

Determination of Maximum Charges for Unbooked Commercial Passenger Vehicle Services (from 23 September 2024)

Maximum charges for commercial passenger vehicle services that begin in
the Melbourne Metropolitan Zone or Urban and Large Regional Zone

14 August 2024

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Summary

This determination sets the maximum charges for unbooked commercial passenger vehicle services, in respect of carriage on a journey that begins in the Melbourne Metropolitan Zone or Urban and Large Regional Zone, supplied by or within the Victorian commercial passenger vehicle industry.¹

The maximum charges set with this determination have been increased from those previously determined by the commission under the fare adjustment mechanism for 2023 which took effect from 1 October 2023.²

This determination also establishes a fare adjustment mechanism for 2025 that allows the commission to adjust the maximum fares without the need to undertake a review or make a new price determination if the increase or decrease in costs over the relevant period is greater than 1 per cent.

The commission has made this determination following its review of the maximum fares for unbooked commercial passenger vehicle services. The draft and final reports for this review are available on the commission's website: www.esc.vic.gov.au.

This determination will take effect on 23 September 2024.

¹ The terms “applicable unbooked service”, “Melbourne Metropolitan Zone” and “Urban and Large Regional Zone” are defined in Section 110A Commercial Passenger Vehicle Industry Act 2017.

² Essential Services Commission 2023, Unbooked Taxi Fare Annual Adjustment 2023: Commission assessment, 24 August.

Summary

Determination

Statement of purpose³

The Essential Services Commission (the commission) is Victoria's independent economic regulator responsible for determining the maximum charges for unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban and Large Regional Zone (applicable unbooked services)⁴, supplied by or within the Victorian commercial passenger vehicle industry.⁵

This determination gives effect to these responsibilities of the commission.

Determination of maximum charges

For the purposes of this determination:

- the 'Urban area' is the part of the Urban and Large Regional Zone that includes Frankston, Dandenong and the Mornington Peninsula
- the 'Large Regional areas' are all areas of the Urban and Large Regional Zone, except the Urban area, including Geelong, Ballarat and Bendigo SA3s as defined in the Australian Statistical Geography Standard 2011
- all charges are GST inclusive.

The commission determines that the maximum charges that apply from 23 September 2024 to applicable unbooked services that begin in the Melbourne Metropolitan Zone or the Urban area, supplied by or within the Victorian commercial passenger vehicle industry, are those set out in Schedule 1.

The commission determines that the maximum charges that apply from 23 September 2024 to applicable unbooked services that begin in the Large Regional areas, supplied by or within the Victorian commercial passenger vehicle industry, are those set out in Schedule 2.

³ *Essential Services Commission Act 2001 (Vic)*, s. 35(1).

⁴ *Commercial Passenger Vehicle Industry Act 2017 (Vic)*, s. 110A.

⁵ *Essential Services Commission Act 2001 (Vic)*, Part 3; *Commercial Passenger Vehicle Industry Act 2017 (Vic)*, ss. 110A, 110D; see *Transport (Compliance and Miscellaneous) Act 1983*, s. 143B(1)(a) and Victorian Government Gazette, No. S184, 12 June 2014 for more information on the establishment of the zones and boundaries

Annual adjustment of maximum charges

The maximum charges that apply from 23 September 2024 for applicable unbooked services supplied by or within the Victorian commercial passenger vehicle industry, as specified in Schedule 1 and Schedule 2, may be adjusted with effect from 23 September 2025 in accordance with the formulas and procedure specified in Schedule 3.

Reasons for the making of this determination⁶

In making a price determination, the commission must adopt an approach and methodology that it considers will best meet its objectives under relevant legislation.⁷ The commission has made this determination following a review of fares for unbooked commercial passenger vehicle services, having regard to the commission's objectives and matters it must have regard to under the *Essential Services Commission Act 2001 (Vic)*, the *Commercial Passenger Vehicle Industry Act 2017 (Vic)* and the *Transport Integration Act 2010 (Vic)*. The commission's review of the maximum fares for unbooked commercial passenger vehicle services, and the objectives and matters the commission must have regard to when making a determination, are detailed in the final report available on the commission's website: www.esc.vic.gov.au.

The reasons for making this determination are set out in the commission's final decision document dated 14 August 2024.⁸

Nature and effect of this determination

This determination is made under Part 6, Division 1A of the *Commercial Passenger Vehicle Industry Act 2017 (Vic)*, together with Part 3 of the *Essential Services Commission Act 2001 (Vic)*. This determination sets the maximum charges for applicable unbooked services (being unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban and Large Regional Zone), supplied by or within the Victorian commercial passenger vehicle industry. This determination is binding on entities providing applicable unbooked services.⁹ It

⁶ *Essential Services Commission Act 2001 (Vic)*, s. 35(1).

⁷ *Essential Services Commission Act 2001 (Vic)*, s. 33.

⁸ Essential Services Commission 2024, *Review of the maximum unbooked taxi fares and non-cash payment surcharges – Final Decision*, 14 August.

⁹ *Essential Services Commission Act 2001 (Vic)*, s. 35(7).

Determination

revokes the commission's previous determination made on 31 August 2022,¹⁰ which took effect from 15 September 2022.

This determination increases the maximum charges for applicable unbooked services from those previously determined by the commission under the fare adjustment mechanism for 2023, which took effect from 1 October 2023.¹¹

This determination also establishes a fare adjustment mechanism for 2025 that allows the commission to adjust the maximum fares without the need to undertake a review or make a new price determination, if the increase or decrease in costs over the relevant period is greater than 1 per cent.

Date at which this determination takes effect

This determination will take effect on 23 September 2024.

¹⁰ Essential Services Commission 2022, Determination of Maximum Charges for Unbooked Commercial Passenger Vehicle Services (from 15 September 2022): Maximum charges for commercial passenger vehicle services that begin in the Melbourne Metropolitan zone or Urban and Large Regional zone, 31 August.

¹¹ Essential Services Commission 2023, Unbooked Taxi Fare Annual Adjustment 2023: Commission assessment, 24 August.

Determination

How to obtain a copy of this determination

A copy of this determination may be downloaded from the commission's website:

www.esc.vic.gov.au

Alternatively, a copy may be requested by contacting the commission by post (Essential Services Commission, Level 8, 570 Bourke Street, Melbourne Victoria 3000), by phone (+61 3 9032 1300 or 1300 664 969) or by email: transport@esc.vic.gov.au.

THE COMMON SEAL of the ESSENTIAL SERVICES)
COMMISSION was affixed pursuant to the authority of)
The Commission on the 16th day of August 2024)



A handwritten signature in blue ink, appearing to read "S. Bhojani", is written over a horizontal line.

