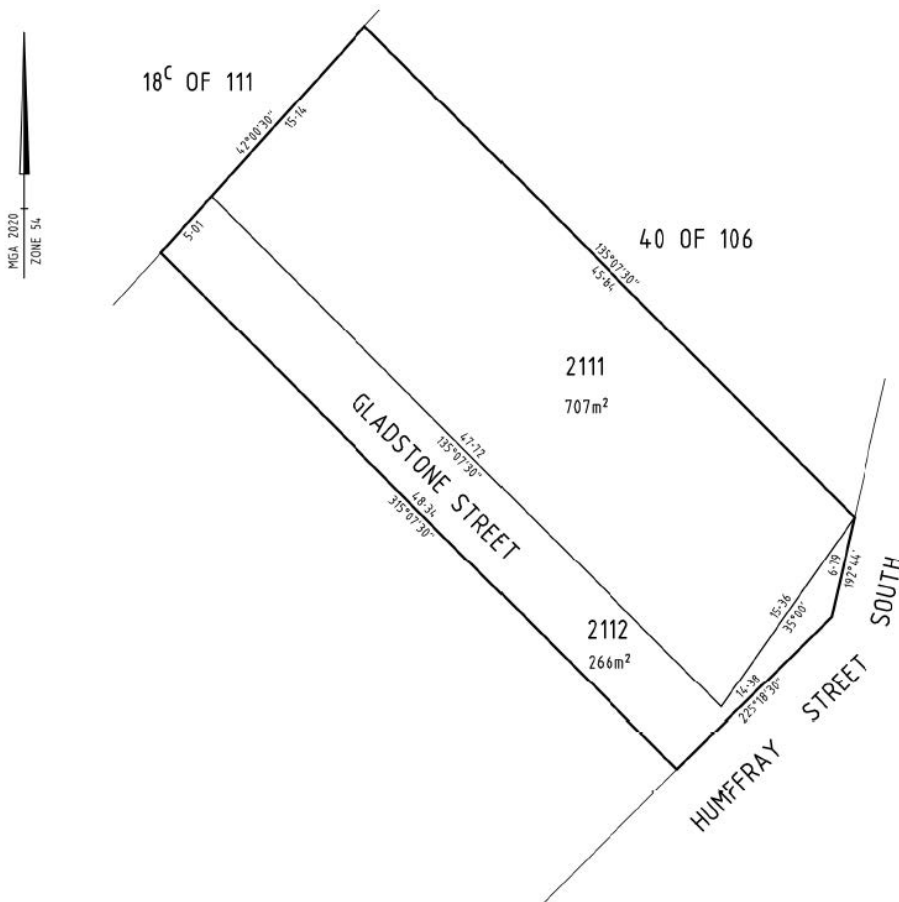
**GOVERNMENT AND OUTER BUDGET
SECTOR AGENCIES NOTICES**



**Local Government Act 1989
ROAD DISCONTINUANCE**

Section 206 Schedule 10 Clause 3

BALLARAT – the road in the Parish of Ballarat being Crown Allotment 2111 as shown on Original Plan No. OP127676S lodged in the Central Plan Office of the Department of Transport and Planning on 25 February 2026.



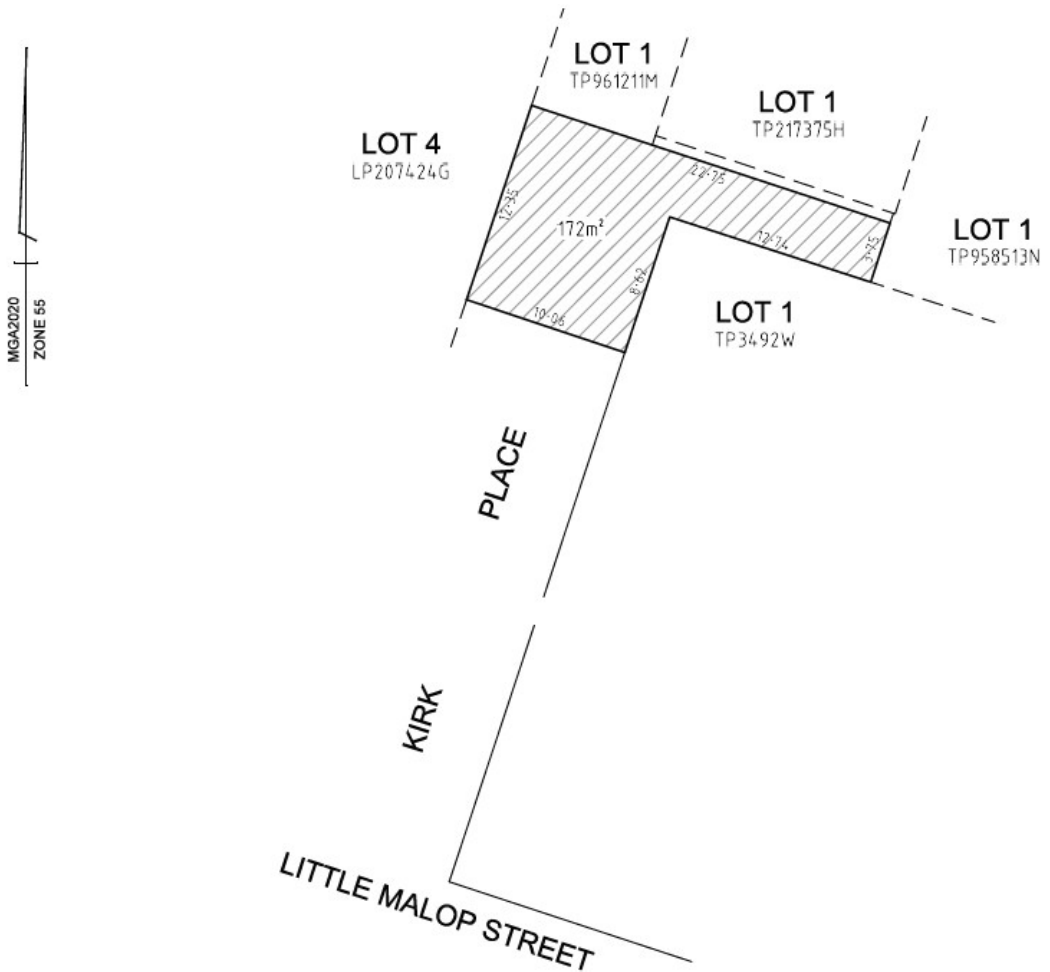
EVAN KING
Chief Executive Officer
City of Ballarat



ROAD DISCONTINUANCE

Greater Geelong City Council (City), at its meeting on 24 February 2026 and acting under section 206 and Clause 3 of Schedule 10 of the **Local Government Act 1989**, resolved to discontinue part of Kirk Place, Geelong, Victoria 3220, which is shown as hatched on the plan below.

The City intends to sell the land to the abutting landowner and the resulting land will be consolidated with that land.



ALI WASTIE
Chief Executive Officer

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

Notice of the Preparation of an
Amendment to a Planning Scheme
Amendment C222dare

Overview

Amendment C222dare proposes to apply the Heritage Overlay to seven (7) places of worship in Thornbury, Preston and Reservoir which have been identified as being of local heritage significance. The application of the Heritage Overlay will ensure that development does not negatively affect the significance of the heritage places.

For further details, refer to the explanatory report about the Amendment.

Details of the Amendment

The City of Darebin as planning authority has prepared Amendment C222dare to the Darebin Planning Scheme.

The land affected by the Amendment is:

- 326–332 St Georges Road, Thornbury;
- 390–398 St Georges Road, Thornbury;
- 220 High Street, Preston;
- 88–92 Cramer Street, Preston;
- 16–18 Martin Street, Thornbury;
- 66 St David Street, Thornbury;
- 111 Blake Street, Reservoir.

The Amendment proposes to protect the heritage significance of these seven (7) places of worship by applying the Heritage Overlay, incorporating Statements of Significance for all new heritage places and introducing the *Places of Worship Heritage Assessment Volume 1: Findings and Volume 2: Citations (Extent Heritage, February 2026)* as a background document. Related changes to the City of Darebin Heritage Study Incorporated Plan – Permit Exemptions document are also proposed.

You may inspect the Amendment, any documents that support the Amendment and the explanatory report about the Amendment, free of charge, at: the Department of Transport and Planning website, www.planning.vic.gov.au/public-inspection or by contacting 1800 789 386 to arrange a time to view the Amendment documentation; the City of Darebin website at www.darebin.vic.gov.au and on request, during office hours, at the office of the planning

authority, City of Darebin by contacting 03 8470 8888 to arrange a time to view the Amendment documentation.

Any person 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 the planning authority to consider submissions and to notify such persons of the opportunity to attend planning authority meetings and any public hearing held to consider submissions.

The closing date for submissions is 30 April 2026. A submission must be sent to Strategic Planning, Darebin City Council – by post: PO Box 91, Preston, Victoria 3072; in person: 274 Gower Street, Preston; by email: planningservices@darebin.vic.gov.au or online (preferred): visit Council's website at www.darebin.vic.gov.au

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

MEAGAN MERRIT
Manager City Futures
Darebin City 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 7 May 2026, 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.

BECKETT, Joan Carolyn Wendy, late of Corowa Court Benetas, 752 Esplanade, Mornington, Victoria 3931, deceased, who died on 11 October 2025.

BUTTON, John Patrick, late of 12 Dredge Street, Reservoir, Victoria 3073, deceased, who died on 17 February 2025.

GILHAM, Joan Margaret, also known as Joan Margaret Perkins, late of The Belmont, 235 High Street, Belmont, Victoria 3216, deceased, who died on 12 August 2025.

GIULIANI, Angelo Ralph, also known as Angelo Guilliani, late of Mercy Place Shepparton, 351–359 Archer Street, Shepparton, Victoria 3630, deceased, who died on 15 October 2025.

MARTIN, Leon Clifford, late of 67 Forest Street, Koondrook, Victoria 3580, deceased, who died on 10 October 2025.

PAYNE, Charles Alfred, late of Bupa Aged Care, 12 Burton Avenue, Clayton, Victoria 3168, deceased, who died on 3 October 2025.

PROFFITT, Barry, late of Estia Health Yarra Valley, 21 Hoddle Street, Yarra Junction, Victoria 3797, deceased, who died on 3 December 2024.

SELLERS, Shevaun Teresa, also known as Shevaun Tracy Sellers, late of Latrobe Regional Health, 10 Village Avenue, Traralgon, Victoria 3844, deceased, who died on 26 June 2025.

SULLIVAN, Sean Michael, late of Unit 5, 591 King Street, West Melbourne, Victoria 3003, deceased, who died on 17 July 2025.

WALKER, Ross Patrick, late of 1 Linden Court, Morwell, Victoria 3840, deceased, who died on 24 June 2025.

WATSON, Keith Edwin, late of Benetas Dalkeith Gardens, 4–53 Hazelwood Road, Traralgon, Victoria 3844, deceased, who died on 27 September 2025.

WILLIAMS, Gregory Thomas James, late of Unit 1, 456 Albion Street, Brunswick West, Victoria 3055, deceased, who died on 10 September 2025.

WOLFE, Jennifer Anne, also known as Jennifer Anne Hogg, late of 15 Kurmala Street, North Bendigo, Victoria 3550, deceased, who died on 3 August 2025.

WONG, Hoong James, late of Unit 405, 5 Wicklow Lane, South Yarra, Victoria 3141, deceased, who died on 12 November 2025.

ZADIOTIS, Angelo, late of Unit 14, 52 Barkly Street, St Kilda, Victoria 3182, deceased, who died on 10 June 2025.

Dated 26 February 2026

**HERITAGE
VICTORIA**

Heritage Act 2017

NOTICE OF REGISTRATION

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

Number: H2462

Category: Registered Place

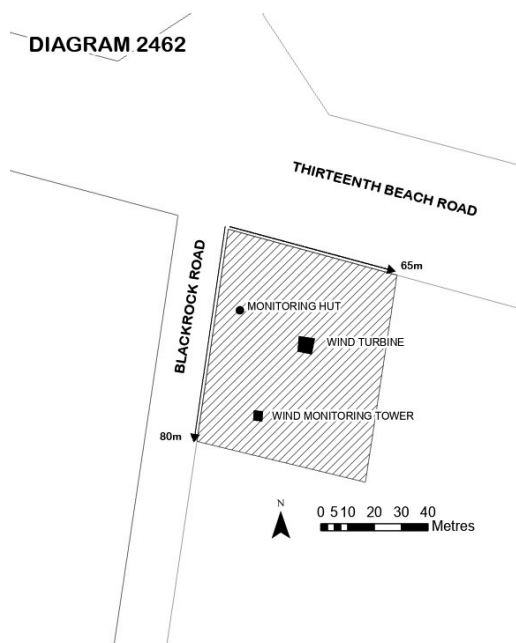
Place: Demonstration Wind Turbine Site

Location: 395 Blackrock Road, Connewarre

Municipality: Greater Geelong City

All of the place shown hatched on Diagram 2462, encompassing part of Lot 1 on Title Plan 600592 to the extent of 80 metres (north to south) by 65 metres (east to west), and all structures (including associated electrical and monitoring equipment) known as the Demonstration Wind Turbine Site, including:

1. demonstration wind turbine;
2. monitoring hut;
3. wind monitoring tower with anemometer.



Dated 5 March 2026

STEVEN AVERY
Executive Director

Crown Land (Reserves) Act 1978

ORDER GIVING APPROVAL TO GRANT A LEASE UNDER SECTION 17D

Under sections 17D(1) and 17DA of the **Crown Land (Reserves) Act 1978**, I, Lee Miezis, Chief Executive Officer of Parks Victoria, as delegate for the Minister for Environment, being satisfied that there are special reasons which make the granting of a lease 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 lease by Parks Victoria to Middle Park Football Club over part of Albert Park as described in the Schedule below and, in accordance with section 17D(3)(a) of the **Crown Land (Reserves) Act 1978**, state that –

- (a) there are special reasons which make granting a lease 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 area of land shown by the bolded white outline in the following Plan, being part of the land permanently reserved as a site for Public Park by Order in Council dated 21 March 1876.

Dated 10 February 2026

LEE MIEZIS
Chief Executive Officer
Parks Victoria

Plan



Crown Land (Reserves) Act 1978**ORDER GIVING APPROVAL TO GRANT A LEASE UNDER SECTION 17D**

Under sections 17D(1) and 17DA of the **Crown Land (Reserves) Act 1978**, I, Lee Miezis, Chief Executive Officer of Parks Victoria, as delegate for the Minister for Environment, being satisfied that there are special reasons which make the granting of a lease 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 lease by Parks Victoria to South Melbourne Women's Football Club over part of Albert Park as described in the Schedule below and, in accordance with section 17D(3)(a) of the **Crown Land (Reserves) Act 1978**, state that –

- (a) there are special reasons which make granting a lease 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 area of land shown by the bolded white outline in the following Plan, being part of the land permanently reserved as a site for Public Park by Order in Council dated 21 March 1876.

Dated 10 February 2026

LEE MIEZIS
Chief Executive Officer
Parks Victoria

Plan

Education and Training Reform Act 2006

Pursuant to section 2.6.29(1)(a) of the **Education and Training Reform Act 2006** ('the Act'), all registrations held by a person under Part 2.6 of the Act are cancelled if the person has been convicted of a Category A offence as defined in section 1.1.3A(a) of the Act.

Pursuant to section 2.6.29(3)(a) of the Act, a person whose registration is cancelled in these circumstances is disqualified from teaching in a school or an early childhood service and is not entitled to apply to be registered with the Institute for an indefinite period.

On 18 February 2026, Richard John Barren, a 50-year-old male, was convicted of:

- accessing, transmitting, publishing or soliciting child abuse material using a carriage service.

On 27 February 2026, Richard John Barren ceased to be a registered teacher in accordance with section 2.6.29(1)(a) of the Act and was disqualified from teaching in a school or an early childhood service in accordance with section 2.6.29(3)(a) of the Act for an indefinite period.

Electricity Industry Act 2000

NOTICE OF GRANT OF LICENCE TO GENERATE ELECTRICITY

The Essential Services Commission (the commission) gives notice under section 30(a) of the **Electricity Industry Act 2000** (EI Act) that, pursuant to section 19(1) of the EI Act, the commission has granted Mornington BESS Project Pty Ltd (ACN 644 610 855) as trustee for Mornington BESS Project Trust (ABN 47 869 876 252) a licence to generate electricity for supply or sale.

The licence was issued on 23 February 2026 and is granted on an ongoing basis. A copy of the licence is available on the commission's website, www.esc.vic.gov.au or can be obtained by calling the commission on 03 9032 1300.

GERARD BRODY
Chairperson

Electricity Industry Act 2000

NOTICE OF GRANT OF LICENCE TO GENERATE ELECTRICITY

The Essential Services Commission (the commission) gives notice under section 30(a) of the **Electricity Industry Act 2000** (EI Act) that, pursuant to section 19(1) of the EI Act, the commission has granted Wooreen Project Pty Ltd (ACN 679 541 658) as trustee for the Wooreen Project Trust (ABN 27 210 168 496) a licence to generate electricity for supply or sale.

The licence was issued on 23 February 2026 and is granted on an ongoing basis. A copy of the licence is available on the commission's website, www.esc.vic.gov.au or can be obtained by calling the commission on 03 9032 1300.

GERARD BRODY
Chairperson

Fisheries Act 1995
FURTHER ABALONE QUOTA ORDER
(Eastern Abalone Zone)

I, Luke O’Sullivan, Director Fisheries Management and Boating of the Victorian Fisheries Authority, as delegate of the Minister for Outdoor Recreation, having undertaken consultation in accordance with section 3A of the **Fisheries Act 1995** (the Act), make the following Further Quota Order under section 66D of the Act:

1. This Order applies for the period commencing on 1 April 2026 and ending on 31 March 2027 (‘the quota period’).
2. The total allowable catch for blacklip abalone in the eastern abalone zone for the quota period is 184.55 tonnes of unshucked blacklip abalone.
3. The quantity of fish comprising an individual blacklip abalone quota unit in the eastern abalone zone for the quota period is 401.20 kilograms of unshucked blacklip abalone¹.

This Order commences on 1 April 2026 and remains in force until 31 March 2027.

Note:

¹ The eastern abalone zone consists of 460 black lip abalone quota units.

Dated 2 March 2026

LUKE O’SULLIVAN
Director Fisheries Management
Victorian Fisheries Authority

Fisheries Act 1995
FISHERIES NOTICE 2026

I, Luke O’Sullivan, Director Fisheries Management and Boating of the Victorian Fisheries Authority, as delegate of the Minister for Outdoor Recreation, having undertaken consultation in accordance with section 3A of the **Fisheries Act 1995** (the Act), make the following Fisheries Notice under Sections 67, 68A, 114 and 152 of the Act:

Dated 2 March 2026

LUKE O’SULLIVAN
Director Fisheries Management and Boating
Victorian Fisheries Authority

FISHERIES (EASTERN ABALONE ZONE) NOTICE 2026

1. **Title**
This Notice may be cited as the Fisheries (Eastern Abalone Zone) Notice 2026.
2. **Objectives**
The objectives of this Notice are to:
 - a. fix minimum size limits for blacklip abalone taken under an Abalone Fishery Access Licence in the Eastern Abalone Zone;
 - b. address sustainability concerns for Victorian Eastern Abalone Zone abalone stocks and related management issues by closing specified marine waters to commercial abalone harvest.
3. **Authorising provision**
This Notice is made under sections 67, 68A, 114 and 152 of the Act.
4. **Commencement**
This Notice comes into operation on 1 April 2026.

5. Definitions

In this Fisheries Notice –

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

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

‘**closed waters**’ means the marine waters within a spatial management unit for which the upper limit has been reached or exceeded as specified in Column 3 of Schedule 2 and/or the marine waters within a reef code for which the upper limit has been reached or exceeded as specified in Column 3 of Schedule 3;

‘**eastern abalone zone**’ means all Victorian waters east of longitude 148° East;

‘**nominated operator**’ means –

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

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

‘**size zone**’ means each area of Victorian marine waters between the coordinates specified in Column 1 of Schedule 1;

‘**spatial management unit**’ means each area of Victorian marine waters specified in Column 1 of Schedule 2;

‘**reef code**’ means each area of Victorian marine waters specified in Column 1 of Schedule 3;

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

‘**upper limit**’ for the spatial management unit specified in Column 1 of Schedule 2 means the amount of abalone specified in Column 3 of Schedule 2 corresponding to that spatial management unit and for the reef code specified in Column 1 of Schedule 3 means the amount of abalone specified in Column 3 of Schedule 3 corresponding to that reef code;

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

6. Minimum sizes for blacklip abalone taken from the eastern abalone zone

For the purposes of the Act, the minimum size with respect to the taking of blacklip abalone under an AFAL from the waters specified in Column 1 of Schedule 1 is the size specified for those waters in Column 2 of Schedule 1.

