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Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

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Transport, Regional Development, Communications, Sport and the Arts

INCOMING GOVERNMENT BRIEFING 2025

# Infrastructure

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## Your portfolio

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s47C



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# Your portfolio

‘Your portfolio’ volume provides an overview of the administrative, governance and funding arrangements for the portfolio. This includes:

## Programs at a glance and major program briefs

The **Programs ‘at a glance’** section lists all programs and summarises funding, and program length. The program funding outlined in this section relates to administered funding and special accounts.

**Major program briefs** have been prepared for significant programs and provide further information on the programs’ current status and full funding profile as at the Pre-election Economic and Fiscal Outlook 2025.

## Portfolio entities

The portfolio encompasses oversight of several entities governed under the *Public Governance, Performance and Accountability Act 2013*. We have summarised the entities within your portfolio, including each entity’s funding profile, and management board.

## Regulatory functions

We have provided you with an overview of the major regulatory functions across your portfolio.

We deliver our regulatory functions in line with a Statement of Expectations issued by the Minister, which provides clarity on government policies, objectives and priorities. You have the opportunity to issue a new Ministerial Statement of Expectations for regulators.

## Significant ministerial roles

You hold a number of significant positions crucial to advancing domestic and international policy objectives, which are summarised in this section. The department supports your participation as well as the effective operation of these forums.

## Portfolio legislation

Included in this section are details of your portfolio’s legislation. The legislation outlined below is current as at 4 May 2025 and may not match the Administrative Arrangements Order (AAO) created on 13 October 2022 (as amended on 29 July 2024).

The AAOs will be updated by the Department of the Prime Minister and Cabinet to align with the swearing in of the Ministry.

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## Programs 'at a glance'

| Program   | Total funding over forward estimates 2025–26 to 2028–29 (\$m) <sup>1</sup><br>Administered  | Program terminating date or 'ongoing' | Major brief prepared   | Contact   |
|---|---|---------------------------------------|--|---|
| <i>Outcome 1</i>  |   |                                       |  |   |
| <b>Infrastructure Investment Program (as at PEFO 2025)</b><br><br>Funding towards state, territory and local governments for road and rail projects.<br>Note this figure is the total for the whole IIP.  | \$53,705.1  | Ongoing                               | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Andrew Bourne, First Assistant Secretary, Land Transport Infrastructure Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii)   |
| <b>Infrastructure Investment Program – Grants to the ARTC</b><br><br>Supporting improved resilience, reliability, productivity and safety of the rail freight network.  | \$396.9<br>(The funding is made up of Network Investment Program (\$300m), Digital Train Control Technology (\$94.9m) and Southern Highlands Overtaking Opportunities (\$2.0m)) | 30 June 2030                          | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii) |
| <b>Infrastructure Investment Program – Inland Rail and Intermodal Terminals</b><br><br>Committed \$14.5b to ARTC/IRPL to deliver Inland Rail and further equity to National Intermodal, providing new freight capacity and intermodal connectivity to capital cities and ports across Australia, including connecting Melbourne and Brisbane via regional Victoria, New South Wales and Queensland. | s47(1)(b)   | 30 June 2032                          | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii) |

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| Program   | Total funding over forward estimates 2025–26 to 2028–29 (\$m) <sup>1</sup><br>Administered | Program terminating date or 'ongoing'  | Major brief prepared   | Contact   |
|---|--|--|--|---|
| <b>High Speed Rail</b><br><br>The High Speed Rail Authority was established to oversee a high speed rail network between capital cities and key regional centres along the East Coast of Australia. As the first priority, a business case has been provided to Government investigating delivery between Newcastle and Sydney. | \$430.0<br>s47C  | 30 June 2026<br><br><i>(HSRA resources cease without a further decision)</i> | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii) |
| <b>Infrastructure Investment Program – Active Transport Fund</b><br><br>Funding for the design and construction of new or existing bicycle and walking pathways to encourage the use of active transport.   | \$90.0<br>(Total program funding is \$100.0m)  | 30 June 2029   | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii)        |
| <b>Infrastructure Investment Program – Black Spots Program</b><br><br>Funding measures to reduce the risk of crashes at dangerous road locations where crashes are occurring or are at risk of occurring.   | \$600.0  | Ongoing  | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii)        |
| <b>Infrastructure Investment Program – Regional Level Crossing Upgrade Fund</b><br><br>Providing funding to improve railway crossing safety in regional areas. An element of the Regional Australia Level Crossing Safety Program.  | \$126.2<br>(Total program funding is \$160m)   | 30 June 2027   | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii)        |
| <b>Infrastructure Investment Program – Roads to Recovery</b><br><br>Supporting the construction and maintenance of local road infrastructure assets, facilitating greater accessibility and improving safety, economic and social outcomes.   | \$3,750.0  | Ongoing  | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii)        |
| <b>Infrastructure Investment Program – Safer Local Roads and Infrastructure Program</b><br><br>Provides funding for projects to address focus areas linked to current and emerging priorities in road infrastructure needs. The Heavy Vehicle Rest Area Initiative is a specific focus area for the program.                    | \$990.0  | Ongoing  | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii)        |