Sitesh Bhojani
Commissioner and Acting Chairperson

Determination

Schedule 1 – maximum charges for unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban area

The maximum charges in this Schedule are determined under Part 6, Division 1A of the *Commercial Passenger Vehicle Industry Act 2017* (Vic), together with Part 3 of the *Essential Services Commission Act 2001* (Vic). The maximum charges in this Schedule apply from 23 September 2024 to applicable unbooked services supplied by or within the commercial passenger vehicle industry that begin in the Melbourne Metropolitan Zone or the Urban area. All charges are GST inclusive.

1. Definitions

- 1.1 The term ‘hirer’ includes an agent or agency representing the passenger/s or hirer/s.
- 1.2 The ‘Urban area’ is the part of Urban and Large Regional Zone that includes Frankston, Dandenong and the Mornington Peninsula.

2. Maximum hiring rates on fare calculation device

- 2.1 The maximum hiring rates may be based on either ‘time **or** distance’ tariffs (clause 3) or ‘time **and** distance’ tariffs (clause 4).
- 2.2 For the purpose of calculating fares for applicable unbooked services that begin in the Melbourne Metropolitan Zone or the Urban area, fare calculation devices must only be programmed with tariffs that are consistent with either the tariffs in clause 3 or those in clause 4.
- 2.3 The fare sticker in the vehicle must clearly indicate whether the ‘time **or** distance’ tariff structure (clause 3) or ‘time **and** distance’ tariff structure (clause 4) applies.

3. Maximum hiring rates – ‘time or distance’ tariff structure

- 3.1 If using ‘time **or** distance’ tariffs, the hiring rates that must be computed and displayed by the fare calculation device used for unbooked services can be to a maximum of the following charges:

Schedule 1 – maximum charges for unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban area

TARIFF ONE – DAY TARIFF

Tariff One rates apply as the maximum rates between 9am and 5pm, excluding times when Tariff Three maximum rates apply.

Fare component	Maximum charge
Flagfall	\$5.10
Distance Rate	\$1.982 per kilometre while the vehicle speed is greater than 21 kmph
Detention Rate	\$0.694 per minute (\$41.64 per hour) while the vehicle speed is less than 21 kmph

TARIFF TWO – OVERNIGHT TARIFF

Tariff Two rates apply as the maximum rates between 5pm and 9am, excluding times when Tariff Three maximum rates apply.

Fare component	Maximum charge
Flagfall	\$6.35
Distance Rate	\$2.204 per kilometre while the vehicle speed is greater than 21 kmph
Detention Rate	\$0.771 per minute (\$46.26 per hour) while the vehicle speed is less than 21 kmph

TARIFF THREE – PEAK TARIFF

Tariff Three rates apply as maximum rates:

Schedule 1 – maximum charges for unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban area

- from 10pm Friday to 4am Saturday;
- from 10pm Saturday to 4am Sunday;
- all day on Christmas Day;
- all day on Boxing Day; and
- from 6pm on New Year's Eve until midnight at the end of New Year's Day.

Fare component	Maximum charge
Flagfall	\$7.60
Distance Rate	\$2.426 per kilometre while the vehicle speed is greater than 21 kmph
Detention Rate	\$0.849 per minute (\$50.94 per hour) while the vehicle speed is less than 21 kmph

3.2 Fare calculation devices must be programmed to automatically select the correct tariff for the relevant time and date. Manual selection of tariffs is not permitted.

4. Maximum hiring rates – ‘time and distance’ tariff structure

4.1 If using ‘time **and** distance’ tariffs, the hiring rates that must be computed and displayed by the fare calculation device used for applicable unbooked services can be to a maximum of the following charges:

TARIFF ONE – DAY TARIFF

Tariff One rates apply as the maximum rates between 9am and 5pm, excluding times when Tariff Three maximum rates apply.

Fare component	Maximum charge
Flagfall	\$5.10
Distance Rate	\$1.639 per kilometre at all times
Duration Rate	\$0.421 per minute at all times

Schedule 1 – maximum charges for unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban area

TARIFF TWO – OVERNIGHT TARIFF

Tariff Two rates apply as the maximum rates between 5pm and 9am, excluding times when Tariff Three maximum rates apply.

Fare component	Maximum charge
Flagfall	\$6.35
Distance Rate	\$1.820 per kilometre at all times
Duration Rate	\$0.462 per minute at all times

TARIFF THREE – PEAK TARIFF

Tariff Three rates apply as maximum rates:

- from 10pm Friday to 4am Saturday;
- from 10pm Saturday to 4am Sunday;
- all day on Christmas Day;
- all day on Boxing Day; and
- from 6pm on New Year's Eve until midnight at the end of New Year's Day.

Fare component	Maximum charge
Flagfall	\$7.60
Distance Rate	\$2.014 per kilometre at all times
Duration Rate	\$0.499 per minute at all times

- 4.2 Fare calculation devices must be programmed to automatically select the correct tariff for the relevant time and date. Manual selection of tariffs is not permitted.

Schedule 1 – maximum charges for unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban area

5. CPV Service Levy Recovery Fee¹²

- 5.1 The driver of an unbooked commercial passenger vehicle may charge the hirer a CPV Service Levy Recovery Fee of up to the maximum charge.¹³
- 5.2 The maximum charge for a CPV Service Levy Recovery Fee is equal to the amount of the levy for a commercial passenger vehicle service transaction as provided for in the *Commercial Passenger Vehicle Industry Act 2017 (Vic)* or regulations made thereunder,¹⁴ plus 10 per cent GST.
- 5.3 If applied, the CPV Service Levy Recovery Fee must be itemised as a charge on the receipt provided to the hirer.

6. High Occupancy Fee

- 6.1 A high occupancy fee must not be charged if the unbooked commercial passenger vehicle does not have the capacity for the carriage of five or more passengers in fixed seats. 'Fixed seats' does not include positions for the carriage of persons in wheelchairs.
- 6.2 A high occupancy fee of up to \$17.35 may be charged when:
 - 6.2.1 the vehicle has been hired for the carriage of five or more passengers, or
 - 6.2.2 a vehicle larger than a standard taxi is required, regardless of the number of passengers to be carried except where the vehicle has been hired for the carriage of a person(s) who uses a wheelchair or other mobility aid.
- 6.3 For the purposes of clause 6.2.1 above, children under the age of five years are not to be calculated as a passenger
- 6.4 For the purposes of clause 6.2.2, a standard taxi means a taxi with seating for up to four passengers and includes station wagon type vehicles.

¹² *Commercial Passenger Vehicle Industry Act 2017 (Vic)*, Part 11 – Commercial passenger vehicle service levy. The State Revenue Office of Victoria has general administration of Part 11 of this Act.

¹³ *Commercial Passenger Vehicle Industry Act 2017 (Vic)*, s. 236.

¹⁴ *Commercial Passenger Vehicle Industry Act 2017 (Vic)*, s. 238.