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

Under section 152(3), of the Act, if a provision of this Notice is inconsistent with any regulations, the Fisheries Notice prevails to the extent of the inconsistency. The general size limits specified in the Fisheries Regulations 2009 will continue to apply in circumstances where the size limits specified in clauses 6 and 7 do not apply.

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

For the purposes of section 67 of the Act –

(a) the taking of abalone under an AFAL from more than one size zone on any fishing trip; or

(b) the possession of abalone taken from more than one size zone on-board any boat being used under an AFAL; or

(c) the landing of abalone taken under an AFAL from more than one size zone;

is prohibited.

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

8. Spatial management unit catch upper limit target exceeded

Marine waters within a spatial management unit are immediately closed (‘closed waters’) to commercial abalone harvest when the upper limit specified in Column 3 of Schedule 2 has been reached or exceeded.

9. Reef code upper limit catch exceeded

Marine waters within a reef code are immediately closed (‘closed waters’) to commercial abalone harvest when the upper limit specified in Column 3 of Schedule 3 has been reached or exceeded.

10. Closed waters

- (1) For the purposes of section 67 of the Act –
- (a) the taking of abalone from closed waters; or
 - (b) the possession of abalone in or on closed waters –
- by the holder of an access licence, or a person acting or purporting to act under an access licence, is prohibited.

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

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

11. E-catch trip to be started before commencing a fishing trip

The holder of an Access Licence and the licence operator in relation to the licence must ensure that before commencing a fishing trip under the licence, they:

- (a) setup the trip on the Fisheries notification service (Vic e-Catch) by submitting the following details –
 - (i) the boat registration;
 - (ii) the crew members; and
 - (iii) the licence details; and
- (b) check the current catch levels at spatial management units and reef codes that will be fished by viewing the SMU report.

Penalty: 50 penalty units

12. Catch limit when quota balance is zero

- (1) For the purposes of the Act, the catch limit with respect to the possession of abalone taken under an AFAL in excess of the specified amount is zero (0) kilograms of fish.

Note: There are offences in section 37 and 68A relating to taking or possessing abalone in excess of the catch limit in this fisheries notice. Various penalties apply.

- (2) For the purposes of sub-clause (1), *specified amount* means the amount of fish in kilograms permitted to be taken under the individual quota units specified on the Abalone Fishery Access Licence.

13. Application to fisheries reserves

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

14. Revocation

- (1) Unless sooner revoked, this Notice will be revoked on 31 March 2027.

SCHEDULES

SCHEDULE 1

Column 1 Spatial management unit name	Column 2 Coordinates bordering spatial management unit	Column 3 Minimum size (Millimetres)
Marlo spatial management unit that includes: a. Reef Code 21.00 Lakes Entrance b. Reef Code 22.01 Marlo c. Reef Code 22.02 Frenchs d. Reef Code 22.03 Point Ricardo e. Reef Code 22.04 Cape Conran f. Reef Code 22.05 East Cape g. Reef Code 22.06 Yeerung Reef h. Reef Code 22.08 Pearl Point i. Reef Code 22.09 Tamboon Reef j. Reef Code 22.10 Clinton Rocks k. Reef Code 23.01 Point Hicks	1. 37°52'53"S 148°00'04"E 2. 37°55'46"S 148°00'04"E 3. 37°47'59"S 149°12'56"E 4. 37°46'39"S 149°12'54"E	120 mm
Mallacoota West spatial management unit that includes: a. Reef Code 23.02 Whaleback b. Reef Code 23.03 Mueller c. Reef Code 23.04 Petrel Point d. Reef Code 23.05 Island Point	1. 37°47'53"S 149°16'54"E 2. 37°48'26"S 149°16'55"E 3. 37°48'25"S 149°17'40"E 4. 37°48'30"S 149°17'40"E 5. 37°47'17"S 149°27'12"E 6. 37°46'11"S 149°27'12"E	125 mm
Mallacoota Large spatial management unit that includes: a. Reef Code 23.06 Big Rame b. Reef Code 24.00 The Skerries c. Reef Code 24.03 Easby Creek	1. 37°46'11"S 149°27'12"E 2. 37°47'17"S 149°27'12"E 3. 37°45'05"S 149°32'45"E 4. 37°43'45"S 149°32'45"E	135 mm
Mallacoota Central spatial management unit that includes: a. Reef Code 24.04 Red River b. Reef Code 24.05 Secret Reef c. Reef Code 24.06 Sandpatch Point d. Reef Code 24.07 Sandpatch Point Lee e. Reef Code 24.08 Benedore	1. 37°43'45"S 149°32'45"E 2. 37°45'05"S 149°32'45"E 3. 37°42'10"S 149°39'22"E 4. 37°41'23"S 149°39'22"E	125 mm

Column 1 Spatial management unit name	Column 2 Coordinates bordering spatial management unit	Column 3 Minimum size (Millimetres)
Mallacoota Small spatial management unit that includes: <ol style="list-style-type: none"> a. Reef Code 24.09 Little Rame b. Reef Code 24.14 Bastion Point 	Little Rame <ol style="list-style-type: none"> 1. 37°41' 23"S 149°39' 22"E 2. 37°42' 10"S 149°39' 22"E 3. 37°41' 27"S 149°41' 22"E 4. 37°41' 04"S 149°40' 39"E Bastion Point <ol style="list-style-type: none"> 1. 37°35'05"S 149°44'19"E 2. 37°36'42"S 149°46'10"E 3. 37°34'23"S 149°50'16"E 4. 37°33'07"S 149°50'16"E 5. 37°33'07"S 149°51'36"E 6. 37°33'59"S 149°51'36"E 7. 37°33'41"S 149°53'30"E 8. 37°32'28"S 149°53'30"E 	115 mm
Airport spatial management unit that includes: <ol style="list-style-type: none"> a. Reef Code 24.10 Little Rame Lee b. Reef Code 24.11 Shipwreck – Seal Creek c. Reef Code 24.15 Tullaberga Island d. Reef Code 24.16 Gabo Harbour e. Reef Code 24.21 Quarry/Betka Beach 	<ol style="list-style-type: none"> 1. 37°41' 04"S 149°40' 39"E 2. 37°41' 27"S 149°41' 22"E 3. 37°36' 42"S 149°46' 10"E 4. 37°35' 05"S 149°44' 19"E 5. 37°34' 23"S 149°50' 16"E 6. 37°33' 07"S 149°50' 16"E 7. 37°33' 07"S 149°51' 36"E 8. 37°33' 59"S 149°51' 36"E 9. 37°32' 28"S 149°53' 30"E 10. 37°33' 41"S 149°53' 30"E 11. 37°33' 57"S 149°54' 02"E 12. 37°33' 50"S 149°54' 20"E 13. 37°32' 55"S 149°54' 20"E 14. 37°32' 34"S 149°54' 16"E 	120 mm

Column 1 Spatial management unit name	Column 2 Coordinates bordering spatial management unit	Column 3 Minimum size (Millimetres)
Airport spatial management unit that includes: a. Reef Code 25.10 Little Rame Lee b. Reef Code 25.11 Shipwreck – Seal Creek c. Reef Code 25.15 Tullaberga Island d. Reef Code 25.16 Gabo Harbour e. Reef Code 25.21 Quarry/Betka Beach	1. 37°41' 04"S 149°40' 39"E 2. 37°41' 27"S 149°41' 22"E 3. 37°36' 42"S 149°46' 10"E 4. 37°35' 05"S 149°44' 19"E 5. 37°34' 23"S 149°50' 16"E 6. 37°33' 07"S 149°50' 16"E 7. 37°33' 07"S 149°51' 36"E 8. 37°33' 59"S 149°51' 36"E 9. 37°32' 28"S 149°53' 30"E 10. 37°33' 41"S 149°53' 30"E 11. 37°33' 57"S 149°54' 02"E 12. 37°33' 50"S 149°54' 20"E 13. 37°32' 55"S 149°54' 20"E 14. 37°32' 34"S 149°54' 16"E	110 mm
Mallacoota East spatial management unit that includes: a. Reef Code 24.17 Gabo Island b. Reef Code 24.18 Gunshot c. Reef Code 24.19 Iron Prince	1. 37°32' 34"S 149°54' 16"E 2. 37°32' 55"S 149°54' 20"E 3. 37°33' 50"S 149°54' 20"E 4. 37°33' 57"S 149°54' 02"E 5. 37°32' 56"S 149°55' 58"E 6. 37°32' 07"S 149°54' 45"E 7. 37°31' 09"S 149°56' 34"E 8. 37°32' 02"S 149°57' 37"E 9. 37°31' 14"S 149°58' 22"E 10. 37°30' 46"S 149°57' 49"E	120 mm

SCHEDULE 2

Column 1 Spatial management unit name	Column 2 Coordinates bordering spatial management unit	Column 3 Upper limit
Marlo spatial management unit that includes: a. Reef Code 21.00 Lakes Entrance b. Reef Code 22.01 Marlo c. Reef Code 22.02 Frenchs d. Reef Code 22.03 Point Ricardo e. Reef Code 22.04 Cape Conran f. Reef Code 22.05 East Cape g. Reef Code 22.06 Yeerung Reef h. Reef Code 22.08 Pearl Point i. Reef Code 22.09 Tamboon Reef j. Reef Code 22.10 Clinton Rocks k. Reef Code 23.01 Point Hicks	1. 37°52'53"S 148°00'04"E 2. 37°55'46"S 148°00'04"E 3. 37°47'59"S 149°12'56"E 4. 37°46'39"S 149°12'54"E	13.2 tonnes
Mallacoota West spatial management unit that includes: a. Reef Code 23.02 Whaleback b. Reef Code 23.03 Mueller c. Reef Code 23.04 Petrel Point d. Reef Code 23.05 Island Point	1. 37°47'53"S 149°16'54"E 2. 37°48'26"S 149°16'55"E 3. 37°48'25"S 149°17'40"E 4. 37°48'30"S 149°17'40"E 5. 37°47'17"S 149°27'12"E 6. 37°46'11"S 149°27'12"E	13.2 tonnes
Mallacoota Large spatial management unit that includes: a. Reef Code 23.06 Big Rame b. Reef Code 24.00 The Skerries c. Reef Code 24.03 Easby Creek	1. 37°46'11"S 149°27'12"E 2. 37°47'17"S 149°27'12"E 3. 37°45'05"S 149°32'45"E 4. 37°43'45"S 149°32'45"E	19.0 tonnes
Mallacoota Central spatial management unit that includes: a. Reef Code 24.04 Red River b. Reef Code 24.05 Secret Reef c. Reef Code 24.06 Sandpatch Point d. Reef Code 24.07 Sandpatch Point Lee e. Reef Code 24.08 Benedore	1. 37°43'45"S 149°32'45"E 2. 37°45'05"S 149°32'45"E 3. 37°42'10"S 149°39'22"E 4. 37°41'23"S 149°39'22"E	38.3 tonnes

Column 1 Spatial management unit name	Column 2 Coordinates bordering spatial management unit	Column 3 Upper limit
Mallacoota Small spatial management unit that includes: a. Reef Code 24.09 Little Rame b. Reef Code 24.14 Bastion Point	Little Rame 1. 37°41' 23"S 149°39' 22"E 2. 37°42' 10"S 149°39' 22"E 3. 37°41' 27"S 149°41' 22"E 4. 37°41' 04"S 149°40' 39"E Bastion Point 1. 37°35'05"S 149°44'19"E 2. 37°36'42"S 149°46'10"E 3. 37°34'23"S 149°50'16"E 4. 37°33'07"S 149°50'16"E 5. 37°33'07"S 149°51'36"E 6. 37°33'59"S 149°51'36"E 7. 37°33'41"S 149°53'30"E 8. 37°32'28"S 149°53'30"E	6.1 tonnes
Airport spatial management unit that includes: a. Reef Code 24.10/25.10 Little Rame Lee b. Reef Code 24.11/25.11 Shipwreck – Seal Creek c. Reef Code 24.15/25.15 Tullaberga Island d. Reef Code 24.16/25.16 Gabo Harbour e. Reef Code 24.21/25.21 Quarry/ Betka Beach	1. 37°41' 04"S 149°40' 39"E 2. 37°41' 27"S 149°41' 22"E 3. 37°36' 42"S 149°46' 10"E 4. 37°35' 05"S 149°44' 19"E 5. 37°34' 23"S 149°50' 16"E 6. 37°33' 07"S 149°50' 16"E 7. 37°33' 07"S 149°51' 36"E 8. 37°33' 59"S 149°51' 36"E 9. 37°32' 28"S 149°53' 30"E 10. 37°33' 41"S 149°53' 30"E 11. 37°33' 57"S 149°54' 02"E 12. 37°33' 50"S 149°54' 20"E 13. 37°32' 55"S 149°54' 20"E 14. 37°32' 34"S 149°54' 16"E	88.0 tonnes
Mallacoota East spatial management unit that includes: a. Reef Code 24.17 Gabo Island b. Reef Code 24.18 Gunshot c. Reef Code 24.19 Iron Prince	1. 37°32' 34"S 149°54' 16"E 2. 37°32' 55"S 149°54' 20"E 3. 37°33' 50"S 149°54' 20"E 4. 37°33' 57"S 149°54' 02"E 5. 37°32' 56"S 149°55' 58"E 6. 37°32' 07"S 149°54' 45"E 7. 37°31' 09"S 149°56' 34"E 8. 37°32' 02"S 149°57' 37"E 9. 37°31' 14"S 149°58' 22"E 10. 37°30' 46"S 149°57' 49"E	26.7 tonnes

SCHEDULE 3

Column 1 Reef code name	Column 2 Coordinates bordering reef code	Column 3 Upper limit
Reef Code 22.01 Marlo	Coordinates bordering Marlo reef code 1. 37°48'36"S 148°18'00"E 2. 37°50'13"S 148°18'00"E 3. 37°50'07"S 148°32'24"E 4. 37°48'08"S 148°32'24"E	0 tonnes
Reef Code 22.02 Frenchs	Coordinates bordering Frenchs reef code 1. 37°48'08"S 148°32'24"E 2. 37°50'07"S 148°32'24"E 3. 37°50'14"S 148°36'26"E 4. 37°48'11"S 148°36'26"E	1.2 tonnes
Reef Code 22.03 Point Ricardo	Coordinates bordering Point Ricardo reef code 1. 37°48'11"S 148°36'26"E 2. 37°50'14"S 148°36'26"E 3. 37°50'02"S 148°39'04"E 4. 37°48'12"S 148°39'04"E	1.2 tonnes
Reef Code 22.04 Cape Conran	Coordinates bordering Cape Conran reef code 1. 37°48'12"S 148°39'04"E 2. 37°50'02"S 148°39'04"E 3. 37°49'30"S 148°44'21"E 4. 37°48'24"S 148°44'21"E	4.6 tonnes
Reef Code 22.05 East Cape	Coordinates bordering East Cape reef code 1. 37°48'24"S 148°44'21"E 2. 37°49'30"S 148°44'21"E 3. 37°49'25"S 148°46'24"E 4. 37°47'29"S 148°46'24"E	2.3 tonnes
Reef Code 22.06 Yeerung Reef	Coordinates bordering Yeerung Reef reef code 1. 37°47'29"S 148°46'24"E 2. 37°49'25"S 148°46'24"E 3. 37°48'33"S 148°52'14"E 4. 37°47'10"S 148°52'14"E	1.2 tonnes
Reef Code 22.08 Pearl Point	Coordinates bordering Pearl Point reef code 1. 37°47'10"S 148°52'14"E 2. 37°48'33"S 148°52'14"E 3. 37°48'40"S 149°01'08"E 4. 37°46'51"S 149°01'08"E	3.5 tonnes

Column 1 Reef code name	Column 2 Coordinates bordering reef code	Column 3 Upper limit
Reef Code 22.09 Tamboon Reef	Coordinates bordering Tamboon Reef reef code 1. 37°46'51"S 149°01'08"E 2. 37°48'40"S 149°01'08"E 3. 37°48'02"S 149°10'03"E 4. 37°46'41"S 149°10'03"E	1.0 tonnes
Reef Code 22.10 Clinton Rocks	Coordinates bordering Clinton Rocks reef code 1. 37°46'41"S 149°10'03"E 2. 37°48'02"S 149°10'03"E 3. 37°47'46"S 149°11'43"E 4. 37°46'43"S 149°11'43"E	1.0 tonnes
Reef Code 23.01 Point Hicks	Coordinates bordering Point Hicks reef code 1. 37°46'43"S 149°11'43"E 2. 37°47'46"S 149°11'43"E 3. 37°47'59"S 149°12'56"E 4. 37°46'39"S 149°12'54"E	0 tonnes
Reef Code 23.02 Whaleback	Coordinates bordering Whaleback reef code 1. 37°47'53"S 149°16'54"E 2. 37°48'26"S 149°16'55"E 3. 37°48'25"S 149°17'40"E 4. 37°48'30"S 149°17'40"E 5. 37°48'36"S 149°18'33"E 6. 37°46'57"S 149°18'33"E	3.5 tonnes
Reef Code 23.03 Mueller	Coordinates bordering Mueller reef code 1. 37°46'57"S 149°18'33"E 2. 37°48'36"S 149°18'33"E 3. 37°48'09"S 149°20'26"E 4. 37°46'36"S 149°20'26"E	1.2 tonnes
Reef Code 23.04 Petrel Point	Coordinates bordering Petrel Point reef code 1. 37°46'36"S 149°20'26"E 2. 37°48'09"S 149°20'26"E 3. 37°47'22"S 149°24'15"E 4. 37°46'27"S 149°24'15"E	4.6 tonnes
Reef Code 23.05 Island Point	Coordinates bordering Island Point reef code 1. 37°46'27"S 149°24'15"E 2. 37°47'22"S 149°24'15"E 3. 37°47'17"S 149°27'12"E 4. 37°46'11"S 149°27'12"E	4.6 tonnes

Column 1 Reef code name	Column 2 Coordinates bordering reef code	Column 3 Upper limit
Reef Code 23.06 Big Rame	Coordinates bordering Big Rame reef code 1. 37°46'11"S 149°27'12"E 2. 37°47'17"S 149°27'12"E 3. 37°46'17"S 149°30'58"E 4. 37°45'20"S 149°30'21"E 5. 37°45'20"S 149°29'47"E	12.0 tonnes
Reef Code 24.00 The Skerries	Coordinates bordering The Skerries reef code 1. 37°45' 20"S 149°29' 47"E 2. 37°45' 20"S 149°30' 21"E 3. 37°46' 17"S 149°30' 58"E 4. 37°45' 31"S 149°31' 57"E 5. 37°44' 53"S 149°30' 40"E	5.0 tonnes
Reef Code 24.03 Easby Creek	Coordinates bordering Easby Creek reef code 1. 37°44' 53"S 149°30' 40"E 2. 37°45' 31"S 149°31' 57"E 3. 37°45' 05"S 149°32' 45"E 4. 37°43' 45"S 149°32' 45"E	2.0 tonnes
Reef Code 24.04 Red River	Coordinates bordering Red River reef code 1. 37°43' 45"S 149°32' 45"E 2. 37°45' 05"S 149°32' 45"E 3. 37°44' 30"S 149°34' 00"E 4. 37°43' 28"S 149°34' 00"E	0.9 tonnes
Reef Code 24.05 Secret Reef	Coordinates bordering Secret Reef reef code 1. 37°43' 28"S 149°34' 00"E 2. 37°44' 30"S 149°34' 00"E 3. 37°44' 10"S 149°35' 19"E 4. 37°43' 21"S 149°35' 19"E	1.0 tonnes
Reef Code 24.06 Sandpatch Point	Coordinates bordering Sandpatch Point reef code 1. 37°43' 21"S 149°35' 19"E 2. 37°44' 10"S 149°35' 19"E 3. 37°43' 48"S 149°36' 12"E 4. 37°43' 30"S 149°35' 53"E	14.7 tonnes
Reef Code 24.07 Sandpatch Point Lee	Coordinates bordering Sandpatch Point Lee reef code 1. 37°43' 30"S 149°35' 53"E 2. 37°43' 48"S 149°36' 12"E 3. 37°42' 27"S 149°37' 35"E 4. 37°41' 56"S 149°37' 17"E	18.4 tonnes

