



PR 005 Pricing for Refuelling Vehicles



Standard

November 2012

1 Background

- 1.1 Some of NAFC's Contracts for Aerial Firefighting Services apply a standard rate for the transportation or operation of Refuellers required to support the operation of Aircraft in the field.
- 1.2 Aircraft contracted by NAFC are required to be based at a Nominated Operational Base or by agreement, at a Temporary Operational Base (the Base) during a Service Period.
- 1.3 In the context of this standard "Refueller" means collectively the vehicle, trailer, Personnel and associated equipment that are required to deliver fuel into an Aircraft providing Services to NAFC under contract.
- 1.4 In most cases, NAFC contracts Aircraft on a "wet hire" basis which requires that the Contractor supply an appropriate mobile, self-contained Refueller to support the operation of the contracted Aircraft (Wet-A Hire).
- 1.5 NAFC's contracts require that all of the costs associated with the provision of a Refueller be incorporated into the total charges for the provision of the Service by the Contractor i.e. the Standing Charges. The intent is to be consistent with the "total service package" nature of the NAFC contracts and to simplify invoicing for NAFC, its Members and contractors.

2 Implementation of Rates

- 2.1. Occasionally, Aircraft may be required by a Member to operate in locations where the Contractor cannot reasonably be expected to meet all of the costs associated with supporting the Aircraft at these locations. To cover these situations, NAFC contracts provide for payments to be made to the Contractor.
- 2.2. The amount of the payment is based on a standard rate for any distance that the contracted Refueller travels outside of a specified radius from the Base (in most contracts 150km), or outside of the "home" jurisdiction in which the Service is based.
- 2.3. Generally an additional payment based on a standard rate will also be made to a Contractor where a Member effectively assumes control of a Refueller for the purpose of using a vehicle to refuel an Aircraft provided by another Contractor.
- 2.4. The payments are based on standard rates which have been calculated on the assumption that the Contractor is not expected to profit from the Refueller operating outside of the specified radius or the Refueller being used to support another Aircraft.
- 2.5. The aim of the payment is to ensure that the Contractor is reimbursed the reasonable costs of unforeseen expenses incurred in providing a Refueller.
- 2.6. The radius of operation is measured in a direct line from the Base to the refuelling point.
- 2.7. Where the standard rates are payable for travel outside the specified radius, they are payable only for the actual distance travelled beyond the specified radius.
- 2.8. NAFC contracts may also provide for reimbursement of reasonable costs for meals and accommodation for the operator of the Refueller, if the Refueller is required to remain away overnight from the Base. Individual contracts should be examined in relation to this matter.



- 2.9. The standard rates are only payable where the relevant Member has specifically approved of, or required, the Refueller to travel beyond the radius from the Base as specified in the Contract, or has been required to undertake additional travel to refuel Aircraft that are provided by another Contractor.
- 2.10. Payments are made only upon receipt by the relevant Member from the Contractor of a correctly rendered tax invoice accompanied by a true and correct copy of the vehicle log book clearly delineating odometer readings for the distances for which reimbursement is sought.
- 2.11. An authorised representative of the relevant Member may check and record vehicle odometer readings if it is deemed necessary by the Member.

3 STANDARD RATES

- 3.1. The rates set out in Table 1 are the default rates and apply to the operation of Refuellers in support of Aircraft operating under NAFC Contracts, where no other rate has been agreed between NAFC and the Contractor and then incorporated into the Contract.

TABLE 1

Vehicle Category	Criteria 1	Criteria 2	Criteria 3	Rate per km
	Tank Capacity	Gross Vehicle Mass	Other features	
A1	☐ 1,000 litres	☐ 1,500 kg		\$1.37
A2			4WD	\$1.44
B1	☐ 1,500 litres	☐ 3,500 kg		\$1.68
B2			4WD	\$1.77
C	☐ 4,500 litres	☐ 8,500 kg		\$2.19
D	☐ 9,000 litres	☐ 16,000 kg		\$2.70
E	☐ 15,000 litres	☐ 20,000 kg		\$3.16
F	☐ 22,000 litres	☐ 24,000 kg	Pressure refuel capable	\$4.30

Table 1 Notes:

- A vehicle is categorised by meeting all three criteria listed against the relevant category.
- The standard rates have been established by NAFC following extensive surveys of the transport and aviation fuelling industries.
- The rates at Table 1 are applicable from 01 August 2012 until further revised.
- The rates will normally be adjusted by CPI on 01 August each year.
- Where there has been a dramatic and unforeseen change in the cost of operating Refuellers relative to the CPI, consideration will be given to additional revision of the rates.
- By agreement between NAFC and the Contractor, alternative rates to those shown in Table 1 may be determined. These rates will be outlined in the executed Contract.