Schedule 1 – maximum charges for unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban area

7. CityLink and EastLink Tolls

- 7.1 The driver of an unbooked commercial passenger vehicle carrying a passenger or parcel on a toll road (CityLink or EastLink), providing an applicable unbooked service, is authorised to charge the hirer an amount up to the appropriate toll payable by the driver for using the section(s) of that toll road to provide the applicable unbooked service (as published from time to time in the Victorian Government Gazette in accordance with the *Melbourne City Link Act 1995* (Vic) or the *EastLink Project Act 2004* (Vic) as applicable).
- 7.2 Hirers must be given the choice of using or not using a toll road if a toll road is one of the route options available for that trip.

8. Airport Taxi Rank Fee

- 8.1 **Melbourne Airport taxi rank fee.** The driver of an unbooked commercial passenger vehicle who accepts a hiring from the Melbourne Airport taxi rank, after that driver has paid for the use of the Melbourne Airport taxi rank queuing facilities and/or waiting bays, is authorised to charge the hirer an Airport Taxi Rank Fee of an amount up to the Melbourne Airport Access Fee payable by the driver for using that taxi rank as published from time to time by Melbourne Airport in a daily newspaper generally circulating in Victoria and on Melbourne Airport's website.
- 8.2 **Avalon Airport taxi rank fee.** The driver of an unbooked commercial passenger vehicle who accepts a hiring from the Avalon Airport taxi rank, after that driver has paid for the use of the Avalon Airport taxi rank queuing facilities and/or waiting bays, is authorised to charge the hirer an Airport Taxi Rank Fee of an amount up to the Avalon Airport Taxi Rank Fee payable by the driver for using that taxi rank as published on Avalon Airport's website.

9. Cleaning fee

- 9.1 The driver of an unbooked commercial passenger vehicle may charge a reasonable cleaning fee of up to a maximum of \$120 if a passenger soils the vehicle with food, drink or bodily fluids.
- 9.2 If applied, the cleaning fee must be itemised as a charge on the receipt provided to the hirer.

10. Further Conditions

Schedule 1 – maximum charges for unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban area

10.1 Fees or charges which are not permitted include:

10.1.1 any additional charge for the carriage of goods or luggage accompanied by a passenger except where clause 6.2.2 applies; and

10.1.2 any charge that would result in a person with a disability paying more than an able-bodied person would for the same service.

Schedule 1 – maximum charges for unbooked commercial passenger vehicle services that begin in the Melbourne Metropolitan Zone or Urban area

Schedule 2 – maximum charges for unbooked commercial passenger vehicle services that begin in the Large Regional areas

The maximum charges in this Schedule are determined under Part 6, Division 1A of the *Commercial Passenger Vehicle Industry Act 2017* (Vic), together with Part 3 of the *Essential Services Commission Act 2001* (Vic). The maximum charges in this Schedule apply from 23 September 2024 to applicable unbooked services supplied by or within the commercial passenger vehicle industry that begin in the Large Regional areas. All charges are GST inclusive.

1. Definitions

- 1.1. The term ‘hirer’ includes an agent or agency representing the passenger/s or hirer/s.
- 1.2. The ‘Large Regional areas’ are all areas of the Urban and Large Regional Zone, except the Urban area, including Geelong, Ballarat and Bendigo SA3s as defined in the Australian Statistical Geography Standard 2011.

2. Maximum hiring rates on fare calculation device

- 2.1 The maximum hiring rates may be based on either ‘time **or** distance’ tariffs (clause 3) or ‘time **and** distance’ tariffs (clause 4).
- 2.2 For the purpose of calculating fares for applicable unbooked services that begin in the Large Regional areas, fare calculation devices must only be programmed with tariffs that are consistent with either the tariffs in clause 3 or those in clause 4.
- 2.3 The fare sticker in the vehicle must clearly indicate whether the ‘time **or** distance’ tariff structure (clause 3) or ‘time **and** distance’ tariff structure (clause 4) applies.

3. Maximum hiring rates – ‘time or distance’ tariff structure

- 3.1 If using ‘time **or** distance’ tariffs, the hiring rates that must be computed and displayed by the fare calculation device used for applicable unbooked services can be to a maximum of the following charges:

Schedule 2 – maximum charges for unbooked commercial passenger vehicle services that begin in the Large Regional areas

TARIFF ONE – STANDARD TARIFF

Tariff One rates apply as the maximum rates at all times except circumstances when Tariff Two maximum rates may apply.

Fare component	Maximum charge
Flagfall	\$4.40
Distance Rate	\$2.245 per kilometre while the vehicle speed is greater than 21 kmph
Detention Rate	\$0.785 per minute (\$47.10 per hour) while the vehicle speed is less than 21 kmph

TARIFF TWO – HIGH OCCUPANCY TARIFF

- 3.2 Tariff Two must not be charged if the unbooked commercial passenger vehicle does not have the capacity for the carriage of five or more passengers in fixed seats. 'Fixed seats' does not include positions for the carriage of persons in wheelchairs.
- 3.3 Tariff Two may only be charged when:
- 3.3.1 the vehicle has been hired for the carriage of five or more passengers, or
 - 3.3.2 a vehicle larger than a standard taxi is required, regardless of the number of passengers to be carried, except where the vehicle has been hired for the carriage of a person(s) who uses a wheelchair or other mobility aid.
- 3.4 For the purposes of clause 3.3.1 above, children under the age of five years are not to be calculated as a passenger.
- 3.5 For the purposes of clause 3.3.2 above, a standard taxi means a taxi with seating for up to four passengers and includes station wagon type vehicles.

Schedule 2 – maximum charges for unbooked commercial passenger vehicle services that begin in the Large Regional areas

Fare component	Maximum charge
Flagfall	\$4.40
Distance Rate	\$3.421 per kilometre while the vehicle speed is greater than 21 kmph
Detention Rate	\$1.198 per minute (\$71.88 per hour) while the vehicle speed is less than 21 kmph

4. Maximum hiring rates – ‘time and distance’ tariff structure

- 4.1 If using ‘time **and** distance’ tariffs the hiring rates that must be computed and displayed by the fare calculation device used for applicable unbooked services can be to a maximum of the following charges:

TARIFF ONE – STANDARD TARIFF

Tariff One rates apply as the maximum rates at all times except circumstances when Tariff Two maximum rates may apply.

Fare component	Maximum charge
Flagfall	\$4.40
Distance Rate	\$1.825 per kilometre at all times
Duration Rate	\$0.600 per minute at all times

Schedule 2 – maximum charges for unbooked commercial passenger vehicle services that begin in the Large Regional areas

TARIFF TWO – HIGH OCCUPANCY TARIFF

- 4.2 Tariff Two must not be charged if the unbooked commercial passenger vehicle does not have the capacity for the carriage of five or more passengers in fixed seats. ‘Fixed seats’ does not include positions for the carriage of persons in wheelchairs.
- 4.3 Tariff Two may only be charged when:
- 4.3.1 the vehicle has been hired for the carriage of five or more passengers, or
 - 4.3.2 a vehicle larger than a standard taxi is required, regardless of the number of passengers to be carried, except where the vehicle has been hired for the carriage of a person(s) who uses a wheelchair or other mobility aid.
- 4.4 For the purposes of clause 4.3.1 above, children under the age of five years are not to be calculated as a passenger.
- 4.5 For the purposes of clause 4.3.2 above, a standard taxi means a taxi with seating for up to four passengers and includes station wagon type vehicles.