Column 1 Reef code name	Column 2 Coordinates bordering reef code	Column 3 Upper limit
Reef Code 24.08 Benedore	Coordinates bordering Benedore reef code 1. 37°41' 56"S 149°37' 17"E 2. 37°42' 27"S 149°37' 35"E 3. 37°42' 10"S 149°39' 22"E 4. 37°41' 23"S 149°39' 22"E	6.0 tonnes
Reef Code 24.09 Little Rame	Coordinates bordering Little Rame reef code 1. 37°41' 23"S 149°39' 22"E 2. 37°42' 10"S 149°39' 22"E 3. 37°41' 27"S 149°41' 22"E 4. 37°41' 04"S 149°40' 39"E	3.5 tonnes
Reef Code 24.14 Bastion Point	Coordinates bordering Bastion Point reef code 1. 37°35'05"S 149°44'19"E 2. 37°36'42"S 149°46'10"E 3. 37°34'23"S 149°50'16"E 4. 37°33'07"S 149°50'16"E 5. 37°33'07"S 149°51'36"E 6. 37°33'59"S 149°51'36"E 7. 37°33'41"S 149°53'30"E 8. 37°32'28"S 149°53'30"E	2.9 tonnes
Reef Code 24.10/ 25.10 Little Rame Lee	Coordinates bordering Little Rame Lee reef code 1. 37°41' 04"S 149°40' 39"E 2. 37°41' 27"S 149°41' 22"E 3. 37°39' 54"S 149°40' 54"E 4. 37°39' 54"S 149°42' 20"E	26.5 tonnes
Reef Code 24.11/ 25.11 Shipwreck – Seal Creek	Coordinates bordering Shipwreck – Seal Creek reef code 1. 37°39' 54"S 149°40' 54"E 2. 37°39' 54"S 149°42' 20"E 3. 37°38' 52"S 149°41' 57"E 4. 37°38' 52"S 149°43' 50"E	6.9 tonnes
Reef Code 24.15/ 25.15 Tullaberga Island	Coordinates bordering Tullaberga Island reef code 1. 37°33' 11"S 149°50' 16"E 2. 37°33' 11"S 149°51' 36"E 2. 37°34' 24"S 149°50' 16"E 4. 37°32' 60"S 149°51' 36"E	6.9 tonnes

Column 1 Reef code name	Column 2 Coordinates bordering reef code	Column 3 Upper limit
Reef Code 24.16/ 25.16 Gabo Harbour	Coordinates bordering Gabo Harbour reef code 1. 37°32' 28"S 149°53' 30"E 2. 37°33' 41"S 149°53' 30"E 3. 37°32' 34"S 149°54' 16"E 4. 37°32' 55"S 149°54' 20"E 5. 37°33' 50"S 149°54' 20"E 6. 37°33' 57"S 149°54' 02"E	12.7 tonnes
Reef Code 24.21/ 25.21 Quarry/Betka Beach	Coordinates bordering Quarry/Betka Beach reef code 1. 37°38' 52"S 149°41' 57"E 2. 37°38' 52"S 149°43' 50"E 2. 37°35' 05"S 149°44' 20"E 4. 37°36' 42"S 149°46' 11"E	39.1 tonnes
Reef Code 24.17 Gabo Island	Coordinates bordering Gabo Island reef code 1. 37°32' 34"S 149°54' 16"E 2. 37°32' 55"S 149°54' 20"E 3. 37°33' 50"S 149°54' 20"E 4. 37°33' 57"S 149°54' 02"E 5. 37°32' 56"S 149°55' 58"E 6. 37°32' 07"S 149°54' 45"E	19.6 tonnes
Reef Code 24.18 Gunshot	Coordinates bordering Gunshot reef code 1. 37°31' 21"S 149°56' 49"E 2. 37°32' 02"S 149°57' 37"E 3. 37°31' 14"S 149°58' 22"E 4. 37°30' 56"S 149°58' 01"E	2.9 tonnes
Reef Code 24.19 Iron Prince	Coordinates bordering Iron Prince reef code 1. 37°31' 09"S 149°56' 34"E 2. 37°31' 21"S 149°56' 49"E 3. 37°30' 56"S 149°58' 01"E 4. 37°30' 46"S 149°57' 49"E	5.5 tonnes

Forests Act 1958

DETERMINATION OF FIREWOOD COLLECTION AREAS

I, Scott Falconer, Deputy Chief Fire Officer, Loddon Mallee Region, Department of Energy, Environment and Climate Action, 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 Transport 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	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No.	LEGL No.	DEECA Region	DEECA District	Name of Firewood Collection Area	Opening Date	Closing Date
1	25-114	Loddon Mallee	Murray Goldfields	River Tk DFW 1	1/04/2026	30/06/2026
2	25-015	Loddon Mallee	Murray Goldfields	Thompson Track DFW	1/04/2026	30/06/2026
3	26-012	Loddon Mallee	Murray Goldfields	Threader Tk DFW	1/04/2026	30/06/2026

Notes

1. The information in columns 2, 3 and 4 of the table is for information only.
2. **DEECA** means Department of Energy, Environment and Climate Action.
3. The legal plan of any firewood collection area may be obtained from the Central Plan Office of the Department of Transport and Planning – see 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.ffm.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 26 February 2026

AMY GROCH
Acting Deputy Chief Fire Officer, Loddon Mallee Region
Department of Energy, Environment and Climate Action
as delegate of the Secretary to the
Department of Energy, Environment and Climate Action

Forests Act 1958

DETERMINATION OF FIREWOOD COLLECTION AREAS

I, Scott Falconer, Deputy Chief Fire Officer, Loddon Mallee Region, Department of Energy, Environment and Climate Action, 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 Transport 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 of the Shires of Buloke, Campaspe, Central Goldfields, Gannawarra, Hepburn, Loddon, Macedon Ranges, Mitchell, Mt Alexander, Northern Grampians, Pyrenees, Strathbogie, and the Greater Bendigo and Greater Shepparton City Councils, 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 Buloke;
- (b) residents of the Shire of Campaspe;
- (c) residents of the Shire of Central Goldfields;
- (d) residents of the Shire of Gannawarra;
- (e) residents of the Greater Bendigo City Council;
- (f) residents of the Greater Shepparton City Council;
- (g) residents of the Shire of Hepburn;
- (h) residents of the Shire of Loddon;
- (i) residents of the Shire of Macedon Ranges;
- (j) residents of the Shire of Mitchell;
- (k) residents of the Shire of Mt Alexander;
- (l) residents of the Shire of Northern Grampians;
- (m) residents of the Shire of Pyrenees;
- (n) residents of the Shire of Strathbogie.

Table – Firewood collection areas

Item	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No.	LEGL No.	DEECA	DEECA	Name of Firewood	Opening	Closing
		Region	District	Collection Area	Date	Date
1	LEGL./25-011	Loddon Mallee	Murray Goldfields	Boundary DFW	1/04/2026	30/06/2026
2	LEGL./26-005	Loddon Mallee	Murray Goldfields	Reedy Dam DFW	1/04/2026	30/06/2025
3	LEGL./25-301	Loddon Mallee	Murray Goldfields	Myers Flat State Forest DFW 1	1/04/2026	30/06/2026
4	LEGL./25-116	Loddon Mallee	Murray Goldfields	Patons Road DFW	1/04/2026	30/06/2026
5	LEGL./26-008	Loddon Mallee	Murray Goldfields	Sedgwick – Barty Road	1/04/2026	30/06/2026
6	LEGL./26-009	Loddon Mallee	Murray Goldfields	Junortoun – Wellsford Road	1/04/2026	30/06/2026
7	LEGL./25-298	Loddon Mallee	Murray Goldfields	Blow Mine DFW	1/04/2026	30/06/2026
8	LEGL./25-114	Loddon Mallee	Murray Goldfields	River Track DFW 1	1/04/2026	30/06/2026
9	LEGL./25-015	Loddon Mallee	Murray Goldfields	Thompson Track DFW	1/04/2026	30/06/2026
10	LEGL./26-012	Loddon Mallee	Murray Goldfields	Threader Tk DFW	1/04/2026	30/06/2026
11	LEGL./26-004	Loddon Mallee	Murray Goldfields	Ironbark Ridge Road DFW	1/04/2026	30/06/2026
12	LEGL./25-115	Loddon Mallee	Murray Goldfields	Harrop DFW	1/04/2026	30/06/2026
13	LEGL./25-305	Loddon Mallee	Murray Goldfields	Heathcote – Spring Flat Road	1/04/2026	30/06/2026
14	LEGL./26-010	Loddon Mallee	Murray Goldfields	School Forest Road DFW	1/04/2026	30/06/2026
15	LEGL./26-006	Loddon Mallee	Murray Goldfields	Havelock State Forest DFW 1	1/04/2026	30/06/2026
16	LEGL./24-285	Loddon Mallee	Murray Goldfields	Havelock State Forest DFW 2	1/04/2026	30/06/2026
17	LEGL./25-304	Loddon Mallee	Murray Goldfields	Red Lion – Howden Tk	1/04/2026	30/06/2026
18	LEGL./25-303	Loddon Mallee	Murray Goldfields	Alfs Dam DFW	1/04/2026	30/06/2026

Notes

1. The information in columns 2, 3 and 4 of the table is for information only.
2. **DEECA** means Department of Energy, Environment and Climate Action.
3. The legal plan of any firewood collection area may be obtained from the Central Plan Office of the Department of Transport and Planning – see 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.ffm.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 26 February 2026

AMY GROCH
Acting Deputy Chief Fire Officer, Loddon Mallee Region
Department of Energy, Environment and Climate Action
as delegate of the Secretary to
Department of Energy, Environment and Climate Action

Marine Safety Act 2010

Section 208(2)

NOTICE OF BOATING ACTIVITY EXCLUSION ZONE

Ports Victoria, as the port management authority for the Port of Geelong port waters, hereby gives notice under section 208(2) of the **Marine Safety Act 2010** that all persons and vessels not registered to take part in the 2026 Geelong Offshore Superboat Race are prohibited from entering and remaining in the following waters.

Waters of Corio Bay – along the southern section between Rippleside and Limeburners Point, bound by the following points marked by buoys at approximate locations:

	Latitude	Longitude
Perimeter buoys	38°08'28.8"S	144°21'50.1"E
	38°08'23.6"S	144°21'45.3"E
	38°08'10.3"S	144°21'41.4"E
	38°08'00.2"S	144°21'42.5"E
	38°07'48.4"S	144°21'42.9"E
	38°07'47.8"S	144°21'55.8"E
	38°07'53.9"S	144°22'13.1"E
	38°08'16.5"S	144°22'14.8"E
	38°08'16.3"S	144°22'36.8"E
	38°08'13.0"S	144°23'02.5"E
	38°08'28.7"S	144°23'10.9"E
	38°08'31.5"S	144°22'59.6"E

The exclusion zone will be in effect between 12.00 pm–3.50 pm Saturday 14 March 2026 and 10.00 am–1.50 pm Sunday 15 March 2026.

Dated 24 February 2026

PORTS VICTORIA

Marine Safety Act 2010

Section 208(2)

NOTICE OF BOATING ACTIVITY EXCLUSION ZONE

Gannawarra Shire Council, as the declared waterway manager for Lake Charm, hereby gives notice under section 208(2) of the **Marine Safety Act 2010** that all persons and vessels not registered to take part in the Archer Eade Memorial 2026 event are prohibited from entering and remaining in the following waters.

Waters of Lake Charm – entire lake.

The exclusion zone will be in effect from 6.00 am to 6.00 pm on Saturday 21 March 2026.

Dated 24 February 2026

BY ORDER OF GANNAWARRA SHIRE COUNCIL
WADE WILLIAMS
Director Infrastructure and Development

Geographic Place Names Act 1998

NOTICE OF REGISTRATION OF GEOGRAPHIC NAMES

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

Road Naming:

Change Request Number	Road Name	Locality	Authority and Location
178049	Amaroo Lane	Euroa	Euroa Hospital Private road located off Weir Street.

Feature Naming:

Change Request Number	Feature Name	Locality	Authority and Location
175823	Delwyn Leggatt Reserve	Bacchus Marsh	Moorabool Shire Council Located at 13A Shea Street.
177453	Skye Valley Park	Skye	Frankston City Council Located at 21R Santa Clara Mews.
177459	Seaford Lifesaving Club	Seaford	Frankston City Council Located at 1/10 Nepean Highway.
177452	McClelland Reserve	Frankston North	Frankston City Council Located at 111 McClelland Drive.
177454	Skye Recreation Reserve	Skye	Frankston City Council Located at 555R Ballarto Road.

Geographic Names Victoria

Land Use Victoria
2 Lonsdale Street
Melbourne 3000

CRAIG L. SANDY
Registrar of Geographic Names

Kardinia Park Stadium Act 2016**KARDINIA PARK EVENT MANAGEMENT DECLARATION 1/2026**

I, Steve Dimopoulos MP, Minister for Tourism, Sport and Major Events, under section 34(1) of the **Kardinia Park Stadium Act 2016**, make the event management declaration in the following Schedule.

The events specified in Table 1 are declared to be Kardinia Park events.

Table 1: 2026 Men's Australian Football League (AFL) premiership season matches	
Section and Description	Matter Specified
35(1)(c) Title of the Kardinia Park event and a short description of it:	<p>Geelong Football Club and Fremantle Football Club, a 2026 Men's AFL premiership season home and away match.</p> <p>Geelong Football Club and Adelaide Football Club, a 2026 Men's AFL premiership season home and away match.</p> <p>Geelong Football Club and Western Bulldogs Football Club, a 2026 Men's AFL premiership season home and away match.</p> <p>Geelong Football Club and North Melbourne Football Club, a 2026 Men's AFL premiership season home and away match.</p> <p>Geelong Football Club and Sydney Swans Football Club, a 2026 Men's AFL premiership season home and away match.</p> <p>Geelong Football Club and Gold Coast Suns Football Club, a 2026 Men's AFL premiership season home and away match.</p>
35(1)(d) The times and dates during which the Kardinia Park event is to take place:	<p>Geelong Football Club and Fremantle Football Club – 12.01 am on 13 March 2026, to 11.59 pm 15 March 2026.</p> <p>Geelong Football Club and Adelaide Football Club – 12.01 am on 25 March 2026, to 11.59 pm 27 March 2026.</p> <p>Geelong Football Club and Western Bulldogs Football Club – 12.01 am on 16 April 2026, to 11.59 pm 18 April 2026.</p> <p>Geelong Football Club and North Melbourne Football Club – 12.01 am on 1 May 2026, to 11.59 pm 3 May 2026.</p> <p>Geelong Football Club and Sydney Swans Football Club – 12.01 am on 22 May 2026, to 11.59 pm 24 May 2026.</p> <p>Geelong Football Club and Gold Coast Suns Football Club – 12.01 am on 11 June 2026, to 11.59 pm 13 June 2026.</p>
35(1)(g) Any functions, duties and powers conferred on the Trust during the Kardinia Park event in accordance with section 36:	<p>The Trust may enter into agreements and arrangements with the event organiser.</p> <p>The Trust may organise, facilitate or undertake an event.</p> <p>The Trust may fix opening and closing times for public access to any area to which the declaration applies.</p> <p>The Trust may impose, collect and retain fees for parking of motor vehicles in Kardinia Park. The maximum fee will be \$20 per vehicle.</p>

Table 1: 2026 Men's Australian Football League (AFL) premiership season matches

Section and Description	Matter Specified
35(1)(h) The provision of any car parking on land at Kardinia Park during a Kardinia Park event in accordance with section 36:	<p>The Trust may provide car parking on land at Kardinia Park on the following dates:</p> <p>Geelong Football Club and Fremantle Football Club on 14 March 2026.</p> <p>Geelong Football Club and Adelaide Football Club on 26 March 2026.</p> <p>Geelong Football Club and Western Bulldogs Football Club on 17 April 2026.</p> <p>Geelong Football Club and North Melbourne Football Club on 2 May 2026.</p> <p>Geelong Football Club and Sydney Swans Football Club on 23 May 2026.</p> <p>Geelong Football Club and Gold Coast Suns Football Club on 12 June 2026.</p>
35(1)(i) Any functions, duties and powers of the Council suspended during the Kardinia Park event in accordance with section 37:	The functions, duties and powers of the Council to hold or allow any events, or take bookings for any space or events, within Kardinia Park (including venues within Kardinia Park) are suspended during the specified times and dates.
35(1)(j) Any powers conferred on the Trust to enter into agreements or arrangements with an event organiser in accordance with sections 36 and 38:	The functions, duties and powers to book any space or hold events or bookings in Kardinia Park and its venues during the specified times and dates are conferred on the Trust.

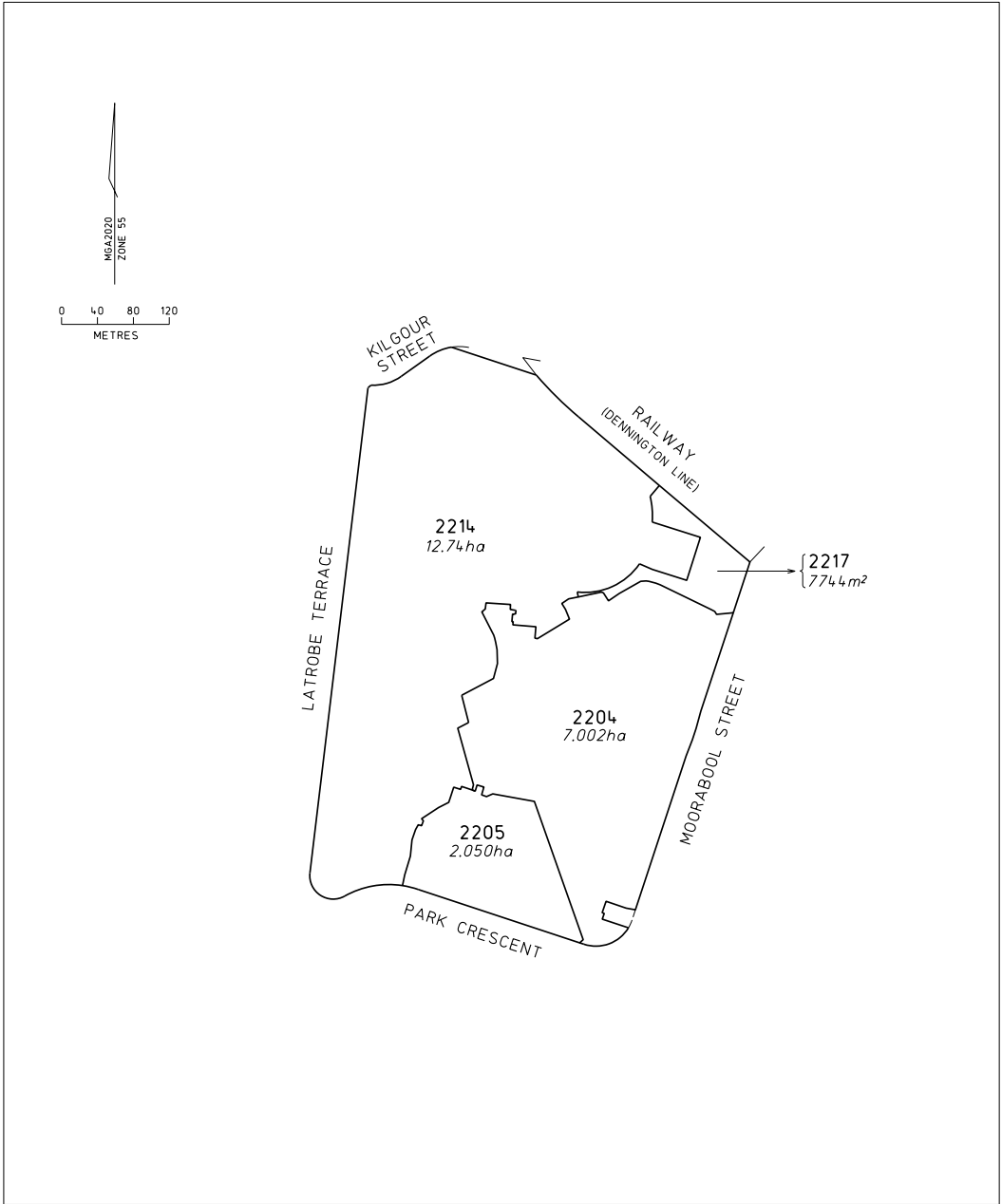
The Kardinia Park Stadium Trust takes control of the area of Kardinia Park to which this declaration applies for the times and dates during which an event takes place as specified in Table 1.

This legislative instrument takes effect on the date it is published in the Government Gazette and applies until 13 June 2026.

The area of Kardinia Park to which this declaration applies is Crown Allotment 2214, City of Geelong, Parish of Corio as indicated on the plan hereunder.

Dated 23 February 2026

STEVE DIMOPOULOS MP
Minister for Tourism, Sport and Major Events



COUNTY OF GRANT
 PARISH OF CORIO
 CITY OF GEELONG
 CROWN ALLOTMENT 2204, 2205, 2214 AND 2217

Prepared from: VDP, C272(5), PARISH PLAN 2454 G29(10), CITY PLAN 5311 OP125595 AND OP124039	ORIGINAL SCALE 1:4000	SHEET SIZE A3	J. DONELAN 6/02/2023
			for CRAIG LESLIE SANDY SURVEYOR-GENERAL VICTORIA
File Ref. PO-14580	Drawn: MZ 23/01/2023	LEGL./23-002	

Livestock Disease Control Act 1994

Section 42(2)

ORDER APPROVING PURIFICATION STANDARDS FOR BIOSOLIDS AND RECYCLED WATER

I, Graeme Cooke, Chief Veterinary Officer, as delegate of the Minister for Agriculture, approve the following purification standards for biosolids and recycled water under section 42(2) of the **Livestock Disease Control Act 1994** (the Act).

Part 1 – Preliminary**1 Objective**

The objective of this Order is to approve purification standards for biosolids and recycled water to mitigate the public health risks posed by cattle grazing on land where biosolids and recycled water have been used.

2 Authorising provision

This Order is made under section 42(2) of the Act.

3 Commencement and revocation

This Order comes into operation on the date it is published in the Government Gazette.

4 Revocation

The Order approving purification standards for biosolids and recycled water, which was made on 22 December 2023, and published in the Victoria Government Gazette No. S 712 on 22 December 2023 at pages 4–5 is revoked.

5 Definitions

In this Order –

AS-4454 means the Australian Standard for ‘Composts, soil conditioners and mulches’ (AS-4454-2012) published by Standards Australia Limited on 29 February 2012;

biosolids has the same meaning as in section 42 of the Act;

Chief Veterinary Officer means the Chief Veterinary Officer of the Department of Energy, Environment and Climate Action;

EPA publication 943 means the ‘Guidelines for Environmental Management: Biosolids Land Application (Publication 943; ISBN 0730676412)’ published by the Environment Protection Authority Victoria on 20 April 2004 and updated periodically;

median means rolling annual median values determined over a rolling 12 month period;

recycled water has the same meaning as in section 42 of the Act;

the Act means the **Livestock Disease Control Act 1994**;

6 Application of Order

(1) This Order applies if Division 2 of Part 4 of the Act is not to apply to cattle.

Part 2 – Approved purification standards for the use of biosolids and recycled water**7 Biosolids**

I approve the following standards for the purification of biosolids used in connection with cattle –

(1) a method of purification which maintains the biosolids throughout its mass at a temperature of not less than 100 degrees Celsius for a period of not less than 10 minutes; or

(2) a composting method which maintains the biosolids throughout its mass at a temperature of not less than 55 degrees Celsius for a period of not less than three continuous days in a vessel with process control as per AS-4454 and routine monitoring of microbial parameters as per EPA publication 943 treatment grade T1 biosolids; or

- (3) a windrow composting method which maintains the biosolids at a temperature of not less than 55 degrees Celsius for three continuous days between turning of the windrows, including five turnings of the windrow (for a total of ≥ 15 days) with process control as per AS-4454 and routine monitoring of microbial parameters as per EPA publication 943 treatment grade T1 biosolids; or
- (4) heating the biosolids throughout its mass at a temperature not less than 80 degrees Celsius and dried to a solids content of at least 90% solids weight/weight with routine monitoring of microbial parameters as per EPA publication 943 treatment grade T1 biosolids; or increasing the pH of the biosolids throughout its mass to not less than 12 for not less than 72 continuous hours and during this period maintaining the biosolids throughout its mass at no less than 52 degrees Celsius for no less than 12 continuous hours, resulting in an air-dried biosolid with a solid content of no less than 50% solids weight/weight with routine monitoring of microbial parameters as per EPA publication 943 treatment grade T1 biosolids; or
- (5) pyrolysis or gasification involving indirect heating to carbonise the biosolids and produce biochar. Typical production temperature ranges from 300–750 degrees Celsius; or
- (6) long-term storage involving the digestion of sludge, dewatering to greater than 10% solids weight/weight and storage for a period greater than three years with routine monitoring of microbial parameters as per EPA publication 943 treatment grade T1 biosolids; or
- (7) an alternative treatment that achieves the same or better microbial quality than one of the above treatments, removes helminths to the satisfaction of the Chief Veterinary Officer and is approved by the Chief Veterinary Officer.

8 Recycled water

I approve the following standards for the purification of recycled water used in connection with cattle –

- (1) A method of purification that results in recycled water which has received effective primary and biological or chemical treatment and which is characterised by having –
 - a) a Biological Oxygen Demand (five days at 20 degrees Celsius) not exceeding a median value of 50 milligrams per litre; and
 - b) a suspended solids content not exceeding a median value of 50 milligrams per litre; and
 - i) has undergone a hydraulic retention period of 25 days in a lagoon system appropriate for helminth removal; or
 - ii) has passed through a sand filter having a depth of sand not less than 600 millimetres – the sand of such filter having an effective size not greater than 0.5 millimetres and a uniformity co-efficient not greater than four; or
 - iii) has been filtered through a membrane with a pore size sufficient to remove particles of 20 microns or greater in size; or
- (2) An alternative treatment that is approved by the Chief Veterinary Officer that achieves the same or better water quality than one of the above treatments; or

Note: in considering approvals, a treatment process that attains a four (4) or higher logarithmic reduction value of *Taenia* spp. ova or eggs is sought

- (3) Unless advised otherwise by the Chief Veterinary Officer, where recycled water is used solely for land irrigation to which cattle have access, and those cattle are supplied with a separate source of fresh potable drinking water, and where the raw sewage influent from which the recycled water is derived contains less than or equal to one *Taenia* spp. ovum or egg per litre, a method of purification that results in recycled water which –
 - a) has received effective primary and biological or chemical treatment; and
 - b) is characterised by having –

- i) a Biological Oxygen Demand (five days at 20 degrees Celsius) not exceeding a median value of 50 milligrams per litre; and
- ii) a suspended solids content not exceeding a median value of 50 milligrams per litre; and
- c) has undergone a treatment process that attains at least a three logarithmic reduction value of *Taenia* spp. ova or eggs.

Note: This provision applies only to recycled water used for land irrigation and does not apply to recycled water supplied directly as stock drinking water.

Dated 25 February 2026

GRAEME COOKE
Chief Veterinary Officer
Department of Energy, Environment and Climate Action

Major Transport Projects Facilitation Act 2009

DETERMINATION UNDER SECTION 180

I, Gabrielle Williams MP, Minister for Transport Infrastructure, as Project Minister for the Cheltenham Level Crossing Removal Project (Project), under section 180 of the **Major Transport Projects Facilitation Act 2009** (Act), determine that the land described in the Schedule below is not required for the Project and is surplus land.

This determination takes effect on the day on which this determination is published in the Government Gazette.

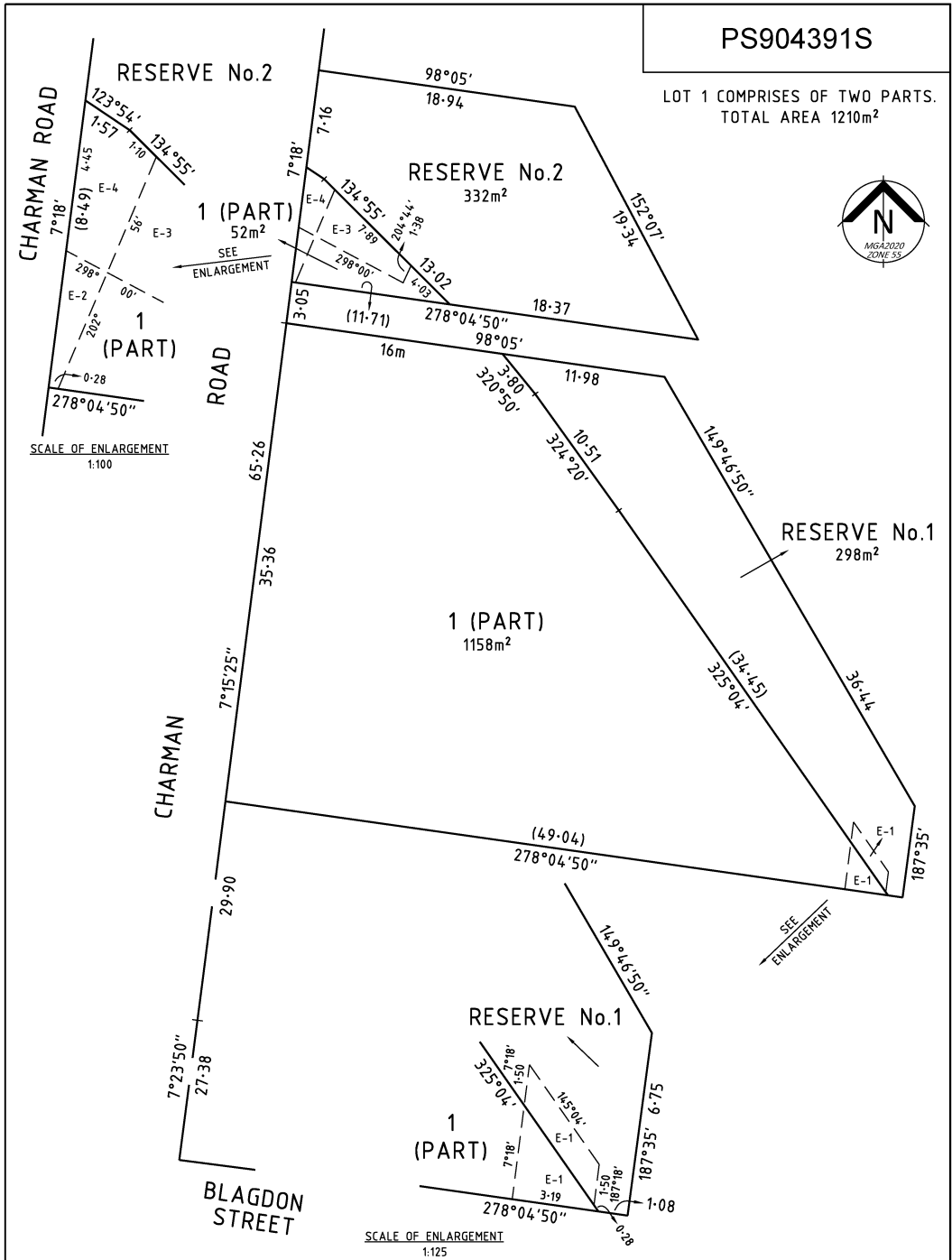
Dated 26 February 2026

Project Minister
HON. GABRIELLE WILLIAMS MP
Minister for Transport Infrastructure

Schedule 1

Parcel Reference	Plan Number	Lot Number	Area (m ²)
1	PS904391S	Lot 1	1,210
2	TP972202B	Lot 1	43.3
3	PS902149L	Lot 1	542
4	PS904390U	Lot 1	2,378
5	PS904392Q	Lot 1	792
6	PS904415F	Lot 1	438

Land Parcel 1 – Lot 1 on PS904391S




PS904391S
 LOT 1 COMPRISES OF TWO PARTS.
 TOTAL AREA 1210m²



SCALE OF ENLARGEMENT
 1:100

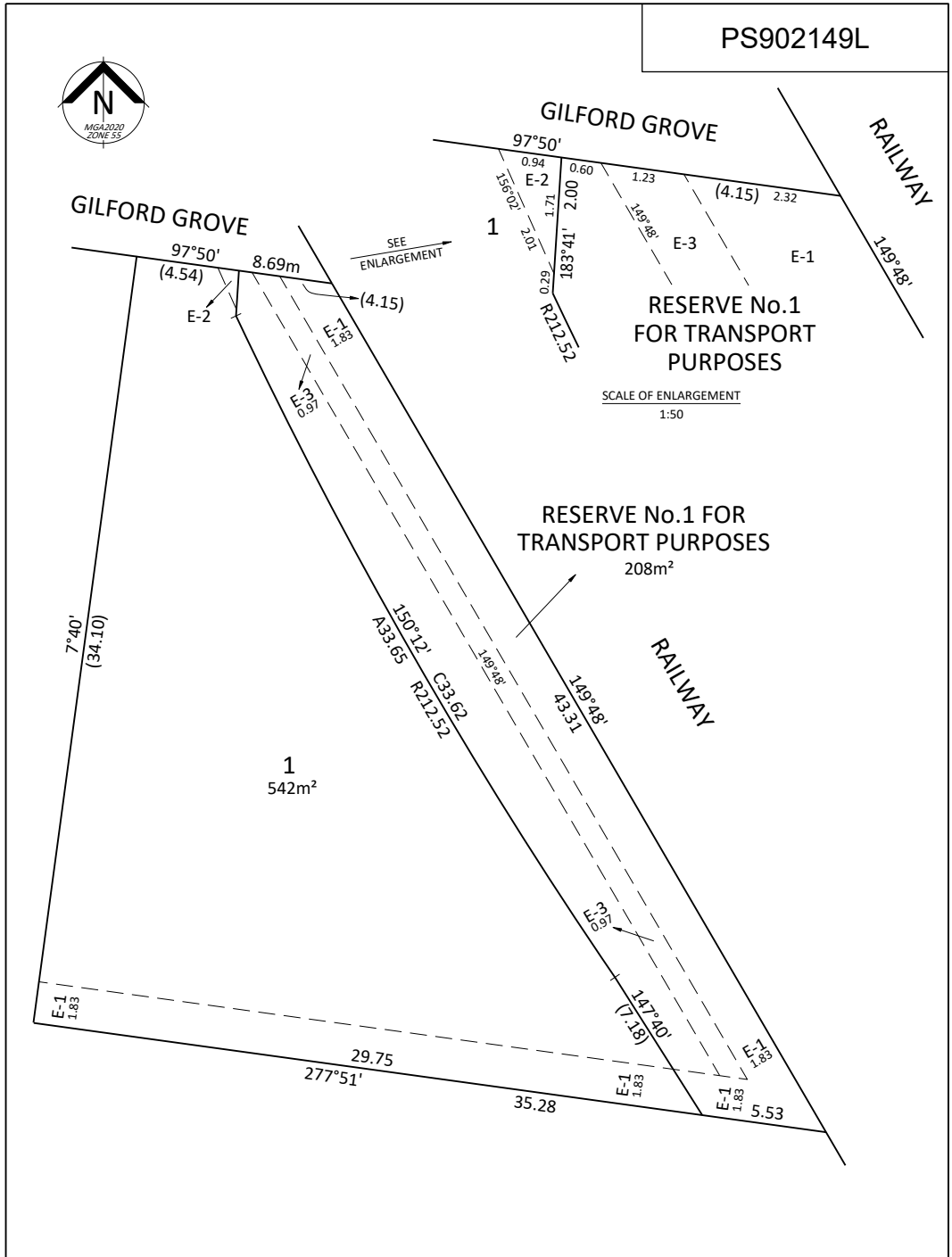
SCALE OF ENLARGEMENT
 1:125

LEVEL CROSSING REMOVAL PROJECT		SCALE 1:250	2,5	0	2,5	5	7,5	10	ORIGINAL SHEET SIZE: A3	SHEET 2	
Prepared By:  Beveridge Williams Development & Infrastructure Consultants Melbourne ph : 03 9524 8888 www.beveridgewilliams.com.au		Digitally signed by: Michael Swales, Licensed Surveyor, Surveyor's Plan Version (B), 11/12/2024, SPEAR Ref: S207311A					Digitally signed by: Kingston City Council, 24/12/2024, SPEAR Ref: S207311A				

Land Parcel 2 – Lot 1 on TP972202B

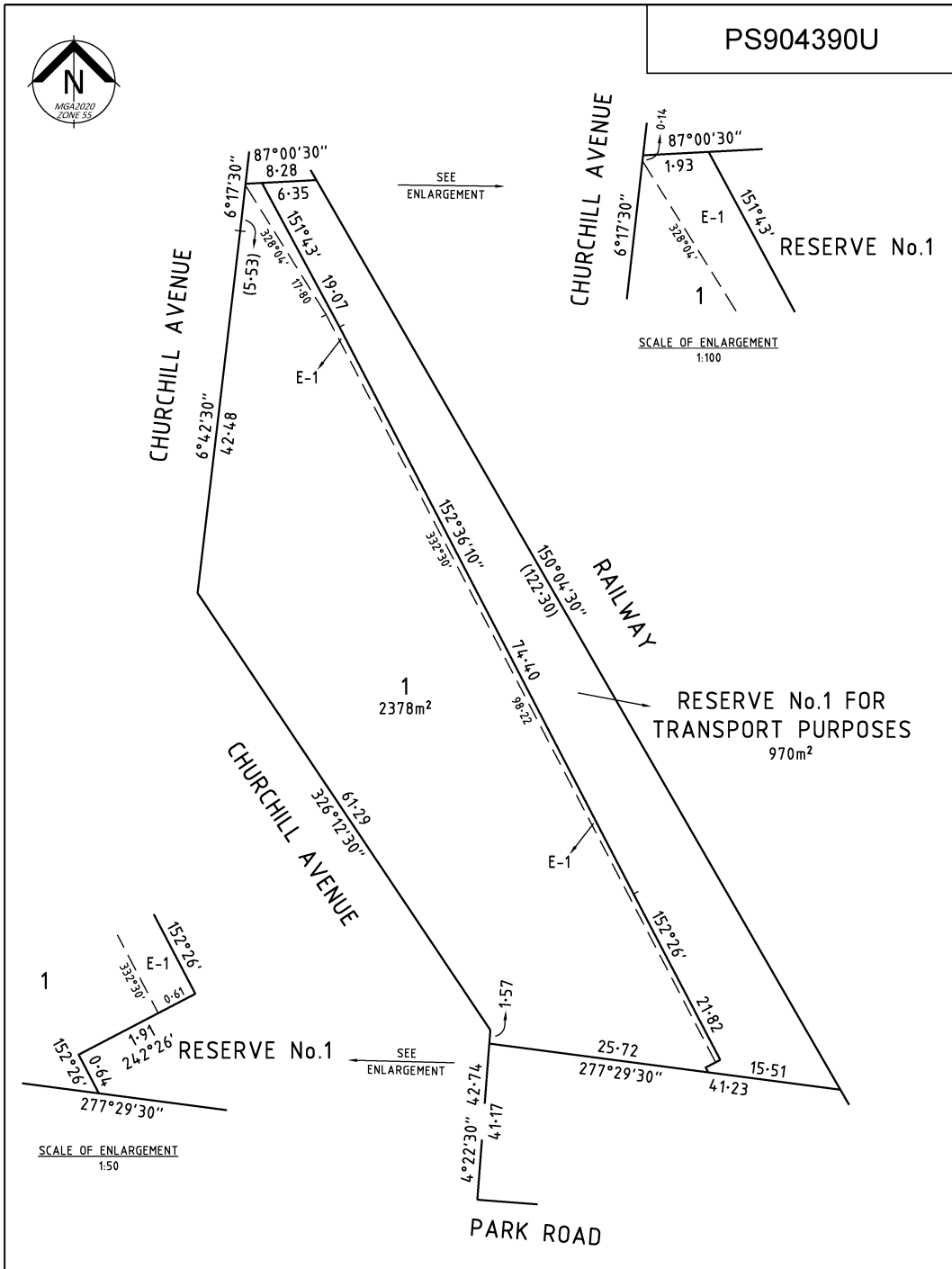
TITLE PLAN		EDITION 1		TP972202B		
LOCATION OF LAND PARISH : MOORABBIN CROWN PORTION : 54 (PT) TITLE REFERENCE : C/T VOL.2162 FOL.273 (PART) LAST PLAN REFERENCE: ROAD R1 (PART) ON LP23830 DEPTH LIMITATION : DOES NOT APPLY			NOTATIONS			
Easement Information Legend : A - Appurtenant E : Encumbering Easement R : Encumbering Easement (Road)					THIS PLAN HAS BEEN CHECKED BY LAND USE VICTORIA FOR TITLE DIAGRAM PURPOSES. Checked by: SS2 Date: 15/07/2025 Assistant Registrar of Titles	
Easement Reference	Purpose / Authority	Width (Metres)	Origin	Land benefitted / in favour of		
—	—	—	—	—		
DRAWN: RJM 11/06/2024	EXAMINED:	CAD FILE: 2000736-1-4-TP972202B.dwg		ORIGINAL SHEET SIZE: A3	SHEET 1 OF 1	
LAND USE VICTORIA DEPARTMENT OF TRANSPORT AND PLANNING		SCALE 1:100	 LENGTHS ARE IN METRES		GOVT GAZ No: S345 2 JULY 2025 Pg2 & Pg8	
		Prepared from: VDP, M164 (3) AND SURVEY PLAN SP24545A			DEALING No: AZ348741A	
					DEALING CODE: MTPFA	