Fare component	Maximum charge
Flagfall	\$4.40
Distance Rate	\$3.030 per kilometre at all times
Duration Rate	\$0.657 per minute at all times

5. CPV Service Levy Recovery Fee¹⁵

- 5.1 The driver of an unbooked commercial passenger vehicle may charge the hirer a CPV Service Levy Recovery Fee of up to the maximum charge.¹⁶

¹⁵ *Commercial Passenger Vehicle Industry Act 2017* (Vic), Part 11 – Commercial passenger vehicle service levy. The State Revenue Office of Victoria has general administration of Part 11 of this Act.

¹⁶ *Commercial Passenger Vehicle Industry Act 2017* (Vic), s. 236.

Schedule 2 – maximum charges for unbooked commercial passenger vehicle services that begin in the Large Regional areas

- 5.2 The maximum charge for a CPV Service Levy Recovery Fee is equal to the amount of the levy for a commercial passenger vehicle service transaction as provided for in the *Commercial Passenger Vehicle Industry Act 2017* or regulations made thereunder,¹⁷ plus 10 per cent GST.
- 5.3 If applied, the CPV Service Levy Recovery Fee must be itemised as a charge on the receipt provided to the hirer.

6. Late Night Fee

- 6.1 A late night fee of up to \$4.15 may be applied to hirings that commence between the hours of 7pm on Friday and 6am on Saturday, 7pm on Saturday and 6am on Sunday, and between the hours of midnight and 6am on all other days. If applied, the late night fee must be entered and displayed on the fare calculation device at the commencement of the hiring.

7. Holiday Surcharge

- 7.1 A holiday surcharge of up to \$5.10 may be applied:
- 7.1.1 all day on Christmas Day;
 - 7.1.2 all day on Boxing Day;
 - 7.1.3 from 6pm on New Year's Eve until midnight at the end of New Year's Day;
 - 7.1.4 from 7pm on the evenings prior to every other Victorian public holiday until 6am on the morning of the public holiday.
- 7.2 For the purposes of this clause, public holidays are defined as per the *Public Holidays Act 1993* (Vic) and:
- 7.2.1 include:
 - a. additional public holidays, as per Section 7 of the *Public Holidays Act 1993* (Vic); and

¹⁷ *Commercial Passenger Vehicle Industry Act 2017* (Vic), s. 238.

- b. days that the Minister has appointed as a substitute holiday for Melbourne Cup Day for the relevant non-metropolitan Council, as per Section 8A of the *Public Holidays Act 1993 (Vic)*;¹⁸

7.2.2 exclude:

- a. the Monday after 1 January (New Year's Day) when New Year's Day is a Saturday or Sunday;
- b. the Monday after Christmas Day when Christmas Day is a Saturday and the Tuesday after Christmas Day when Christmas Day is a Sunday; and
- c. the Monday after 26 December (Boxing Day) when Boxing Day is a Saturday and the Tuesday after Boxing Day when Boxing Day is a Sunday.

7.3 Where the Minister appoints a substitute public holiday for Melbourne Cup Day in a non-metropolitan Council, a holiday surcharge must not be charged in relation to Melbourne Cup Day in that non-metropolitan Council.

7.4 The late night fee must not be applied in addition to the holiday surcharge.

8. CityLink and EastLink Tolls

8.1 The driver of an unbooked commercial passenger vehicle carrying a passenger or parcel on a toll road (CityLink or EastLink), providing an applicable unbooked service, is authorised to charge the hirer an amount up to the appropriate toll payable by the driver for using the section(s) of that toll road to provide the applicable unbooked service (as published from time to time in the Victorian Government Gazette in accordance with the *Melbourne City Link Act 1995 (Vic)* or the *EastLink Project Act 2004 (Vic)* as applicable).

8.2 Hirers must be given the choice of using or not using a toll road if a toll road is one of the route options available for that trip.

¹⁸ The holiday surcharge may only be applied in the geographic area of the Council subject to the substitute holiday. For example, a holiday surcharge in relation to Geelong Cup Day may only be applied in the area of the urban zone surrounding Geelong.

9. Airport Taxi Rank Fee

- 9.1 **Melbourne Airport taxi rank fee.** The driver of an unbooked commercial passenger vehicle who accepts a hiring from the Melbourne Airport taxi rank, after that driver has paid for the use of the Melbourne Airport taxi rank queuing facilities and/or waiting bays, is authorised to charge the hirer an Airport Taxi Rank Fee of an amount up to the Melbourne Airport Access Fee payable by the driver for using that taxi rank as published from time to time by Melbourne Airport in a daily newspaper generally circulating in Victoria and on Melbourne Airport's website.
- 9.2 **Avalon Airport taxi rank fee.** The driver of an unbooked commercial passenger vehicle who accepts a hiring from the Avalon Airport taxi rank, after that driver has paid for the use of the Avalon Airport taxi rank queuing facilities and/or waiting bays, is authorised to charge the hirer an Airport Taxi Rank Fee of an amount up to the Avalon Airport Taxi Rank Fee payable by the driver for using that taxi rank as published on Avalon Airport's website.

10. Cleaning fee

- 10.1 The driver of an unbooked commercial passenger vehicle may charge a reasonable cleaning fee of up to a maximum of \$120 if a passenger soils the vehicle with food, drink, or bodily fluids.
- 10.2 If applied, the cleaning fee must be itemised as a charge on the receipt provided to the hirer.

11. Further Conditions

- 11.1 Fees or charges which are not permitted include:
- 11.1.1 any additional charge for the carriage of goods or luggage accompanied by a passenger except where clause 3.3.2 or clause 4.3.2 applies; and
 - 11.1.2 any charge that would result in a person with a disability paying more than an able-bodied person would for the same service.

Schedule 2 – maximum charges for unbooked commercial passenger vehicle services that begin in the Large Regional areas

Schedule 3 – annual adjustment of maximum charges for unbooked commercial passenger vehicle services

Part 1: Adjustment

1. Adjustment of maximum charges on 23 September 2025

- 1.1 Certain Adjustable Maximum Charges that apply from 23 September 2024 may be adjusted with effect from 23 September 2025 to reflect changes in costs, in accordance with the formulas specified in Part 2 of this Schedule 3 and the procedure specified in Part 3 of this Schedule 3.

2. Adjustable Maximum Charges

For the purposes of this Schedule 3:

- 2.1 The Standard Adjustable Maximum Charges are set out in Table 1.