Land Parcel 3 – Lot 1 on PS902149L



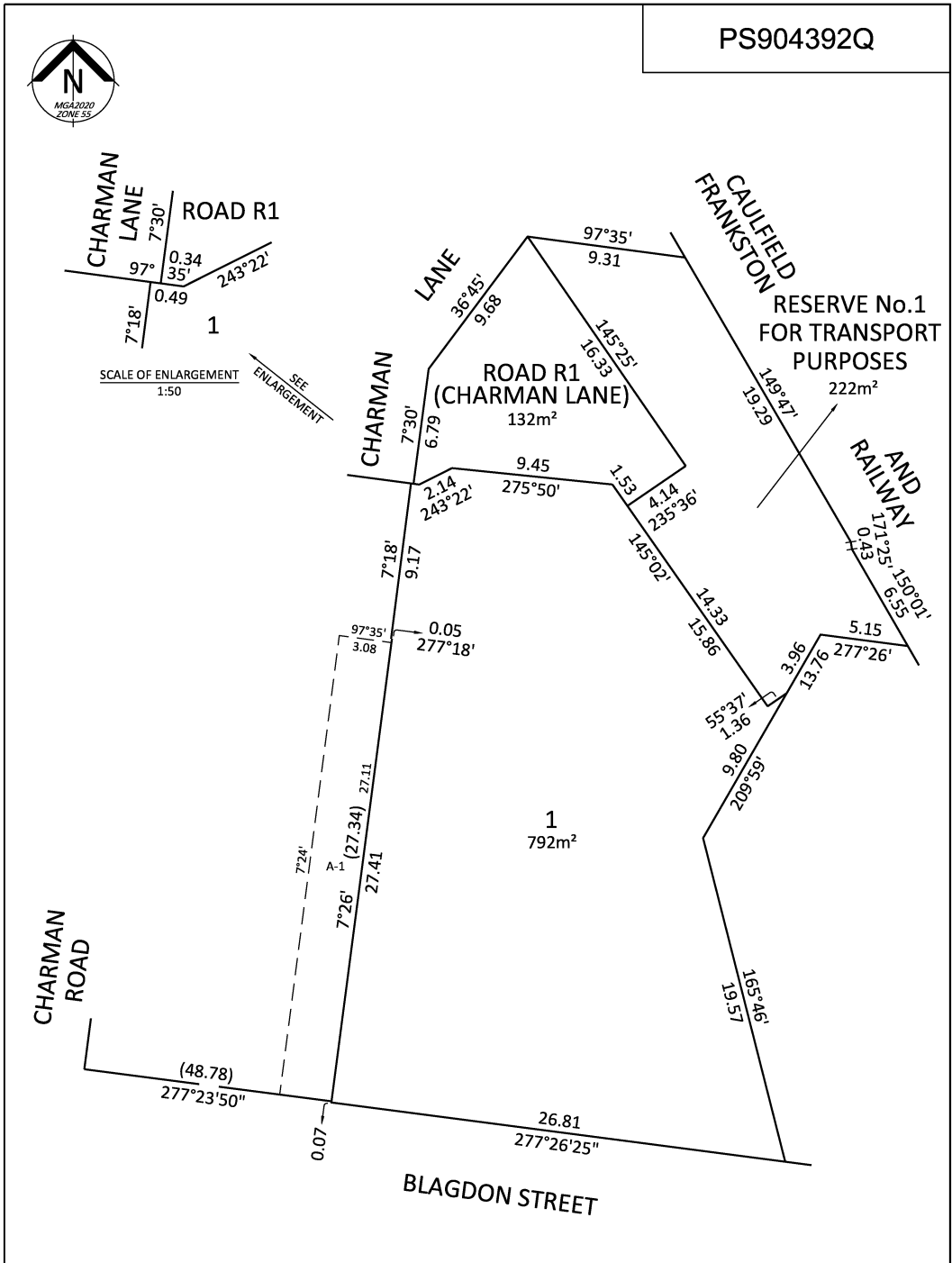
LEVEL CROSSING REMOVAL PROJECT		SCALE 1:150	1.5 0 1.5 3 4.5 6 LENGTHS ARE IN METRES	ORIGINAL SHEET SIZE: A3	SHEET 2
Prepared By: BW Beveridge Williams development & environment consultants Melbourne 03 9524 8888 REF: 2100521 www.beveridgewilliams.com.au		Digitally signed by: Michael Swales, Licensed Surveyor, Surveyor's Plan Version (3), 01/05/2023, SPEAR Ref: S207314J		Digitally signed by: Bayside City Council, 16/05/2023, SPEAR Ref: S207314J	

Land Parcel 4 – Lot 1 on PS904390U



LEVEL CROSSING REMOVAL PROJECT		SCALE 1:400	4 0 4 8 12 16 LENGTHS ARE IN METRES	ORIGINAL SHEET SIZE: A3	SHEET 2
Prepared By: BW Beveridge Williams Development & Infrastructure Consultants REF: 2100521 Melbourne ph : 03 9524 8888 www.beveridgewilliams.com.au		Digitally signed by: Michael Swales, Licensed Surveyor, Surveyor's Plan Version (250224), 24/02/2025, SPEAR Ref: S207309T		Digitally signed by: Bayside City Council, 27/02/2025, SPEAR Ref: S207309T	

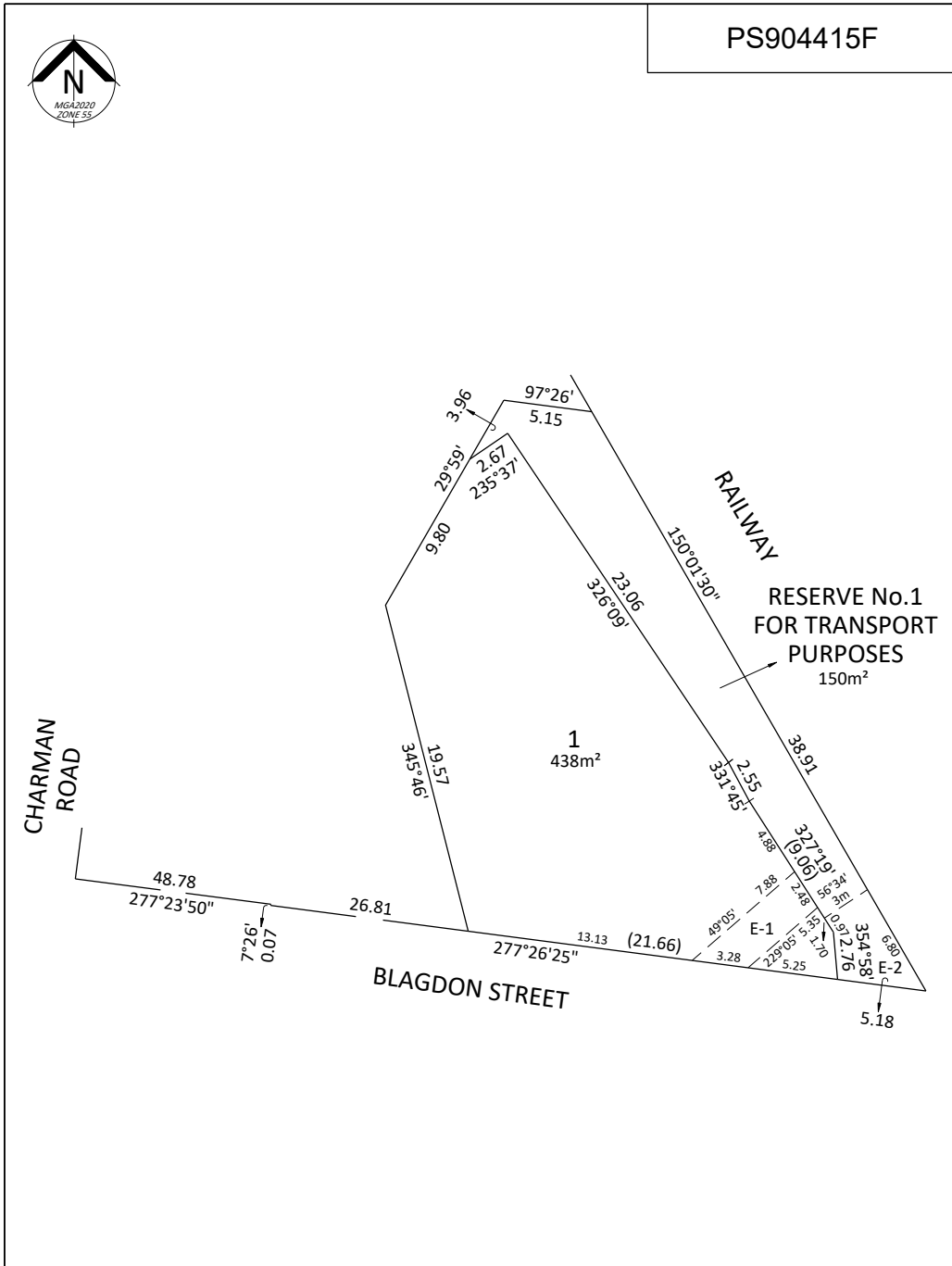
Land Parcel 5 – Lot 1 on PS904392Q



PS904392Q

LEVEL CROSSING REMOVAL PROJECT		SCALE 1:200	2 0 2 4 6 8 LENGTHS ARE IN METRES	ORIGINAL SHEET SIZE: A3	SHEET 2
Prepared By: BW Beveridge Williams development & environment consultants Melbourne 03 9524 8888 REF: 2101615 www.beveridgewilliams.com.au		Digitally signed by: Michael Swales, Licensed Surveyor, Surveyor's Plan Version (1), 30/01/2023, SPEAR Ref: S207313P		Digitally signed by: Kingston City Council, 05/05/2023, SPEAR Ref: S207313P	

Land Parcel 6 – Lot 1 on PS904415F



PS904415F



CHARMIAN ROAD

BLAGDON STREET

RAILWAY

RESERVE No.1 FOR TRANSPORT PURPOSES 150m²

1 438m²

E-1

E-2

LEVEL CROSSING REMOVAL PROJECT

SCALE 1:200



ORIGINAL SHEET SIZE: A3

SHEET 2



Prepared By:
Beveridge Williams
development & environment consultants
Melbourne ph : 03 9524 8888
www.beveridgewilliams.com.au

Digitally signed by: Michael Swales, Licensed Surveyor,
Surveyor's Plan Version (2),
13/04/2023, SPEAR Ref: S207312T

Digitally signed by:
Kingston City Council,
24/04/2023,
SPEAR Ref: S207312T

Owner Drivers and Forestry Contractors Act 2005

TRANSPORT INDUSTRY COUNCIL

RATES AND COSTS SCHEDULE 2025–26

1 Tonne Van, Courier/Messenger

Road Transport and Distribution Award 2022

Category 2

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

The Schedule is structured as follows:

Part 1: Fixed costs

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

Part 2: Variable costs

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

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

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer, Tip Truck Tri axle Super Dog and Tandem Tip Truck. 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	The fixed costs are based on: <ul style="list-style-type: none"> • a vehicle with a current capital value of \$35,005 (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, a 10% deposit of \$3,500 and interest at a comparison interest rate of 7.5% per annum. Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.
Driving hours per year (kilometres travelled)	The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year. The model spreads fixed operating costs over those 1,672 hours. In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.

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

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

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

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

Rate structures

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

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

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

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

Note: All costs exclude GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Vehicle lease costs</p> <p>This model is based on a vehicle with a current capital value of \$35,005 (based on typical retail value of a 3 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, a 10% deposit of \$3,500 at 7.5% interest per annum.</p>	\$3,763		<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 \$343 and TAC charge of \$588 which is net of GST. Assumes payment is made on an annual basis.</p> <p>TAC charge assumes vehicle is garaged in a high-risk area (e.g. metropolitan Melbourne).</p>	\$699		<p>These fees are current as at 1 July 2025 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 12% of own labour assumed at \$41,7178.</p>	\$4,941		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$827		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>
<p>Insurance goods in transit</p> <p>Based on an insured sum of \$20,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods. These fixed costs have been calculated at 100%.</p>	\$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. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p>	\$1,860		<p>The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.</p>
<p>Insurance public liability</p> <p>Assumes policy for public liability claims up to \$10 million. These fixed costs have been calculated at 100%.</p>	\$600		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 6.29% for the assumed labour rate of the business owner of \$41,717. Assumes vehicle is primarily travelling intrastate.</p>	\$2,430		<p>The rate is current as at 2025–2026 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p> <p>Note: It is not uncommon for hirers of this type of vehicle to pay workers' compensation premiums on behalf of the owner driver. Drivers are advised to consult their hirer about this cost.</p>
<p>Business administration costs</p> <p>Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses. These fixed costs have been calculated at 100%.</p>	\$2,641		<p>Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.</p> <p>Mobile phone charges will vary depending on level of use.</p> <p>Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.</p>
<p>Total annual fixed costs</p>	\$17,267		
<p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>	\$10.33		<p>Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.</p>

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST (unless otherwise specified)

Cost items assumptions assumes 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
<p>Fuel</p> <p>Based on a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025</p> <p>Assumes 11.1 litres consumed per 100 km.</p>	20 cents		<p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p> <p>The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied.</p> <p>In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.</p>
<p>Tyres</p> <p>Assumes cost of \$381 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.</p>	3 cents		<p>Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used.</p> <p>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.</p>
<p>Servicing, repairs and maintenance</p> <p>Based on rate of 6 cents per km.</p>	6 cents		<p>Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may be a one-off major cost in any given year.</p> <p>Significant savings can be made if the business does its own servicing and repairs.</p>
Total variable costs per km	29 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.	\$7.18		<p>These rates are typical for city driving only.</p> <p>The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work.</p> <p>Drivers who travel long distance or in the country will need to take this into account for their own calculations.</p>

Citylink, and Eastlink and West Gate Tolls

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

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

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- eastlink.com.au/toll-calculator

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$32.84	\$40.03	\$52.12
Range of rates typically paid in Victoria ³		
\$32.84 to \$39.41	\$40.03 to \$48.04	\$52.12 to \$62.54

Notes:

- Casual base hourly rate:** The base rate is calculated on the Road Transport and Distribution Award 2010³ (the award) for a casual employee driver of a rigid vehicle not exceeding 4.5 tonnes ('the Award rate') and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees receive.
- Casual overtime rates:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee's ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.
- The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

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

³ The Award rate was accurate as at 1 July 2025, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.

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

Totals per driving hour	Fixed costs	Your figures	Notes
Fixed costs	\$10.33		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$7.18		Assuming 25 km travelled per hour.
Labour	32.84		This worked example is based on a labour rate of \$32.84 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$50.35		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$7.18		Assuming 25 km travelled per hour.
Labour (overtime rates)	\$40.03		This worked example is based on a nominal penalty labour rate of \$36.69 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$47.21		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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 2025–26

1 Tonne Vehicle – General Freight

Road Transport and Distribution Award 2022

Category 2

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

The Schedule is structured as follows:

Part 1: Fixed costs

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

Part 2: Variable costs

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

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

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer, Tip Truck Tri axle Super Dog and Tandem Tip Truck – GVM 22.5 tonnes. 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 \$37,916 (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, a 10% deposit of \$3,8791 with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,672 hours.</p> <p>In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

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

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

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

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

Rate structures

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

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

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

Note: All costs exclude GST

Cost items assumptions used in the example	Example: Typical cost tr year	Your costs:	Variations in this cost item
<p>Vehicle lease costs</p> <p>This model is based on a vehicle with a current capital value of \$37,916 (based on typical retail value of a 3-year-old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, a 10% deposit of \$3,791 at 7.5% interest per annum.</p>	\$5,434		<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 \$343 and TAC charge of \$588 which is net of GST. Assumes payment is made on an annual basis.</p> <p>TAC charge assumes vehicle is garaged in a high-risk area (e.g. metropolitan Melbourne).</p>	\$931		<p>These fees are current as at 1 July 2025 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments.</p> <p>TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 11.5% of own labour assumed at \$54,904.</p>	\$6,588		

Cost items assumptions used in the example	Example: Typical cost tr year	Your costs:	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$1,194		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>
<p>Insurance goods in transit</p> <p>Based on an insured sum of \$20,000 at an insurance rate of 0.8%.</p> <p>Assumes vehicle is not carrying dangerous goods.</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>	\$1,860		<p>The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.</p>
<p>Insurance public liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 6.29% for the assumed labour rate of the business owner of \$54,904.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$3,240		<p>The rate is current as at 2025–2026 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 tr year	Your costs:	Variations in this cost item
<p>Business administration costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.</p>	\$3,521		<p>Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.</p> <p>Mobile phone charges will vary depending on level of use.</p> <p>Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.</p>
Total annual fixed costs	\$23,531		
<p>Total hourly fixed costs Assuming 1,672 vehicle operation hours.</p>	\$14.07		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST (unless otherwise specified)

Cost items assumptions assumes 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
<p>Fuel Based on a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025). Assumes 11.1 litres consumed per 100 km.</p>	20 cents		<p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p> <p>The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied.</p> <p>In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.</p>

Cost items assumptions assumes 44,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$381 per tyre (4 tyres) based on vehicle specific average performance and replaced after 60,000 km.	3 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. 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 6 cents per km.	6 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	29 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.	\$7.18		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.

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

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

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The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

- eastlink.com.au/toll-calculator

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$32.84	\$40.03	\$52.12
Range of rates typically paid in Victoria ³		
\$32.84 to \$38.07	\$40.03 to \$48.04	\$52.12 to \$62.54

Notes:

1. **Casual base hourly rate:** The base rate is calculated on the Road Transport and Distribution Award 2022³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
2. **Casual overtime rates:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.

³ The Award rate was accurate as at 1 July 2025, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting fwc.gov.au or contacting your association or union.

3. **The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

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

PART 4 – HOURLY TOTALS

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

Totals

Totals per driving hour	Fixed costs	Your figures	Notes
Fixed costs	\$14.07		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$7.18		Assuming 25 km travelled per hour.
Labour	\$32.84		This worked example is based on a labour rate of \$32.84 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$54.09		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$7.18		Assuming 25 km travelled per hour.
Labour (overtime rates)	\$40.03		This worked example is based on a nominal penalty labour rate of \$35.25 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$47.21		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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 2025–26

4.5 Tonne Rigid Vehicle (GVM)

Road Transport and Distribution Award 2022

Category 3

INTRODUCTION

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

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

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

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 4.5 Tonne Rigid 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 Rigid Vehicle (GVM) (4.5 tonnes being the weight of the vehicle fully loaded) or similar vehicle².

The Schedule is structured as follows:

Part 1: Fixed costs

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

Part 2: Variable costs

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

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

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer, Tip Truck Tri axle Super Dog – and Tandem Tip Truck. 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	The fixed costs are based on: <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$40,881 (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, a 10% deposit of \$4, 1 with interest at a comparison interest rate of 7.5% per annum. Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.
Driving hours per year (kilometres travelled)	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 exclude GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Vehicle lease costs</p> <p>This model is based on a vehicle with a current capital value of \$40,881 (based on typical retail value of a 5 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, a 10% deposit of \$4,088 at 7.5% interest per annum.</p>	\$5,288		<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 \$714 and TAC charge of \$858 which is net of GST. Assumes payment is made on an annual basis.</p> <p>TAC charge assumes vehicle is garaged in a high-risk area (e.g. metropolitan Melbourne).</p>	\$1,572		<p>These fees are current as at 1 July 2025 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 11.5% of own labour assumed at \$55,531.</p>	\$6,633		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$1,287		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>
<p>Insurance goods in transit</p> <p>Based on an insured sum of \$30,000 at an insurance rate of 0.8%. 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>	\$1,860		<p>The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.</p>
<p>Insurance public liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 6.29% for the assumed labour rate of the business owner of \$55,531.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$3,277		<p>The rate is current as at 2025–2026 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
<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>	\$3,521		<p>Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.</p> <p>Mobile phone charges will vary depending on level of use.</p> <p>Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.</p>
Total annual fixed costs	\$24,310		
<p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>	\$14.54		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST (unless otherwise specified)

Cost items assumptions assumes 39,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
<p>Fuel</p> <p>Based on a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025</p> <p>Assumes 17.3 litres consumed per 100 km.</p>	34 cents		<p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p> <p>The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied.</p> <p>In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.</p>

Cost items assumptions assumes 39,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$381 per tyre (6 tyres) based on vehicle specific average performance and replaced after 60,000 km.	4 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 9 cents per km.	9 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	47 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.	\$11.75		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Citylink, and Eastlink and West Gate Tolls

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

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

- linkt.com.au/melbourne/using-toll-roads/toll-calculator
- eastlink.com.au/toll-calculator

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$33.21	\$40.49	\$53.98
Range of rates typically paid in Victoria ³		
\$33.21 to \$39.85	\$40.49 to \$48.59	\$53.98 to \$64.75

Notes:

1. **Casual base hourly rate:** The base rate is calculated on the Road Transport and Distribution Award 2022³ (the award) for a casual employee driver of a two axle rigid vehicle exceeding 4.5 tonnes but not exceeding 13.9 tonnes (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.

³ The Award rate was accurate as at 1 July 2025 but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting [fwc.gov.au](https://www.fwc.gov.au) or contacting your association or union.

2. **Casual overtime rates:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee's ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.
3. **The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

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

PART 4 – HOURLY TOTALS

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

Totals

Totals per driving hour	Fixed costs	Your figures	Notes
Fixed costs	\$14.54		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$11.75		Assuming 25 km travelled per hour.
Labour	\$33.21		This worked example is based on a labour rate of \$32.09 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$59.51		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$11.75		Assuming 25 km travelled per hour.
Labour (overtime rates)	\$40.49		This worked example is based on a nominal penalty labour rate of \$37.70 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$52.24		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 vic.gov.au/transport-and-forestry-business-support

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 2025–26

8 Tonne Rigid Vehicle (GVM)

Road Transport and Distribution Award 2022

Category 3

INTRODUCTION

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

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

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

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying an 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 an 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.

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

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

Part 2: Variable costs

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

Part 3: Payment for labour

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

Part 4: Totals

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

THE SCHEDULE DOES NOT DEAL WITH THE ISSUE OF RETURN ON INVESTMENT, AND THIS WOULD NEED TO BE FACTORED IN WHERE APPROPRIATE. THE ISSUE OF RETURN ON INVESTMENT IS DEALT WITH IN SECTION 11 OF THE *OWNER DRIVERS AND FORESTRY CONTRACTORS CODE OF PRACTICE*.

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$48,500 (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, a 10% deposit of \$4,850 with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,672 hours.</p> <p>In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

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

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

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

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

Rate structures

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

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

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

Note: All costs exclude GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Vehicle lease costs</p> <p>This model is based on a vehicle with a current capital value of \$48,500 (based on typical retail value of a 5-year-old vehicle and trailer), and is based on a lease arrangement over a 4-year term with a 25% residual, a 10% deposit of \$4,850 at 7.5% interest per annum.</p>	\$6,813		<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 \$714 and TAC charge of \$858 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>	\$1,572		<p>These fees are current as at 1 July 2025 but may change. Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods). Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 11.5% of own labour assumed at \$55,531.</p>	\$6,663		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$1,528		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>
<p>Insurance goods in transit</p> <p>Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$400		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<p>Insurance personal sickness and accident/income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$1,860		<p>The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.</p>
<p>Insurance public liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 6.29% for the assumed labour rate of the business owner of \$53,7650. Assumes vehicle is primarily travelling intrastate.</p>	\$3,277		<p>The rate is current as at 2025–2026 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
<p>Business administration costs Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses.</p>	\$3,521		<p>Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.</p> <p>Mobile phone charges will vary depending on level of use.</p> <p>Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.</p>
Total annual fixed costs	\$26,235		
<p>Total hourly fixed costs Assuming 1,672 vehicle operation hours.</p>	\$15.69		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST (unless otherwise specified)

Cost items assumptions assumes 39,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
<p>Fuel Based on a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025. Assuming 17.3 litres consumed per 100 km.</p>	34 cents		<p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p> <p>The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied.</p> <p>In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.</p>

Cost items assumptions assumes 39,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$381 per tyre (8 tyres) based on vehicle specific average performance and replaced after 80,000 km.	4 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 12 cents per km.	12 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	50 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.	\$12.42		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Citylink, and Eastlink and West Gate Tolls

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

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

- linkt.com.au/melbourne/using-toll-roads/toll-calculator
- eastlink.com.au/toll-calculator

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$33.21	\$40.49	\$53.98
Range of rates typically paid in Victoria ³		
\$33.21 to \$39.85	\$40.49 to \$48.59	\$53.98 to \$64.75

Notes:

1. **Casual base hourly rate:** The base rate is calculated on the Road Transport and Distribution Award 2022³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
2. **Casual overtime rates:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.

³ The Award rate was accurate as at 1 July 2025, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting fwc.gov.au or contacting your association or union.

3. **The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

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

PART 4 – HOURLY TOTALS

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

Totals

Totals per driving hour	Fixed costs	Your figures	Notes
Fixed costs	\$15.69		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$12.42		Assuming 20 km travelled per hour.
Labour	\$33.21		This worked example is based on a labour rate of \$33.21 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$61.32		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$12.42		Assuming 20 km travelled per hour.
Labour (overtime rates)	\$40.49		This worked example is based on a nominal penalty labour rate of \$40.49 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$52.91		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 vic.gov.au/transport-and-forestry-business-support

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 2025–26

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

Road Transport and Distribution Award 2022

Category 3

INTRODUCTION

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

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

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

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

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

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

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

The Schedule sets out a worked example of typical overhead costs for an owner driver supplying a 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.

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

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

Part 2: Variable costs

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

Part 3: Payment for labour

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

Part 4: Totals

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

THE SCHEDULE DOES NOT DEAL WITH THE ISSUE OF RETURN ON INVESTMENT, AND THIS WOULD NEED TO BE FACTORED IN WHERE APPROPRIATE. THE ISSUE OF RETURN ON INVESTMENT IS DEALT WITH IN SECTION 11 OF THE *OWNER DRIVERS AND FORESTRY CONTRACTORS CODE OF PRACTICE*.

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	The fixed costs are based on: <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$39,750 (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, a 10% deposit of \$3,975 with interest at a comparison interest rate of 7.5% per annum. Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.
Driving hours per year (kilometres travelled)	<ul style="list-style-type: none"> ● The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 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 exclude GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Vehicle lease costs</p> <p>This model is based on a vehicle with a current capital value of \$39,750 (based on typical retail value of a 10 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, a 10% deposit of \$3,975 at 7.5% interest per annum.</p>	\$7,206		<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 \$714 and TAC charge of \$858 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>	\$1,572		<p>These fees are current as at 1 July 2025 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration, oversize, port security permit, dangerous goods).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments.</p> <p>TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 12% of own labour assumed at \$55,531.</p>	\$6,663		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$1,252		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>
<p>Insurance goods in transit</p> <p>Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$400		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<p>Insurance personal sickness and accident/income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.</p> <p>Assumes driver has no pre-existing conditions. Maximum age limit of 60 years.</p>	\$1,860		<p>The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.</p>
<p>Insurance public liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 6.29% for the assumed labour rate of the business owner of \$55,531.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$3,277		<p>The rate is current as at 2025–2026 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
<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>	\$3,521		<p>Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts.</p> <p>Mobile phone charges will vary depending on level of use.</p> <p>Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.</p>
Total annual fixed costs	\$26,353		
<p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>	\$15.76		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST (unless otherwise specified)

Cost items assumptions assumes 33,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
<p>Fuel</p> <p>Based on a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025</p> <p>Assuming 23 litres consumed per 100 km.</p>	45 cents		<p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p>

Cost items assumptions assumes 33,000 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$752 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	10 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.
Servicing, repairs and maintenance Based on rate of 30 cents per km.	31 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	85 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.	\$15.39		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Citylink, and Eastlink and West Gate Tolls

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

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

- linkt.com.au/melbourne/using-toll-roads/toll-calculator
- eastlink.com.au/toll-calculator

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$33.21	\$40.49	\$53.98
Range of rates typically paid in Victoria ³		
\$33.21 to \$39.85	\$40.49 to \$48.59	\$53.98 to \$64.75

Notes:

1. **Casual base hourly rate:** The base rate is calculated on the Road Transport and Distribution Award 2022³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
2. **Casual overtime rates:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.
3. **The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

³ The Award rate was accurate as at 1 July 2025, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting fwc.gov.au or contacting your association or union.

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

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

PART 4 – HOURLY TOTALS

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

Totals

Totals per driving hour	Fixed costs	Your figures	Notes
Fixed costs	\$15.76		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$15.39		Assuming 18 km travelled per hour.
Labour	\$33.21		This worked example is based on a labour rate of \$32.09 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$64.36		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$15.76		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$40.49		This worked example is based on a nominal penalty labour rate of \$38.51 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$56.25		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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 2025–26

Prime Mover (Bogie Drive)

Road Transport and Distribution Award 2022

Category 6

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

The Schedule is structured as follows:

Part 1: Fixed costs

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

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

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

Part 2: Variable costs

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

Part 3: Payment for labour

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

Part 4: Totals

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

THE SCHEDULE DOES NOT DEAL WITH THE ISSUE OF RETURN ON INVESTMENT, AND THIS WOULD NEED TO BE FACTORED IN WHERE APPROPRIATE. THE ISSUE OF RETURN ON INVESTMENT IS DEALT WITH IN SECTION 11 OF THE *OWNER DRIVERS AND FORESTRY CONTRACTORS CODE OF PRACTICE*.

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$95,337 (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, a 10% deposit of \$9,533 with interest at a comparison rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year.</p> <p>The model spreads fixed operating costs over those 1,672 hours.</p> <p>In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

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

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

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

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

Rate structures

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

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

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

Note: All costs exclude GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Vehicle lease costs</p> <p>This model is based on a vehicle with a current capital value of \$95,337 (based on typical retail value of a 10 year old vehicle), and is based on a lease arrangement over a 4 year term with a 25% residual, a 10% deposit of \$9,533 at 7.5% interest per annum.</p>	\$17,092		<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 \$5,524 and TAC charge of \$2,381 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>	\$7,905		<p>These fees are current as at 1 July 2025 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 12% of own labour assumed at \$57,851.</p>	\$6,942		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 4.5% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history.</p> <p>Assumes vehicle is not carrying dangerous goods.</p> <p>Assumes vehicle is travelling intrastate only.</p>	\$3,003		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>
<p>Insurance goods in transit</p> <p>Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$400		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<p>Insurance personal sickness and accident/income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.</p> <p>Assumes driver has no pre-existing conditions.</p> <p>Maximum age limit of 60 years.</p>	\$1,860		<p>The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.</p>
<p>Insurance public liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 6.29% for the assumed labour rate of the business owner of \$57,851.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$3,414		<p>The rate is current as at 2025–2026 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.	\$3,521		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary 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	\$47,738		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$26.76		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST (unless otherwise specified)

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 a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025. Assuming 47 litres consumed per 100 km.	91 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$752 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	10 cents		Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used. Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.
Servicing, repairs and maintenance Based on rate of 49 cents per km.	51 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	152 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.	\$27.32		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Citylink, and Eastlink and West Gate Tolls

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

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

- linkt.com.au/melbourne/using-toll-roads/toll-calculator
- eastlink.com.au/toll-calculator

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$34.60	\$42.19	\$56.25
Range of rates typically paid in Victoria ³		
\$34.60 to \$41.52	\$42.19 to \$50.63	\$56.25 to \$67.50

Notes:

1. **Casual base hourly rate:** The base rate is calculated on the Road Transport and Distribution Award 2022³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
2. **Casual overtime rates:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.

³ The Award rate was accurate as at 1 July 2025, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting fwc.gov.au or contacting your association or union.

3. **The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

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

PART 4 – HOURLY TOTALS

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

Totals

Totals per driving hour	Fixed costs	Your figures	Notes
Fixed costs	\$26.76		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$27.32		Assuming 18 km travelled per hour.
Labour	\$34.60		This worked example is based on a labour rate of \$34.60 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$88.68		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$27.32		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$42.19		This worked example is based on a nominal penalty labour rate of \$42.19 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$69.51		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 vic.gov.au/transport-and-forestry-business-support

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 2025–26

Semi-Trailer (Bogie Drive, 6-axle)

Road Transport and Distribution Award 2022

Category 6

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

The Schedule is structured as follows:

Part 1: Fixed costs

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

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

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

Part 2: Variable costs

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

Part 3: Payment for labour

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

Part 4: Totals

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

THE SCHEDULE DOES NOT DEAL WITH THE ISSUE OF RETURN ON INVESTMENT, AND THIS WOULD NEED TO BE FACTORED IN WHERE APPROPRIATE. THE ISSUE OF RETURN ON INVESTMENT IS DEALT WITH IN SECTION 11 OF THE *OWNER DRIVERS AND FORESTRY CONTRACTORS CODE OF PRACTICE*.

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	The fixed costs are based on: <ul style="list-style-type: none"> ● a vehicle with a current capital value of \$150,658 (being the current average retail value of a 10-year-old vehicle and trailer). ● a vehicle subject to a lease arrangement, over a 4-year term with a 25% residual, a 10% deposit of \$15,066 with interest at a comparison interest rate of 7.5% per annum. Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.
Driving hours per year (kilometres travelled)	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 exclude GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Vehicle lease costs</p> <p>This model is based on a vehicle with a current capital value of \$149,309 (based on typical retail value of a 10-year-old vehicle and trailer), and is based on a lease arrangement over a 4 year term with a 25% residual, a 10% deposit of \$14,930 at 7.5% interest per annum.</p>	\$26,768		<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 \$7,639 and TAC charge of \$2,381 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>	\$10,020		<p>These fees are current as at 1 July 2025 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 12% of own labour assumed at \$57,851.</p>	\$6,942		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs:	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$4,703		<p>Rates may be higher for interstate trucks. Additional insurance charges may apply to certain kinds of goods carried (e.g. refrigerated goods or livestock). Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver and whether the vehicle is carrying dangerous goods.</p>
<p>Insurance goods in transit</p> <p>Based on an insured sum of \$50,000 at an insurance rate of 0.8%. Assumes vehicle is not carrying dangerous goods.</p>	\$400		<p>The cost of goods in transit insurance may vary depending on the type of goods being transported.</p>
<p>Insurance personal sickness and accident/income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.</p> <p>Assumes driver has no pre-existing conditions.</p> <p>Maximum age limit of 60 years.</p>	\$1,860		<p>The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.</p>
<p>Insurance public liability</p> <p>Assumes policy for public liability claims up to \$10 million.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 6.29% for the assumed labour rate of the business owner of \$57,851.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$3,414		<p>The rate is current as at 2025–2026 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.	\$3,521		Accounting/bookkeeping fees may be lower if the business prepares its own BAS and accounts. Mobile phone charges will vary 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	\$57,851		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$34.83		Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST (unless otherwise specified)

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 a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025. Assuming 47 litres consumed per 100 km.	91 cents		Fuel is the single biggest variable cost and will significantly affect your business. Fuel costs will also vary depending on the age, features and condition of the vehicle. The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied. In addition to the base rate, a fuel surcharge needs to be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.

Cost items assumptions assumes 28,600 km travelled per year	Typical cost per km	Your cost per km	Variations in this cost item
Tyres Assumes cost of \$752 per tyre (10 tyres) based on vehicle specific average performance and replaced after 80,000 km.	21 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 67 cents per km.	67 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	179 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.	\$32.31		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload and the nature of the work. Drivers who travel long distance or in the country will need to take this into account for their own calculations.

Citylink, and Eastlink and West Gate Tolls

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

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

- linkt.com.au/melbourne/using-toll-roads/toll-calculator
- eastlink.com.au/toll-calculator

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$34.60	\$42.19	\$56.25
Range of rates typically paid in Victoria ³		
\$34.60 to \$41.19	\$42.03 to \$50.63	\$56.25 to \$67.50

Notes:

1. **Casual base hourly rate:** The base rate is calculated on the Road Transport and Distribution Award 2022³ (the award) for a casual employee driver of a semi-trailer (‘the Award rate’) and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
2. **Casual overtime rates:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after the completion of an employee’s ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.

³ The Award rate was accurate as at 1 July 2025, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting fwc.gov.au or contacting your association or union.

3. **The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

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

PART 4 – HOURLY TOTALS

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

Totals

Totals per driving hour	Fixed costs	Your figures	Notes
Fixed costs	\$34.24		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$31.40		Assuming 18 km travelled per hour.
Labour	\$33.44		This worked example is based on a labour rate of \$33.44 per hour. See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$99.67		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$34.24		Assuming 18 km travelled per hour.
Labour (overtime rates)	\$40.13		This worked example is based on a nominal penalty labour rate of \$40.13 per hour. See discussion on rates for labour in Part 3.
Total per hour	\$74.37		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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
TIP TRUCK RATES AND COSTS SCHEDULE 2025–26
Tandem
Road Transport and Distribution Award 2022
Category 6

INTRODUCTION

This Schedule sets out an example of typical overhead costs for an owner driver¹ supplying a Tandem².

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

This Schedule aims to help owner drivers to:

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

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

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

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

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

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

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

These requirements also apply to tender situations.

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

This Schedule is structured as follows:

Part 1: Fixed costs

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

Part 2: Variable costs

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

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

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive), Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer and Truck and Tri-axle Super Dog Trailer. 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

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

Part 4: Totals

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

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

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a 2020 manufactured base model vehicle with a capital value of \$216,905 inclusive of aftermarket safety features commonly required³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 45.3% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 215 working days a year. This equals 1,634 hours of operation a year.</p> <p>The example spreads fixed operating costs over those 1,634 hours.</p> <p>In Part 4, a separate hourly rate for hours over and above the base hours of 1,634 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

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

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

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

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

³ Cost based on the average price of a 2019 manufactured three-axle Japanese vehicle of \$203,182.

Rate structures

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

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

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

Note: All costs exclude GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle lease costs</p> <p>This example is based on:</p> <ul style="list-style-type: none"> • a vehicle with a current capital value of \$216,905 and • a lease arrangement over a 5-year term with a 45.3% residual, at 7.5% interest per annum. 	\$36,694		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a vehicle with standard features. Additional features will incur additional costs.</p>
<p>Registration, permits and TAC fees</p> <p>Based on vehicle registration fee of \$1,406 and TAC charge of \$2,381 which is net of GST. Assumes payment is made on an annual basis. TAC charge assumes vehicle is garaged in a high-risk area (e.g. metropolitan Melbourne).</p>	\$3,787		<p>These fees are current as at 1 July 2025 but may change. Additional licences may be payable for certain types of operations (e.g. interstate registration). 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 12% of own labour assumed at \$69,421.</p>	\$8,330		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance comprehensive vehicle</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$6,832		Rates may be higher for interstate trucks. Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.
<p>Insurance personal sickness and accident/income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30-day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p>	\$1,860		The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.
<p>Insurance public liability</p> <p>Assumes policy for public liability claims up to \$10 million. These fixed costs have been calculated at 100%.</p>	\$600		
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 6.29% for the assumed labour rate of the business owner of \$67,089. Assumes vehicle is primarily travelling intrastate.</p>	\$4,133		The rate is current as at 2024–2025 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.
<p>Yard and parking</p>	\$2,919		The rate is based on \$243 per month for a truck and no trailer.

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Business administration costs</p> <p>Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses. These fixed costs have been calculated at 100%.</p>	\$4,097		<p>Accounting/bookkeeping fees may be lower if the business prepares its own Business Activity Statement (BAS) and accounts.</p> <p>Mobile phone charges will vary significantly depending on level of use.</p> <p>Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.</p>
Total annual fixed costs	\$68,701		
Total hourly fixed costs Assuming 1,672 vehicle operation hours.	\$42.05		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 exclude GST (unless otherwise specified)

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
<p>Fuel</p> <p>Based on a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025. Assuming 30.80 litres consumed per 100 km.</p>	60 cents		<p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p> <p>The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied.</p> <p>In addition to the base rate, a fuel surcharge can be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.</p>

Cost items assumptions assumes 44,000 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
<p>Adblue</p> <p>Since January 2011, all new heavy vehicles have been required to meet Euro V emissions standards, which means they must be equipped with systems such as Selective Catalytic Reduction (SCR) (which uses AdBlue), Exhaust Gas Recirculation (EGR), and Diesel Particulate Filters (DPF).</p> <p>Based on a 5% AdBlue-to-diesel usage ratio at a cost of \$1.99 per litre.</p>	3 cents		
<p>Tyres</p> <p>Assumes cost of \$752 per tyre (10 tyres) based on vehicle specific average performance and replaced annually or after 44,000 km.</p>	12 cents		<p>Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used.</p> <p>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.</p>
<p>Servicing, repairs and maintenance</p> <p>This cost is based on annual servicing costs of \$10,284 (one major service and three minor services) and 44,007 km travelled per year.</p>	25 cents		<p>Repair and maintenance costs will vary significantly with the age and condition of the vehicle.</p> <p>Major repairs may also be required and will be an additional cost in any given year.</p>
Total variable costs per km	97 cents		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 26.32 km travelled per hour.	\$25.42		<p>These rates are typical for city driving only.</p> <p>The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload.</p> <p>Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.</p>

Citylink, and Eastlink and West Gate Tolls

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

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

- linkt.com.au/melbourne/using-toll-roads/toll-calculator
- eastlink.com.au/toll-calculator

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$34.60	\$42.19	\$56.25
Range of rates typically paid in Victoria ³		
\$34.60 to \$41.19	\$42.19 to \$50.63	\$56.25 to \$74.50

Notes:

- Casual base hourly rate:** The base rate is calculated on the *Road Transport and Distribution Award 2020*⁴ (the Award) for a casual employee driver of a Tandem and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer's leave and public holidays that ongoing employees receive.
- Casual overtime rate:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after an employee's ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.
- The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

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

⁴ The Award rate is accurate as at 1 July 2025, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.