Table 1. Standard Adjustable Maximum Charges

	Tariff	Standard Adjustable Maximum Charge
Schedule 1		
Time or distance tariffs	Tariff One – Day tariff	Flagfall
		Distance rate
		Detention rate
	Tariff Two – Overnight tariff	Flagfall
		Distance rate
		Detention rate
	Tariff Three – Peak tariff	Flagfall
		Distance rate
		Detention rate
Time and distance tariffs	Tariff One – Day tariff	Flagfall
		Distance rate
		Duration rate

Schedule 3 – annual adjustment of maximum charges for unbooked commercial passenger vehicle services

	Tariff Two – Overnight tariff	Flagfall
		Distance rate
		Duration rate
	Tariff Three – Peak tariff	Flagfall
		Distance rate
		Duration rate
Schedule 2		
Time or distance tariffs	Tariff One – Standard tariff	Flagfall
		Distance rate
		Detention rate
	Tariff Two – High occupancy tariff	Flagfall
Time and distance tariffs	Tariff One – Standard tariff	Flagfall
		Distance rate
		Duration rate
	Tariff Two – High occupancy tariff	Flagfall
Other fees and charges		Late night fee
		Holiday surcharge

2.2 The High Occupancy Adjustable Maximum Charges are set out in Table 2.

Table 2. High Occupancy Adjustable Maximum Charges

Tariff		High Occupancy Adjustable Maximum Charge
Schedule 1		
		High occupancy fee
Schedule 2		
Time or distance tariffs	Tariff Two – High occupancy tariff	Distance rate

Schedule 3 – annual adjustment of maximum charges for unbooked commercial passenger vehicle services

		Detention rate
Time and distance tariffs	Tariff Two – High occupancy tariff	Distance rate
		Duration rate

2.3 The Adjustable Maximum Charges do not include:

2.3.1 CPV service levy recovery fees;

2.3.2 City Link and EastLink tolls;

2.3.3 airport taxi rank fees; and

2.3.4 cleaning fees.

Part 2: Formula

1. Adjustment

1.1 Subject to clause 4, the Standard Adjustable Maximum Charges will be adjusted with effect from 23 September 2025 in accordance with the formula in clause 2.

1.2 Subject to clause 4, the High Occupancy Adjustable Maximum Charges will be adjusted with effect from 23 September 2025 in accordance with the formula in clause 3.

2. Formula for Standard Adjustable Maximum Charges

2.1 $SAMC_{25} = SAMC_{24} \times (1 + [(LCC \times 0.55) + (FPC \times 0.066) + (NECC \times 0.057) + (NLCC \times 0.057) + (ICC \times 0.036) + (VCC \times 0.076) + (RCC \times 0.012) + (RMCC \times 0.069) + (ACC \times 0.077)])$

where:

2.1.1 $SAMC_{25}$ is the Standard Adjustable Maximum Charge with effect from 23 September 2025;

2.1.2 $SAMC_{24}$ is the Standard Adjustable Maximum Charge that applies on and from 23 September 2024;

Schedule 3 – annual adjustment of maximum charges for unbooked commercial passenger vehicle services

2.1.3 **LCC** is the labour cost change. Labour cost change will be calculated in accordance with the following formula:

a. $labour\ cost\ change = \frac{labour\ 2025}{labour\ 2024} - 1$

where:

- i. **labour 2025** is the national minimum wage specified in the Fair Work Commission's Annual Wage Review under section 285 of the *Fair Work Act 2009* (Cth) for 2024-25 that takes effect on 1 July 2025;
- ii. **labour 2024** is the national minimum wage specified in the Fair Work Commission's Annual Wage Review under section 285 of the *Fair Work Act 2009* (Cth) for 2023-24 that took effect on 1 July 2024, being \$915.90 per week;

2.1.4 **FPC** is the fuel price change. Fuel price change will be calculated in accordance with the following formula:

a. $fuel\ price\ change = \left(\frac{petrol\ 2025}{petrol\ 2024} - 1 \right) \times 0.68 + \left(\frac{LPG\ 2025}{LPG\ 2024} - 1 \right) \times 0.23 + \left(\frac{diesel\ 2025}{diesel\ 2024} - 1 \right) \times 0.09$

where:

- i. **petrol 2025** is the average retail price of unleaded petrol in Melbourne, Ballarat, Bendigo and Geelong in June 2025 as determined by FuelTRAC and communicated by FuelTRAC to the commission;
- ii. **petrol 2024** is the average retail price of unleaded petrol in Melbourne, Ballarat, Bendigo and Geelong in June 2024 as determined by FuelTRAC and communicated by FuelTRAC to the commission;
- iii. **LPG 2025** is the average retail price of Liquid Petroleum Gas in Melbourne, Ballarat, Bendigo and Geelong in June 2025 as determined by FuelTRAC and communicated by FuelTRAC to the commission;

- iv. **LPG 2024** is the average retail price of Liquid Petroleum Gas in Melbourne, Ballarat, Bendigo and Geelong in June 2024 as determined by FuelTRAC and communicated by FuelTRAC to the commission;
- v. **diesel 2025** is the average retail price of diesel in Melbourne, Ballarat, Bendigo and Geelong in June 2025 as determined by FuelTRAC and communicated by FuelTRAC to the commission; and
- vi. **diesel 2024** is the average retail price of diesel in Melbourne, Ballarat, Bendigo and Geelong in June 2024 as determined by FuelTRAC and communicated by FuelTRAC to the commission;

2.1.5 **NECC** is the network (equipment) cost change. Network (equipment) cost change will be calculated in accordance with the following formula:

$$a. \text{ network (equipment) cost change} = \frac{\text{network (equipment) 2025}}{\text{network (equipment) 2024}} - 1$$

where:

- i. **network (equipment) 2025** is the Consumer Price Index: Telecommunication equipment and services for Melbourne as published by the Australian Bureau of Statistics (6401.0 – Table 9) for the June 2025 Quarter;
- ii. **network (equipment) 2024** is the Consumer Price Index: Telecommunication equipment and services for Melbourne as published by the Australian Bureau of Statistics (6401.0 – Table 9) for the June 2024 Quarter, being 75.7;

2.1.6 **NLCC** is the network (labour) cost change. Network (labour) cost change will be calculated in accordance with the following formula:

$$a. \text{ network (labour) cost change} = \frac{\text{network (labour) 2025}}{\text{network (labour) 2024}} - 1$$

where:

- i. **network (labour) 2025** is the Wage Price Index for Victoria (Quarterly Index; Total hourly rates of pay excluding bonuses; Victoria; Private and Public; All industries) as published by the Australian Bureau of Statistics (6345.0 – Table 2b) for the June 2025 Quarter;
- ii. **network (labour) 2024** is the Wage Price Index for Victoria (Quarterly Index; Total hourly rates of pay excluding bonuses; Victoria; Private and Public; All industries) as published by the Australian Bureau of Statistics (6345.0 – Table 2b) for the March 2024 Quarter, being 150.8;