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

Totals per driving hour	Typical costs	Your figures	Notes
Fixed costs	\$42.05		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$25.42		Assuming 26.31 km travelled per hour.
Labour	\$41.52		This example is based on a casual labour rate of \$41.52 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$5.45		This example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$114.43		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$25.42		Assuming 26.32 km travelled per hour.
Labour (overtime rates)	\$50.63 – \$60.76		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$76.05 – \$86.18		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 vic.gov.au/transport-and-forestry-business-support.

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

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

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

Owner Drivers and Forestry Contractors Act 2005
TRANSPORT INDUSTRY COUNCIL
TIP TRUCK RATES AND COSTS SCHEDULE 2025–26
Truck and Quad Axle Dog Trailer
Road Transport and Distribution Award 2022
Category 7

INTRODUCTION

This Schedule sets out an example of typical overhead costs for an owner driver¹ Truck and Quad Axle Dog².

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

This Schedule aims to help owner drivers to:

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

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

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

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

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

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

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

These requirements also apply to tender situations.

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

This Schedule is structured as follows:

Part 1: Fixed costs

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

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

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

Part 2: Variable costs

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

Part 3: Payment for labour

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

Part 4: Totals

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

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

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a 2020 manufactured base model vehicle inclusive of commonly required aftermarket safety equipment with a capital value of \$311,698³ ● a vehicle subject to a lease arrangement, over a 5-year term with a 42.95% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments. All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 215 working days a year. This equals 1,634 hours of operation a year.</p> <p>The example spreads fixed operating costs over those 1,634 hours.</p> <p>In Part 4, a separate hourly rate for hours over and above the base hours of 1,634 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

³ Cost based on a 2020 model three axle Japanese vehicle with a capital value of \$221,7905, and a Quad axle dog trailer with a capital value of \$90,075. These values are inclusive of an amount of \$15,000 for aftermarket safety features commonly required.

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

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

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

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

Rate structures

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

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

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

Note: All costs exclude GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle lease costs</p> <p>This example is based on:</p> <ul style="list-style-type: none"> • a vehicle with a current capital value of \$221,905 and • a lease arrangement over a 5-year term with a 42.95% residual, at 7.5% interest per annum. 	\$37,540		<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>Trailer lease costs</p> <p>This example is based on a Quad Axle Dog Trailer with a capital value of \$90,075, based on a lease arrangement over a 5-year term with a 42.95% residual at 7.5% interest per annum.</p>	\$15,238		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Registration, permits and TAC fees</p> <p>Based on vehicle registration fee of \$15,425 and a TAC charge of \$2,381 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>	\$17,806		<p>These fees are current as at 1 July 2025 but may change.</p> <p>Additional licences may be payable for certain types of operations (e.g. interstate registration).</p> <p>Additional administration charges may apply to registration fees if they are paid in instalments. TAC charges may be lower if the vehicle is garaged in a medium or low risk area.</p>
<p>Superannuation</p> <p>Self-funded, based on 12% of own labour assumed at \$70,449.</p>	\$8,453		
<p>Insurance comprehensive vehicle and trailer-in-control</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$9,827		<p>Rates may be higher for interstate trucks.</p> <p>Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.</p>
<p>Insurance personal sickness and accident/income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only.</p> <p>Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p>	\$1,860		<p>The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.</p>
<p>Insurance public liability</p> <p>Assumes policy for public liability claims up to \$10 million. These fixed costs have been calculated at 100%.</p>	\$600		

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance workers' compensation</p> <p>Assumed at the rate of 6.29% for the assumed labour rate of the business owner of \$70,449.</p> <p>Assumes vehicle is primarily travelling intrastate.</p>	\$4,157		<p>The rate is current as at 2025–2026 and is subject to change.</p> <p>The rate charged for workers' compensation insurance may vary depending on whether the vehicle is travelling short or long distances and whether the vehicle is travelling interstate. The rate may also vary depending on the driver's claims history.</p>
<p>Yard and parking</p>	\$3,722		<p>The rate is based on \$304 per month for a truck and trailer.</p>
<p>Business administration costs</p> <p>Includes maintenance of records, preparation of tax returns, mobile phone charges, consumer price index and sundry business expenses. These fixed costs have been calculated at 100%</p>	\$3,521		<p>Accounting/bookkeeping fees may be lower if the business prepares its own Business Activity Statement (BAS) and accounts.</p> <p>Mobile phone charges will vary significantly depending on level of use.</p> <p>Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.</p>
<p>Total annual fixed costs</p>	\$102,728		
<p>Total hourly fixed costs</p> <p>Assuming 1,672 vehicle operation hours.</p>	\$62.87		<p>Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.</p>

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST (unless otherwise specified)

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
<p>Fuel</p> <p>Based on a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025</p> <p>Assumes 56.10 litres consumed per 100 km.</p>	109 cents		<p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p> <p>A fuel surcharge applied to this percentage operating cost accounts for weekly, fortnightly or monthly fluctuations in fuel costs over the term of the contract.</p> <p>The price of fuel at the time of quotation should therefore be used to assess the base rate fuel cost to be applied.</p>
<p>Adblue</p> <p>Since January 2011, all new heavy vehicles have been required to meet Euro V emissions standards, which means they must be equipped with systems such as Selective Catalytic Reduction (SCR) (which uses AdBlue), Exhaust Gas Recirculation (EGR), and Diesel Particulate Filters (DPF).</p> <p>Based on a 5% AdBlue-to-diesel usage ratio at a cost of \$1.99 per litre.</p>	6 cents		
<p>Tyres</p> <p>Assumes cost of \$752 per tyre (26 tyres) based on vehicle specific average performance and replaced annually or after 63,800 km.</p>	31 cents		<p>Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used.</p> <p>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.</p>

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable costs per km	Variations in this cost item
Servicing, repairs and maintenance This cost is based on annual servicing costs of \$12,570 (one major service and three minor services) and 63,804 km travelled per year.	21 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	\$1.61		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 38.16 km travelled per hour.	\$61.53		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink, and Eastlink and West Gate Tolls

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

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

- linkt.com.au/melbourne/using-toll-roads/toll-calculator
- eastlink.com.au/toll-calculator

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$35.11	\$42.75	\$57.06
Range of rates typically paid in Victoria ³		
\$35.11 to \$42.13	\$42.75 to \$51.30	\$57.06 to \$68.47

Notes:

- Casual base hourly rate:** The base rate is calculated on the *Road Transport and Distribution Award 2022⁴* (the Award) for a casual employee driver of a Vehicle and Quad Axle Dog trailer and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
- Casual overtime rate:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after an employee’s ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.
- The range of rates in Victoria:** This part of the table sets out a range of rates typically paid in Victoria to employee drivers in the transport industry. A range is supplied because the rate paid will vary depending on whether a company is party to an enterprise agreement, the particular industry sector, the skill and efficiency of the particular driver and market factors such as whether there is a shortage of drivers in the area. The top rate in each range is calculated by adding 20% to the bottom rate.

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

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

⁴ The Award rate is accurate as at 1 July 2025, but is varied from time to time by the Fair Work Commission. You can find information about the most recently published minimum employee rates by visiting www.fwc.gov.au or contacting your association or union.

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

PART 4 – HOURLY TOTALS

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

Totals per driving hour	Typical costs	Your figures	Notes
Fixed costs	\$62.87		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$61.53		Assuming 38.16 km travelled per hour.
Labour	\$42.14		This example is based on a casual labour rate of \$42.14 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$8.33		This example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$174.86		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$61.53		Assuming 38.16 km travelled per hour.
Labour (overtime rates)	\$51.30 – \$61.56		This worked example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$112.83 – \$123.09		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 vic.gov.au/transport-and-forestry-business-support.

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

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

Owner Drivers and Forestry Contractors Act 2005
TRANSPORT INDUSTRY COUNCIL
TIP TRUCK RATES AND COSTS SCHEDULE 2025–26
Truck and Tri Axle Super Dog Trailer
Road Transport and Distribution Award 2022
Category 6

INTRODUCTION

This Schedule sets out an example of typical overhead costs for an owner driver¹ Truck and Tri Axle Super Dog Trailer².

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

This Schedule aims to help owner drivers to:

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

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

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

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

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

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

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

These requirements also apply to tender situations.

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

This Schedule is structured as follows:

Part 1: Fixed costs

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

Part 2: Variable costs

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

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

² Rates and Costs Schedules have been published for 1 tonne Van Courier Messenger, 1 tonne GVM – General Freight, 4.5 tonne GVM, 8 tonne GVM, 12 tonne GVM (2-axle), Prime Mover (Bogie Drive) and Semi-Trailer (Bogie Drive, 6-axle), Truck and Quad Axle Dog Trailer, and Tandem. 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

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

Part 4: Totals

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

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

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

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

KEY ASSUMPTIONS

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

Subject	Costing assumptions
Vehicle and finance	<p>The fixed costs are based on:</p> <ul style="list-style-type: none"> ● a 2020 manufacture base model vehicle and a tri-axle super dog trailer inclusive of commonly required aftermarket safety equipment with a capital value of \$286,487³. ● a vehicle subject to a lease arrangement, over a 5-year term with a 45.3% residual, with interest at a comparison interest rate of 7.5% per annum. <p>Note that if the business owns the vehicle outright, or has a loan, the cost structure will be different with depreciation as the relevant cost rather than lease payments.</p> <p>All costs exclude GST.</p>
Driving hours per year (kilometres travelled)	<p>The calculation of the fixed costs assumes the vehicle is in operation for 7.6 driving hours per day for 220 working days a year. This equals 1,672 hours of operation a year.</p> <p>The example spreads fixed operating costs over those 1,672 hours.</p> <p>In Part 4, a separate hourly rate for hours over and above the base hours of 1,672 a year is provided. To avoid double counting of fixed costs, this rate only includes variable costs and a return for labour, based on an overtime labour rate.</p>

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

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

³ Cost based on the average retail price of a 2020 model three axle Japanese vehicle of \$221,905, and the average retail price of a 5-year-old tri axle super dog trailer of \$64,582. This value is inclusive of an amount of \$20,000 for aftermarket safety features commonly required.

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

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

Rate structures

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

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

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

Note: All costs exclude GST

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Vehicle lease costs</p> <p>This example is based on:</p> <ul style="list-style-type: none"> • a vehicle with a current capital value of \$221,905 (based on typical retail value of a 5-year-old vehicle), and • a lease arrangement over a 5-year term with a 45.3% residual, at 7.5% interest per annum. 	\$37,540		<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>Trailer lease costs</p> <p>This example is based on a tri-axle super dog trailer with a capital value of \$64,582, based on a lease arrangement over a 5-year term with a 45.3% residual at 7.5% interest per annum.</p>	\$10,925		<p>Finance arrangements will vary widely depending on:</p> <ul style="list-style-type: none"> • if the arrangement is a lease or hire purchase, or purchase of the vehicle through a loan; or • if the arrangement is a loan, then the purchase price, the amount borrowed and the loan terms will affect cash-flow, and depreciation needs to be allowed for. <p>Based on a trailer with standard features. Additional features will incur additional costs.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Registration, permits and TAC fees</p> <p>Based on vehicle and trailer registration fee of \$14,662 and TAC charge of \$2,381 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>	\$17,043		<p>These fees are current as at 1 July 2025 but may change. Additional licences may be payable for certain types of operations (e.g. interstate registration). 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 125% of own labour assumed at \$69,421.</p>	\$8,330		
<p>Insurance comprehensive vehicle and trailer-in-control</p> <p>Based on rate of 3.15% per annum. Based on operator who is over the age of 25, has at least 5 years' experience and no claims history. Assumes vehicle is not carrying dangerous goods. Assumes vehicle is travelling intrastate only.</p>	\$9,024		<p>Rates may be higher for interstate trucks. Comprehensive vehicle insurance costs may vary depending upon the age and value of the equipment insured, the insurance provider, the amount of any excess payable, the individual's claims history, the age and experience level of the driver.</p>
<p>Insurance personal sickness and accident/income</p> <p>Basic policy, based on 80% of income for 52 weeks, 30 day waiting period. Assumes driver is travelling intrastate only. Assumes driver has no pre-existing conditions. Maximum age limit of 60 years. These fixed costs have been calculated at 100%.</p>	\$1,860		<p>The cost of personal income and accident insurance (also called income protection insurance) will vary depending on the individual's health history, the amount of income insured, the period of time after an accident before benefits are payable and the maximum period over which benefits are paid.</p>

Cost items assumptions used in the example	Example: Typical cost per year	Your costs	Variations in this cost item
<p>Insurance public liability Assumes policy for public liability claims up to \$10 million. These fixed costs have been calculated at 100%.</p>	\$600		
<p>Insurance workers' compensation Assumed at the rate of 4.57% for the assumed labour rate of the business owner of \$69,421. Assumes vehicle is primarily travelling intrastate</p>	\$4,097		<p>The rate is current as at 2025–2026 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.</p>
<p>Yard and parking</p>	\$3,722		<p>The rate is based on \$293 per month for a truck and trailer.</p>
<p>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%</p>	\$3,521		<p>Accounting/bookkeeping fees may be lower if the business prepares its own Business Activity Statement (BAS) and accounts. Mobile phone charges will vary significantly depending on level of use. Other costs: Professional association fees, accommodation costs, parking fees, bank charges, and other costs should be allowed for where relevant. This example is based on a business that is already up and running, and does not take into account the costs of starting a business (e.g. registering a company). This figure may also vary depending on contractual conditions.</p>
<p>Total annual fixed costs</p>	\$96,665		
<p>Total hourly fixed costs Assuming 1,672 vehicle operation hours.</p>	\$59.16		<p>Assumes that the annual fixed costs of the business are spread over 1,672 vehicle operation hours per year.</p>

PART 2 – VARIABLE COSTS – PER KILOMETRE AND PER HOUR

Note: All costs exclude GST (unless otherwise specified)

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
<p>Fuel</p> <p>Based on a fuel price of 184.5 cents per litre being the national average retail diesel pump price for the 12 weeks to 7 September 2025.</p> <p>Assumes 53.90 litres consumed per 100 km</p>	105 cents		<p>Fuel is the single biggest variable cost and will significantly affect your business.</p> <p>Fuel costs will also vary depending on the age, features and condition of the vehicle.</p> <p>The price of fuel at the time of negotiating with the hirer should be used to assess the base rate fuel cost to be applied.</p> <p>In addition to the base rate, a fuel surcharge can be applied to account for weekly, fortnightly or monthly fluctuation in fuel costs over the term of the contract.</p>
<p>Adblue</p> <p>Since January 2011, all new heavy vehicles have been required to meet Euro V emissions standards, which means they must be equipped with systems such as Selective Catalytic Reduction (SCR) (which uses AdBlue), Exhaust Gas Recirculation (EGR), and Diesel Particulate Filters (DPF).</p> <p>Based on a 5% AdBlue-to-diesel usage ratio at a cost of \$1.99 per litre.</p>	5 cents		
<p>Tyres</p> <p>Assumes cost of \$752 per tyre (22 tyres) based on vehicle specific average performance and replaced annually or after 63,800 km.</p>	27 cents		<p>Consumption of tyres will vary with the age of vehicle, off-road use, geographic and road conditions, braking frequency and driving techniques and the quality of the tyres used.</p> <p>Cost of tyres will also vary depending on the manufacturer, type of tyres and any discount arrangements.</p>

Cost items assumptions assumes 63,800 km travelled per year	Typical variable cost per km	Your variable cost per km	Variations in this cost item
Servicing, repairs and maintenance This cost is based on annual servicing costs of \$12,570 (one major service and three minor services) and 63,804 km travelled per year.	21 cents		Repair and maintenance costs will vary significantly with the age and condition of the vehicle. Major repairs may also be required and will be an additional cost in any given year.
Total variable costs per km	\$1.52		

Total variable costs per driving hour	Typical cost per hour	Your costs per hour	Variations in this cost item
Assumes 38.16 km travelled per hour.	\$58.05		These rates are typical for city driving only. The number of kilometres travelled per hour will vary significantly depending on the routes travelled, whether the work is metropolitan or regional, how often the vehicle stops to load or unload. Drivers who travel long distance or in regional areas will need to take this into account for their own calculations.

Citylink, and Eastlink and West Gate Tolls

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

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

- linkt.com.au/melbourne/using-toll-roads/toll-calculator
- eastlink.com.au/toll-calculator

The Act requires that for ongoing engagements of no fixed duration or for a period of at least 30 days, Hirers must engage Owner Drivers using a written contract. It is best practice for written contracts to contain a term setting out responsibility for payment of tolls. A model contract has been developed for use by owner drivers and hirers.

- <https://www.vic.gov.au/using-written-contracts-transport-and-forestry>

Where there is no written contract, or where the written contract does not cover responsibility for payment of tolls, it is best practice for the parties to confirm responsibility for toll payment.

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

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

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

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

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

Casual base hourly rate ¹	Casual overtime rate 150% ² For the first two hours, over 7.6 per day or 38 per week	Casual overtime rate 200% ² For work extending beyond the first two hours of overtime and until the completion of work
\$34.60	\$42.19	\$56.25
Range of rates typically paid in Victoria ³		
\$34.60 to \$41.19	\$42.19 to \$50.63	\$56.25 to \$74.50

Notes:

- Casual base hourly rate:** The base rate is calculated on the *Road Transport and Distribution Award 2022*⁴ (the Award) for a casual employee driver a Truck and Tri-Axle Super Dog Trailer and assumes 38 ordinary hours of work completed in five shifts of 7.6 hours between 5.30 am and 6.30 pm, Monday through Friday. The base hourly rate for casual employees includes an additional 25% loading. This is compensation for not receiving the paid annual leave, personal/carer’s leave and public holidays that ongoing employees receive.
- Casual overtime rate:** Casual employee drivers in Victoria receive payment at the rate of time and a half for the first two hours of overtime and double time thereafter for work continuing after an employee’s ordinary hours of work. For each hour of overtime worked a casual must also be paid 10% of 1/38th of the minimum wage specified in the Award for their classification.
- 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.

⁴ The Award rate is accurate as at 1 July 2025, 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.

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

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

PART 4 – HOURLY TOTALS

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

Totals per driving hour	Typical costs	Your figures	Notes
Fixed costs	\$59.16		Assuming fixed costs spread over 1,672 hours.
Variable costs	\$58.05		Assuming 38.16 km travelled per hour.
Labour	\$41.52		This example is based on a casual labour rate of \$41.52 per hour. See discussion on rates for labour in Part 3.
Return on investment	\$7.94		This example is based on a five per cent return on investment. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.
Total per hour (up to 1,672 hours)	\$166.67		Note that this is not a prescribed or recommended rate. Owner drivers are strongly recommended to consider their own circumstances and obtain advice.

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

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

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

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

Totals per driving hour	Typical costs	Your figures	Notes
Variable costs	\$58.05		Assuming 38.16 km travelled per hour.
Labour (overtime rates)	\$50.63 – \$60.77		This example is based on overtime penalty labour rates of between 150% and 200% See discussion on rates for labour in Part 3.
Total per hour (up to 1,672 hours)	\$108.65 – \$118.79		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 vic.gov.au/transport-and-forestry-business-support

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

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

Petroleum Act 1998

DETAILS OF A REPORTABLE EVENT – ACCEPTANCE OF OPERATION PLAN

In accordance with section 122 of the **Petroleum Act 1998**, I notify that the following reportable event occurred:

Type of event: Acceptance of an operation plan on 11 February 2026 to conduct a 100 square kilometres 3D onshore seismic survey.

Licensee: Adelaide Energy Pty Ltd

Authority area: Petroleum Exploration Permit 171 covers 1,973.85 square kilometres, situated west of Casterton, Victoria.

Dated 24 February 2026

RENEE PALMER

Chief Inspector

Delegate of the Minister for Energy and Resources

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

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

Address	Service	Subdivision No.	Declaration Date
Broadway Boulevard and Rodeo Drive, Traralgon	Water and Wastewater	PS917895 P	09/02/2026
Moorhouse Close, Glengarry	Water and Wastewater	PS911249 F	10/02/2026
Napoleon Boulevard and Arapiles Drive, Moe	Water and Wastewater	PS925957 X	25/02/2026

Water Act 1989

NOTICE OF DECLARATION OF SERVICED PROPERTIES

Notice is hereby given that Westernport Water has made provision for water and/or recycled water and/or sewer services for the properties listed below. In accordance with section 144 of the **Water Act 1989** these properties are now liable to be rated as serviced properties from 28 February 2026.

Lot/Plan Numbers	Property Address
Water and Sewer Services	
Lots 1 and 2/PS924031M	32 Frederick Drive, Grantville
Lots 1 to 7/PS923011Y	35 Jeury Court, Cowes
Lots 1 and 2/PS926014B	2 Howie Lane, Coronet Bay
Lots 1 and 2/PS903697W	5 Gruber Street, Kilcunda

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

www.westernportwater.com.au

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

Pursuant to section 144 of the **Water Act 1989**, Yarra Valley Water declares the following land to be serviced property for the listed services from 5 March 2026.

Development Address/ Estate Name	Stage/s	Plan of Subdivision Number	Suburb	Municipality	Drinking Water	Recycled Water	Sewerage Services
32 Collard Drive, Diamond Creek	Stage 1	PS909823M	Diamond Creek	Nillumbik	Y	N	Y
Merrifield Residential	2 Lot Subdivision	PS922114T	Mickleham	Hume	N	N	Y
139 Prospect Hill Road, Canterbury	(1)	PS932316Y	Canterbury	Boroondara	Y	N	Y
Kelly on Lithgow	Stage 1A	PS822854H	Beveridge	Mitchell	Y	Y	Y

Water Act 1989**YARRA VALLEY WATER – DECLARATION OF SERVICED PROPERTIES
FOR THE PURPOSE OF THE SUPPLY OF SEWERAGE SERVICES**

Pursuant to section 144 of the **Water Act 1989**, Yarra Valley Water declares the following properties to be serviced by sewer from the Declaration Date listed below.

Property Address	Sewer Type	Declaration Date
70 Sassafras Creek Road, Sherbrooke, Victoria 3789	Pressure	19/02/2026
72 Sassafras Creek Road, Sherbrooke, Victoria 3789	Pressure	19/02/2026

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

In accordance with section 144 of the **Water Act 1989**, I advise that the following properties have been provided with Reticulated Services and are now liable to be rated as a serviced property for sewerage and/or water service purposes from the following dates:

Property Description	Property Address	Date	Service
Lots 1 and A PS932959	Tierney Street and Counihan Street, Wy Yung	02.02.2026	Water and Sewer
Lots 1–3 PS924202	Swan Street, Bairnsdale	02.02.2026	Water and Sewer
Lots 1–2 PS910692	Jefferson Street, Bairnsdale	02.02.2026	Water and Sewer
Lots 1–2 PS932958	Main Street, Bairnsdale	03.02.2026	Water and Sewer
Lots 1–4 PS924209	Nicholson Street, Bairnsdale	03.02.2026	Water and Sewer
PC383992	Tanjil Avenue, Paynesville	10.02.2026	Water and Sewer
Lots 1–2 PS925429	Main Road, Lindenow	17.02.2026	Water and Sewer
PC381536	Plover Grove, Metung	24.02.2026	Water and Sewer
Lots 1–2 PS934715	Giles Street, Bairnsdale	24.02.2026	Water and Sewer

A plan of the serviced properties is available by contacting the Corporation's office on 1800 671 841 or visiting the Corporation's office at 133 Macleod Street, Bairnsdale.

DAVID RADFORD
General Manager Customer, Community and Communications

ORDERS IN COUNCIL**Health Services Act 1988**

DECLARATIONS UNDER SECTION 11

Order in Council

The Governor in Council under section 11(1) of the **Health Services Act 1988** (the Act) declares that:

- section 33(5)(a) of the Act requiring the board to cause a notice to be published in a newspaper circulating generally in the area where the hospital is situated inviting nominations for membership, does not have effect in relation to the appointment of Jennifer James, Nicholas Jackson, Jodie Cranham and Greg Hart to the board of the Western District Health Service.
- section 34(1) of the Act, that requires a director of a board of a public hospital to hold office for a term not exceeding three years, does not have effect in relation to the appointment of Jennifer James, Nicholas Jackson and Jodie Cranham to the board of the Western District Health Service.

This Order comes into effect on 1 April 2026 and ceases to have effect on 30 June 2029.

Dated: 3 March 2026

Responsible Minister:

THE HON MARY-ANNE THOMAS MP

Minister for Health

SAMUAL WALLACE
Clerk of the Executive Council

Land Act 1958APPROVAL BY THE GOVERNOR IN COUNCIL TO
THE SALE OF CROWN LAND BY PRIVATE TREATY

Order in Council

The Governor in Council under sections 99A(1)(a) and 99A(2) of the **Land Act 1958** approves the sale by private treaty by the Minister for Finance of Crown Allotment 2036, Township of Creswick, Parish of Creswick and located at Drummond Street, Creswick at a price not less than the Valuer-General Victoria's current market valuation.

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

Dated: 3 March 2026

Responsible Minister:

THE HON. DANNY PEARSON MP

Minister for Finance

SAMUAL WALLACE
Clerk of the Executive Council

TP961520X

RESERVATIONS EXCEPTIONS CONDITIONS AND POWERS

The reservation to the Crown of:

- any minerals as defined in the *Mineral Resources (Sustainable Development) Act 1990* and petroleum as defined in the *Petroleum Act 1998* (the "reserved minerals");
- rights of access to any part of the land to search and obtain the reserved minerals; and
- rights of access to any part of the land for pipe-lines, works and other purposes necessary to obtain and convey the reserved minerals on and from the land;

The right to resume the said land for mining purposes under *Section 205 of the Land Act 1958*; and

The right of a licensee under the *Mineral Resources (Sustainable Development) Act 1990* or any corresponding previous enactment, to enter land and do work, within the meaning of that Act, and to erect and occupy mining plant or machinery on the land, in the same manner and under the same conditions and provisions as such licensee currently has on Crown land, provided compensation is paid under Part 8 of that Act for surface damage to the lands.

OFFICE OF
SURVEYOR-GENERAL VICTORIA

DEPARTMENT OF ENVIRONMENT,
LAND, WATER AND PLANNING

ORIGINAL SHEET SIZE: A3

SHEET 2

Certified by John E Tulloch
Surveyor-General
09:33 AM
11/01/2017

Major Transport Projects Facilitation Act 2009**ORDER UNDER SECTION 134 DIVESTING PUBLIC AUTHORITY OR
COUNCIL LAND FOR AN APPROVED PROJECT****Order in Council**

The Governor in Council in accordance with section 134(1)(b) of the **Major Transport Projects Facilitation Act 2009**, on the recommendation of the Minister for Transport Infrastructure, divests the land identified in **Schedule A** and on the plans contained in **Schedule B**, being land within the project area for the Preston Level Crossing Removal Project.

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

Dated: 3 March 2026

Responsible Minister:

GABRIELLE WILLIAMS MP

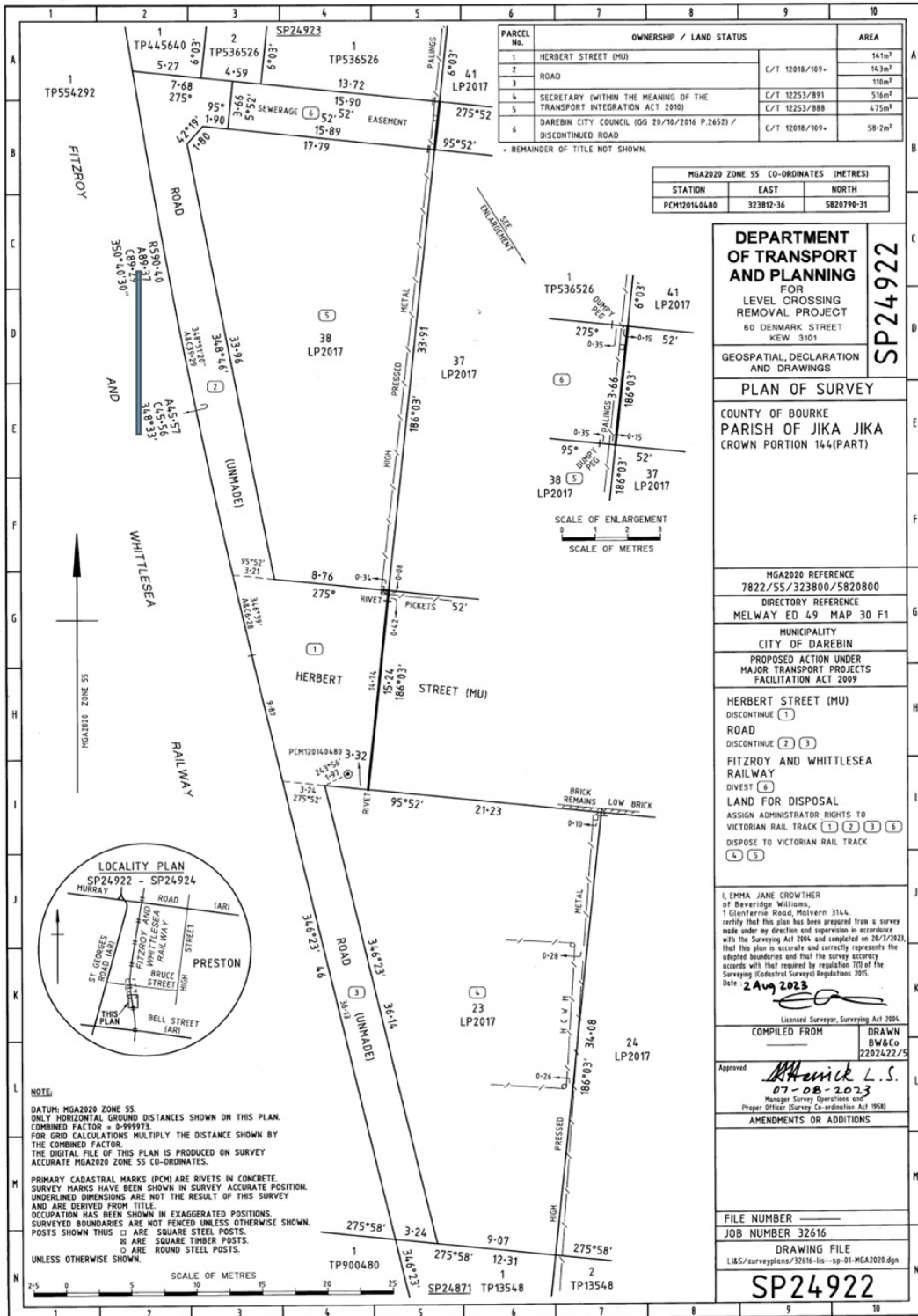
Minister for Transport Infrastructure

SAMUAL WALLACE
Clerk of the Executive Council

Schedule A

Survey Plan	Land Parcel	Size in square metres (m²)	Volume/ Folio	Owner
SP24922	6	58.2	12018/109	Darebin City Council
SP24924	42	10.9	2607/376	Darebin City Council

Schedule B



PARCEL No.	OWNERSHIP / LAND STATUS	AREA
1	HERBERT STREET (MU)	161m ²
2	ROAD	163m ²
3		116m ²
4	SECRETARY (WITHIN THE MEANING OF THE TRANSPORT INTEGRATION ACT 2010)	C/T 12253/891 516m ²
5		C/T 12253/888 475m ²
6	DAREBIN CITY COUNCIL (GG 20/10/2016 P.2652) / DISCONTINUED ROAD	C/T 12018/109- 58-2m ²

* REMAINDER OF TITLE NOT SHOWN.

MGA2020 ZONE 55 CO-ORDINATES (METRES)		
STATION	EAST	NORTH
PCM120140480	322842.36	5820790.31

DEPARTMENT OF TRANSPORT AND PLANNING
 FOR LEVEL CROSSING REMOVAL PROJECT
 60 DENMARK STREET KEW 3101

GEOSPATIAL DECLARATION AND DRAWINGS

SP24922

PLAN OF SURVEY

COUNTY OF BURKE
 PARISH OF JIKA JIKA
 CROWN PORTION 144(PART)

MGA2020 REFERENCE
 7822/55/323800/5820800

DIRECTORY REFERENCE
 MELWAY ED 49 MAP 30 F1

MUNICIPALITY
 CITY OF DAREBIN

PROPOSED ACTION UNDER
 MAJOR TRANSPORT PROJECTS
 FACILITATION ACT 2009

HERBERT STREET (MU) DISCONTINUE (1)
 ROAD DISCONTINUE (2) (3)
 FITZROY AND WHITTLESEA RAILWAY DIVEST (4)
 LAND FOR DISPOSAL ASSIGN ADMINISTRATOR RIGHTS TO VICTORIAN RAIL TRACK (1) (2) (3) (6)
 DISPOSE TO VICTORIAN RAIL TRACK (4) (5)

I, EMMA JANE CROWTHER of Beveridge Williams, 1 Glenferrie Road, Malvern 3164, certify that this plan has been prepared from a survey made under my direction and supervision in accordance with the Surveying Act 2004 and completed on 26/7/2023, that this plan is accurate and correctly represents the adopted boundaries and that the survey accuracy accords with that required by regulation 11(3) of the Surveying (Cadastral Surveys) Regulations 2015.
 Date: 2 Aug 2023

Licensed Surveyor, Surveying Act 2004.

COMPILED FROM _____ DRAWN BW&Co 2202422/5

Approved Matthew L.S.
 07-08-2023
 Manager Survey Operations
 Project Officer, Surveying Co-ordinations Act 1958

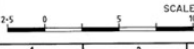
AMENDMENTS OR ADDITIONS

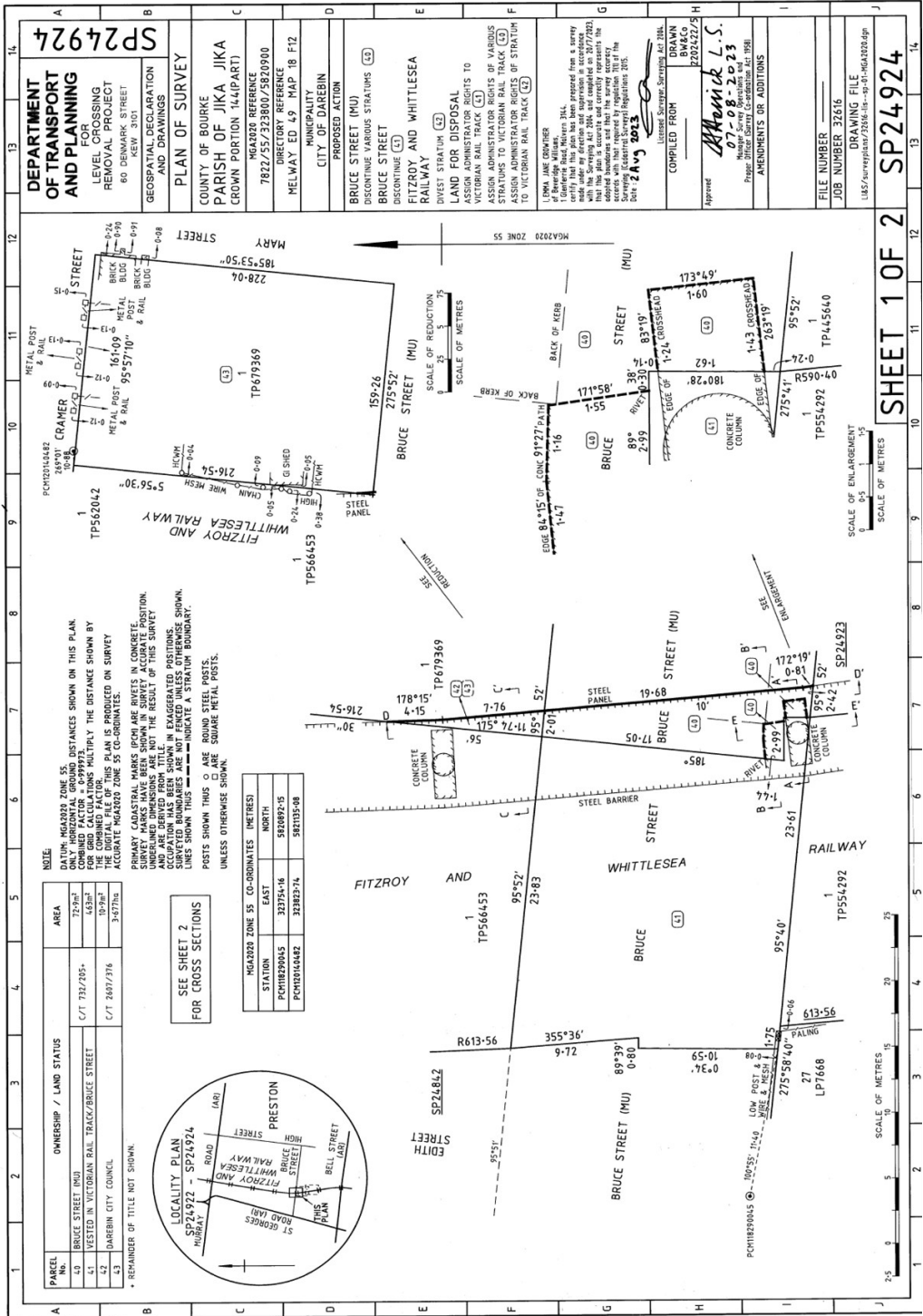
FILE NUMBER _____
 JOB NUMBER 32616
 DRAWING FILE
 LIBS/surveyplans/32616-in--sp-01-MGA2020.dgn

SP24922



NOTE:
 DATUM: MGA2020 ZONE 55
 ONLY HORIZONTAL GROUND DISTANCES SHOWN ON THIS PLAN. COMBINED FACTOR = 0.999973.
 FOR GRID CALCULATIONS MULTIPLY THE DISTANCE SHOWN BY THE COMBINED FACTOR.
 THE DIGITAL FILE OF THIS PLAN IS PRODUCED ON SURVEY ACCURATE MGA2020 ZONE 55 CO-ORDINATES.
 PRIMARY CADASTRAL MARKS (PCM) ARE RIVETS IN CONCRETE. SURVEY MARKS HAVE BEEN SHOWN IN SURVEY ACCURATE POSITION. UNDERLINED DIMENSIONS ARE NOT THE RESULT OF THIS SURVEY AND ARE DERIVED FROM TITLE.
 OCCUPATION HAS BEEN SHOWN IN EXAGGERATED POSITIONS. SURVEYED BOUNDARIES ARE NOT FENCED UNLESS OTHERWISE SHOWN. POSTS SHOWN THUS □ ARE SQUARE STEEL POSTS. □ ARE SQUARE TIMBER POSTS. ○ ARE ROUND STEEL POSTS. UNLESS OTHERWISE SHOWN.





APPROVED
 [Signature]
 07-08-2023
 Licensee: Surveying Act 1984
 License No: 2073

DRAWN
 [Signature]
 23/02/25

AMENDMENTS OR ADDITIONS

Veterans Act 2005

**APPROVAL OF THE TRANSFER OF PATRIOTIC FUND ASSETS FROM THE
NORTH BALWYN RSL SUB-BRANCH PATRIOTIC FUND V0000411K
TO BOROONDARA CITY COUNCIL**

Order in Council

The Governor in Council, under section 35(2)(c) of the **Veterans Act 2005**, approves the transfer of the property known as ‘the Greythorn Community Hub’ 2 Centre Way, Balwyn North, from the North Balwyn RSL Sub-Branch Patriotic Fund (V0000411K) to Boroondara City Council, for the relief, assistance or support of any class of persons in special need of help or for any other public purpose.

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

Dated: 3 March 2026

Responsible Minister:

THE HON NICK STAIKOS MP
Minister for Consumer Affairs

SAMUAL WALLACE
Clerk of the Executive Council

PRICING FOR SPECIAL GAZETTE, PERIODICAL GAZETTE AND VICTORIAN LEGISLATION

Retail price varies according to the number of pages in each Victoria Government Special Gazette, Victoria Government Periodical Gazette and Victorian legislation. The table below sets out the prices that apply. Prices apply from 1 January 2025.

<i>Price Code</i>	<i>No. of Pages (Including cover and blank pages)</i>	<i>Price*</i>
A	1–16	\$4.61
B	17–32	\$6.91
C	33–48	\$9.45
D	49–96	\$15.91
E	97–144	\$20.46
F	145–192	\$24.29
G	193–240	\$27.99
H	241–288	\$29.72
I	289–352	\$33.23
J	353–416	\$38.71
K	417–480	\$43.80
L	481–544	\$51.06
M	545–608	\$58.38
N	609–672	\$64.55
O	673–736	\$72.97
P	737–800	\$80.41
#Q	821–886	\$86.58
#R	887–950	\$92.36
#S	951–1016	\$98.65
#T	1017–1080	\$104.66
#U	1081–1146	\$111.06
#V	1147–1210	\$116.46
#W	1211–1276	\$122.50
#X	1277–1340	\$129.15
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