2.1.7 **ICC** is the insurance cost change. Insurance cost change will be calculated in accordance with the following formula:

$$a. \text{ insurance cost change} = \frac{\text{insurance 2025}}{\text{insurance 2024}} - 1$$

where:

- i. **insurance 2025** is the comprehensive motor vehicle insurance premium index for the June 2025 Quarter as published by the Insurance Council of Australia or otherwise communicated to the commission by Insurance Statistics Australia;
- ii. **insurance 2024** is the comprehensive motor vehicle insurance premium index as published by the Insurance Council of Australia for the March 2024 Quarter, being 198.5;

2.1.8 **VCC** is the vehicle cost change. Vehicle cost change will be calculated in accordance with the following formula:

$$a. \text{ vehicle price change} = \frac{\text{vehicle 2025}}{\text{vehicle 2024}} - 1$$

where:

- i. vehicle 2025 is the mid-point of the lower bound and upper bound amortised vehicle cost for a conventional taxi for the June 2025 Quarter. Amortised vehicle cost will be calculated in accordance with the following formula:

$$\text{amortised vehicle cost} = \left(V_{24} \times \frac{\text{CPI 2025}}{\text{CPI 2024}} - \left(\frac{R_{24} \times \frac{\text{CPI 2025}}{\text{CPI 2024}}}{(1+i)^n} \right) \right) \times \frac{i(1+i)^n}{(1+i)^n - 1}$$

where:

V₂₄ is the mid-point vehicle purchase cost for 2024, being \$38,046;

R₂₄ is the vehicle residual value for 2024, being \$826.53;

CPI 2025 is the Consumer Price Index: motor vehicles for Melbourne as published by the Australia Bureau of Statistics (6401.0 – Table 9) for the June 2025 Quarter;

CPI 2024 is the Consumer Price Index: motor vehicles for Melbourne as published by the Australia Bureau of Statistics (6401.0 – Table 9) for the June 2024 Quarter, being 111.7;

i is the average of the small business lending rate over the period from July 2024 to June 2025 as published by the Reserve Bank of Australia (Table F5) minus the midpoint of the inflation target of 2.5 per cent;

n is the expected life of a conventional taxi vehicle, being 6.8 years.

- ii. vehicle 2024 is the mid-point of the lower bound and upper bound amortised vehicle cost for a conventional taxi for the June 2024 Quarter, being \$6,952;

2.1.9 **RCC** is the registration cost change. Registration cost change will be calculated in accordance with the following formula:

$$\text{a. } \text{registration cost change} = \frac{\text{registration 2025}}{\text{registration 2024}} - 1$$

where:

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- i. **registration 2025** is the mid-point of the VicRoads registration fee for the medium risk zone and the VicRoads registration fee for the high risk zone as published by VicRoads for the 2025-26 financial year that takes effect on 1 July 2025;
- ii. **registration 2024** is the mid-point of the VicRoads registration fee for the medium risk zone and the VicRoads registration fee for the high risk zone as published by VicRoads for the 2024-25 financial year that takes effect on 1 July 2024, being \$877.50;

2.1.10 **RMCC** is the repairs and maintenance cost change. Repairs and maintenance cost change will be calculated in accordance with the following formula:

$$a. \text{ repairs and maintenance cost change} = \frac{\text{repairs and maintenance 2025}}{\text{repairs and maintenance 2024}} - 1$$

where:

- i. **repairs and maintenance 2025** is the Consumer Price Index: Maintenance and repair of motor vehicles for Melbourne as published by the Australia Bureau of Statistics (6401.0 – Table 9) for the June 2025 Quarter;
- ii. **repairs and maintenance 2024** is the Consumer Price Index: Maintenance and repair of motor vehicles for Melbourne as published by the Australia Bureau of Statistics (6401.0 – Table 9) for the June 2024 Quarter, being 142.7;

2.1.11 **ACC** is the administration cost change. Administration cost change will be calculated in accordance with the following formula:

$$a. \text{ administration cost change} = \left(\left(\frac{\text{administration 2025}}{\text{administration 2024}} - 1 \right) \times 0.9 \right) + \left(\left(\frac{\text{building 2025}}{\text{building 2024}} - 1 \right) \times 0.1 \right)$$

where:

- i. **administration 2025** is the Wage Price Index for Victoria (Quarterly Index; Total hourly rates of pay excluding bonuses; Victoria; Private and Public; All industries) as published by the Australian Bureau of Statistics (6345.0 – Table 2b) for the June 2025 Quarter;
- ii. **administration 2024** is the Wage Price Index for Victoria (Quarterly Index; Total hourly rates of pay excluding bonuses; Victoria; Private and Public; All industries) as published by the Australian Bureau of Statistics (6345.0 – Table 2b) for the March 2024 Quarter, being 150.8;
- iii. **building 2025** is the Consumer Price Index: All Groups for Melbourne as published by the Australian Bureau of Statistics (6401.0 – Table 1) for the June 2025 Quarter;
- iv. **building 2024** is the Consumer Price Index: All Groups for Melbourne as published by the Australian Bureau of Statistics (6401.0 – Table 1) for the June 2024 Quarter, being 138.4.

Note: As explained in the commission's final decision, 0.55 represents the commission's assessment that driver labour accounts for 55% of total conventional taxi costs.

Note: As explained in the commission's final decision, 0.066 represents the commission's assessment that fuel accounts for 6.6% of total conventional taxi costs.

Note: As explained in the commission's final decision, 0.057 represents the commission's assessment that network (equipment) accounts for 5.7% of total conventional taxi costs.

Note: As explained in the commission's final decision, 0.057 represents the commission's assessment that network (labour) accounts for 5.7% of total conventional taxi costs.

Note: As explained in the commission's final decision, 0.036 represents the commission's assessment that insurance accounts for 3.6% of total conventional taxi costs.

Note: As explained in the commission's final decision, 0.076 represents the commission's assessment that vehicle accounts for 7.6% of total conventional taxi costs.

Note: As explained in the commission's final decision, 0.012 represents the commission's assessment that registration accounts for 1.2% of total conventional taxi costs.

Note: As explained in the commission's final decision, 0.069 represents the commission's assessment that repairs and maintenance accounts for 6.9% of total conventional taxi costs.

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Note: As explained in the commission's final decision, 0.077 represents the commission's assessment that administration accounts for 7.7% of total conventional taxi costs.

3. Formula for High Occupancy Adjustable Maximum Charges

3.1. $HAMC_{25} = HAMC_{24} \times (1 + [(LCC \times 0.55) + (FPC \times 0.070) + (NECC \times 0.0435) + (NLCC \times 0.0435) + (ICC \times 0.039) + (VCC \times 0.115) + (RCC \times 0.011) + (RMCC \times 0.063) + (ACC \times 0.065)])$

where:

3.1.1 **HAMC₂₅** is the High Occupancy Adjustable Maximum Charge with effect from 23 September 2025;

3.1.2 **HAMC₂₄** is the High Occupancy Adjustable Maximum Charge that applies on and from 23 September 2024;

3.1.3 **LCC** is the labour cost change. Labour cost change will be calculated in accordance with the following formula:

$$(a) \text{ labour cost change} = \frac{\text{labour 2025}}{\text{labour 2024}} - 1$$

where:

- i. **labour 2025** is the national minimum wage specified in the Fair Work Commission's Annual Wage Review under section 285 of the *Fair Work Act 2009* (Cth) for 2024-25 that takes effect on 1 July 2025;
- ii. **labour 2024** is the national minimum wage specified in the Fair Work Commission's Annual Wage Review under section 285 of the *Fair Work Act 2009* (Cth) for 2023-24 that took effect on 1 July 2024, being \$915.90 per week;

3.1.4 **FPC** is the fuel price change. Fuel price change will be calculated in accordance with the following formula:

$$(b) \text{ fuel price change} = \left(\frac{\text{petrol 2025}}{\text{petrol 2024}} - 1 \right) \times 0.36 + \left(\frac{\text{LPG 2025}}{\text{LPG 2024}} - 1 \right) \times 0.20 + \left(\frac{\text{diesel 2025}}{\text{diesel 2024}} - 1 \right) \times 0.44$$

where:

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- i. **petrol 2025** is the average retail price of unleaded petrol in Melbourne, Ballarat, Bendigo and Geelong in June 2025 as determined by FuelTRAC and communicated by FuelTRAC to the commission;
- ii. **petrol 2024** is the average retail price of unleaded petrol in Melbourne, Ballarat, Bendigo and Geelong in June 2024 as determined by FuelTRAC and communicated by FuelTRAC to the commission;
- iii. **LPG 2025** is the average retail price of Liquid Petroleum Gas in Melbourne, Ballarat, Bendigo and Geelong in June 2025 as determined by FuelTRAC and communicated by FuelTRAC to the commission;
- iv. **LPG 2024** is the average retail price of Liquid Petroleum Gas in Melbourne, Ballarat, Bendigo and Geelong in June 2024 as determined by FuelTRAC and communicated by FuelTRAC to the commission;
- v. **diesel 2025** is the average retail price of diesel in Melbourne, Ballarat, Bendigo and Geelong in June 2025 as determined by FuelTRAC and communicated by FuelTRAC to the commission; and
- vi. **diesel 2024** is the average retail price of diesel in Melbourne, Ballarat, Bendigo and Geelong in June 2024 as determined by FuelTRAC and communicated by FuelTRAC to the commission;

3.1.5 **NECC** is the network (equipment) cost change. Network (equipment) cost change will be calculated in accordance with the following formula:

$$(a) \text{ network (equipment) cost change} = \frac{\text{network (equipment) 2025}}{\text{network (equipment) 2024}} - 1$$

where:

- (i) **network (equipment) 2025** is the Consumer Price Index: Telecommunication equipment and services for Melbourne as

published by the Australian Bureau of Statistics (6401.0 – Table 9) for the June 2025 Quarter;

(ii) **network (equipment) 2024** is the Consumer Price Index: Telecommunication equipment and services for Melbourne as published by the Australian Bureau of Statistics (6401.0 – Table 9) for the June 2024 Quarter, being 75.7;

3.1.6 **NLPC** is the network (labour) cost change. Network (labour) cost change will be calculated in accordance with the following formula:

$$(a) \text{ network (labour) cost change} = \frac{\text{network (labour) 2025}}{\text{network (labour) 2024}} - 1$$

where:

(i) **network (labour) 2025** is the Wage Price Index for Victoria (Quarterly Index; Total hourly rates of pay excluding bonuses; Victoria; Private and Public; All industries) as published by the Australian Bureau of Statistics (6345.0 – Table 2b) for the June 2025 Quarter;

(ii) **network (labour) 2024** is the Wage Price Index for Victoria ((Quarterly Index; Total hourly rates of pay excluding bonuses; Victoria; Private and Public; All industries) as published by the Australian Bureau of Statistics (6345.0 – Table 2b) for the March 2024 Quarter, being 150.8;

3.1.7 **ICC** is the insurance cost change. Insurance cost change will be calculated in accordance with the following formula:

$$(a) \text{ insurance cost change} = \frac{\text{insurance 2025}}{\text{insurance 2024}} - 1$$

where:

(i) **insurance 2025** is the comprehensive motor vehicle insurance premium index for the June 2025 Quarter as published by the Insurance Council of Australia or otherwise communicated to the commission by Insurance Statistics Australia;

(ii) **insurance 2024** is the comprehensive motor vehicle insurance premium index as published by the Insurance Council of Australia for the March 2024 Quarter, being 198.5;

3.1.8 **VCC** is the vehicle cost change. Vehicle cost change will be calculated in accordance with the following formula:

$$(a) \text{ vehicle cost change} = \frac{\text{vehicle 2025}}{\text{vehicle 2024}} - 1$$

where:

- i. vehicle 2025 is the mid-point of the lower bound and upper bound amortised vehicle cost for a wheelchair accessible taxi for the June 2025 Quarter. Amortised vehicle cost will be calculated in accordance with the following formula:

$$\text{amortised vehicle cost} = \left(\left(V_{24} \times \frac{\text{CPI 2025}}{\text{CPI 2024}} \right) - \left(\frac{R_{24} \times \frac{\text{CPI 2025}}{\text{CPI 2024}}}{(1+i)^n} \right) \right) \times \frac{i (1+i)^n}{(1+i)^n - 1}$$

where:

V₂₄ is the mid-point vehicle purchase cost, being \$73,357;

R₂₄ is the vehicle residual value, being \$826.53;

CPI 2025 is the Consumer Price Index: motor vehicles for Melbourne as published by the Australia Bureau of Statistics (6401.0 – Table 9) for the June 2025 Quarter;

CPI 2024 is the Consumer Price Index: motor vehicles for Melbourne as published by the Australia Bureau of Statistics (6401.0 – Table 9) for the June 2024 Quarter, being 111.7;

i is the average of the small business lending rate over the period from July 2024 to June 2025 as published by the Reserve Bank of Australia (Table F5) minus the midpoint of the inflation target of 2.5 per cent;

n is the expected life of a wheelchair accessible taxi vehicle, being 8.1 years.

- ii. vehicle 2024 is the mid-point of the lower bound and upper bound amortised vehicle cost for a wheelchair accessible taxi for the June 2024 Quarter, being \$11,815;

3.1.9 **RCC** is the registration cost change. Registration cost change will be calculated in accordance with the following formula:

$$(b) \text{ registration cost change} = \frac{\text{registration 2025}}{\text{registration 2024}} - 1$$

where:

- (i) **registration 2025** is the mid-point of the VicRoads registration fee for the medium risk zone and the VicRoads registration fee for the high risk zone as published by VicRoads for the 2025-26 financial year that takes effect on 1 July 2025;
- (ii) **registration 2024** is the mid-point of the VicRoads registration fee for the medium risk zone and the VicRoads registration fee for the high risk zone as published by VicRoads for the 2024-25 financial year that takes effect on 1 July 2024, being \$877.50;

3.1.10 **RMCC** is the repairs and maintenance cost change. Repairs and maintenance cost change will be calculated in accordance with the following formula:

$$(c) \text{ repairs and maintenance cost change} = \frac{\text{repairs and maintenance 2025}}{\text{repairs and maintenance 2024}} - 1$$

where:

- (i) **repairs and maintenance 2025** is the Consumer Price Index: Maintenance and repair of motor vehicles for Melbourne as published by the Australia Bureau of Statistics (6401.0 – Table 9) for the June 2025 Quarter;

(ii) **repairs and maintenance 2024** is the Consumer Price Index: Maintenance and repair of motor vehicles for Melbourne as published by the Australia Bureau of Statistics (6401.0 – Table 9) for the June 2024 Quarter, being 142.7;

3.1.11 **ACC** is the administration cost change. Administration cost change will be calculated in accordance with the following formula:

$$(d) \text{ administration cost change} = \left(\frac{\text{administration 2025}}{\text{administration 2024}} - 1 \right) \times 0.94 + \left(\frac{\text{building 2025}}{\text{building 2024}} - 1 \right) \times 0.06$$

where:

(i) **administration 2025** is the Wage Price Index for Victoria (Quarterly Index; Total hourly rates of pay excluding bonuses; Victoria ; Private and Public ; All industries) as published by the Australian Bureau of Statistics (6345.0 – Table 2b) for the June 2025 Quarter;

(ii) **administration 2024** is the Wage Price Index for Victoria (Quarterly Index; Total hourly rates of pay excluding bonuses; Victoria; Private and Public; All industries) as published by the Australian Bureau of Statistics (6345.0 – Table 2b) for the March 2024 Quarter, being 150.8;

(iii) **building 2025** is the Consumer Price Index: All Groups for Melbourne as published by the Australian Bureau of Statistics (6401.0 – Table 1) for the June 2025 Quarter;

(iv) **building 2024** is the Consumer Price Index: All Groups for Melbourne as published by the Australian Bureau of Statistics (6401.0 – Table 1) for the June 2024 Quarter, being 138.4.

Note: As explained in the commission's final decision, 0.55 represents the commission's assessment that driver labour accounts for 55% of total wheelchair accessible vehicle costs.

Note: As explained in the commission's final decision, 0.070 represents the commission's assessment that fuel accounts for 7.0% of total wheelchair accessible vehicle costs.

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Note: As explained in the commission's final decision, 0.0435 represents the commission's assessment that network (equipment) accounts for 4.3% of total wheelchair accessible vehicle costs.

Note: As explained in the commission's final decision, 0.0435 represents the commission's assessment that network (labour) accounts for 4.3% of total wheelchair accessible vehicle costs.

Note: As explained in the commission's final decision, 0.039 represents the commission's assessment that insurance accounts for 3.9% of total wheelchair accessible vehicle costs.

Note: As explained in the commission's final decision, 0.115 represents the commission's assessment that vehicle accounts for 11.5% of total wheelchair accessible vehicle costs.

Note: As explained in the commission's final decision, 0.011 represents the commission's assessment that registration accounts for 1.1% of total wheelchair accessible vehicle costs.

Note: As explained in the commission's final decision, 0.063 represents the commission's assessment that repairs and maintenance accounts for 6.3% of total wheelchair accessible vehicle costs.

Note: As explained in the commission's final decision, 0.065 represents the commission's assessment that administration accounts for 6.5% of total wheelchair accessible vehicle costs.

4. When an adjustment will be made

4.1 An adjustment will be made to the Adjustable Maximum Charges with effect from 23 September 2025 if the adjustment calculated in accordance with the formula for Standard Maximum Adjustable Charges in clause 2 of Part 2 of this Schedule 3 would result in the Standard Adjustable Maximum Charges in clause 2 of Part 1 of this Schedule 3 increasing by more than 1% or decreasing by more than 1% (before applying the rounding rules in clause 5).

4.2 An adjustment will not be made to the Adjustable Maximum Charges if the adjustment calculated in accordance with the formula for Standard Maximum Adjustable Charges in clause 2 of Part 2 of this Schedule 3 would result in the Standard Adjustable Maximum Charges in clause 2 of Part 2 of this Schedule 3 increasing by less than 1% or decreasing by less than 1% (before applying the rounding rules in clause 5).

5. Rounding

5.1 If an adjustment is made to an Adjustable Maximum Charge, then:

5.1.1 the following Adjustable Maximum Charges will be rounded to the nearest three decimal places:

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- a. distance rates;
- b. detention rates; and
- c. duration rates.

Note: for example, \$1.7893 will be rounded to \$1.789.

5.1.2 the following Adjustable Maximum Charges will be rounded to the nearest five cents:

- a. flagfall;
- b. high occupancy fees;
- c. late night fees; and
- d. holiday surcharges.

Note: for example, \$3.54 will be rounded to \$3.55

Note: for example, \$3.56 will be rounded to \$3.55

Part 3: Procedure

1. Commission assessment

1.1 As soon as practicable after the data set out in the formulas in clause 2 and clause 3 of Part 2 of this Schedule 3 is made available to the commission, the commission will:

- 1.1.1 assess whether an adjustment must be made to the Adjustable Maximum Charges pursuant to clause 4; and
- 1.1.2 if so, calculate and specify the new Adjustable Maximum Charges to apply from 23 September 2025, in accordance with Part 2 of this Schedule 3 (***the Commission Assessment***). The Commission Assessment will include a statement of those new Adjustable Maximum Charges in the same format as Schedules 1 and 2 of this Determination.
- 1.1.3 where a particular component or input of the formula in either clause 2 or clause 3 of Part 2 of this Schedule 3 is not available, the commission may use the most recent available data for that particular input in its assessment.

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Example: should the Insurance Council of Australia not publish, or Insurance Statistics Australia not communicate to the commission, the June 2025 Quarter comprehensive motor vehicle insurance premium index data in clause 2.1.7 we would use the March 2025 Quarter data to calculate the insurance cost change.

2. Commission to publish Commission Assessment

2.1 The commission will, by no later than 1 September 2025, publish notice of the making of the Commission Assessment:¹⁹

2.1.1 in the Victorian Government Gazette;

2.1.2 on the Victorian Government Public Notices website (www.publicnotices.vic.gov.au)²⁰;

2.1.3 on the commission's website.

2.2 The commission will also, by no later than 1 September 2025, publish the Commission Assessment on the commission's website.

3. Effective date

3.1 Any new Adjustable Maximum Charges specified in the Commission Assessment will take effect from 23 September 2025.

¹⁹ *Essential Services Commission Act 2001 (Vic)*, s. 35(2).

²⁰ *Interpretation of Legislation Act 1984 (Vic)*, s. 38M.