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| Program   | Total funding over forward estimates 2025–26 to 2028–29 (\$m) <sup>1</sup><br>Administered | Program terminating date or 'ongoing' | Major brief prepared   | Contact   |
|---|--|---------------------------------------|--|---|
| <b>Infrastructure Investment Program – Westconnex Stage 2</b><br><br>In addition to \$1.5 billion in funding to deliver WestConnex in partnership with the NSW Government, a \$2 billion WestConnex Concessional Loan facility was provided to support the delivery of Stage 2. The interest capitalisation period is to end in 2027 (with conditional prepayments), and a hard maturity date of the loan is set for 1 July 2034. | -<br>(The concessional loan is fully drawn)  | 1 July 2034                           | Yes <input type="checkbox"/><br>No <input checked="" type="checkbox"/> | Greg Cox, First Assistant Secretary,<br>Commonwealth Infrastructure Projects Division;<br>02 s22(1)(a)(ii)  <br>s22(1)(a)(ii) |
| <b>Outcome 2</b>  |  |                                       |  |   |
| <b>ADR Harmonisation Review</b><br><br>Funding to conduct an independent review of current processes for harmonising local and international road vehicle standards, and identifying opportunities to improve harmonisation practices.  | \$0.3<br>(Allocated in 2024–25)  | 30 June 2025                          | Yes <input type="checkbox"/><br>No <input checked="" type="checkbox"/> | Anita Langford, First Assistant Secretary,<br>Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)  <br>s22(1)(a)(ii)        |
| <b>Car Safety Ratings Program</b><br><br>Supports independent vehicle safety assessments, which provide information for consumers on the level of safety in new and used vehicles.  | \$10.0<br>(Total program funding is \$16.5m)   | 30 June 2028                          | Yes <input type="checkbox"/><br>No <input checked="" type="checkbox"/> | Anita Langford, First Assistant Secretary,<br>Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)  <br>s22(1)(a)(ii)        |
| <b>National Road Safety Action Grants Program</b><br><br>Provides funding towards non-infrastructure projects aimed at reducing deaths and serious injuries on Australian roads.  | \$21.8<br>(Total program funding is \$43.7m)   | 30 June 2027                          | Yes <input type="checkbox"/><br>No <input checked="" type="checkbox"/> | Anita Langford, First Assistant Secretary,<br>Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)  <br>s22(1)(a)(ii)        |
| <b>National Road Safety Campaign</b><br><br>Funding for the campaign to remind and reinforce safe driving behaviours and the importance of road safety for all drivers.   | \$0  | 15 April 2025                         | Yes <input type="checkbox"/><br>No <input checked="" type="checkbox"/> | Anita Langford, First Assistant Secretary,<br>Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)  <br>s22(1)(a)(ii)        |

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| Program   | Total funding over forward estimates 2025–26 to 2028–29 (\$m) <sup>1</sup><br>Administered | Program terminating date or 'ongoing' | Major brief prepared   | Contact   |
|---|--|---------------------------------------|--|---|
| <b>Western Sydney International (Nancy-Bird Walton) Airport (WSI) – delivery and oversight</b><br>s47(1)(b)   | s47(1)(b)  | Ongoing                               | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Greg Cox, First Assistant Secretary,<br>Commonwealth Infrastructure Projects Division;<br>02 s22(1)(a)(ii)  <br>s22(1)(a)(ii) |
| <b>Outcome 3</b>  |  |                                       |  |   |
| <b>Brisbane 2032 Olympic and Paralympic Games venue infrastructure program</b><br>Funding toward new and upgraded venue infrastructure under an Intergovernmental Agreement (noting that the Queensland Government has requested to renegotiate). | \$2,123.6<br>(Total program funding is \$3,435m)   | 30 June 2033                          | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Bill Brummitt, Assistant Secretary, Queensland and Brisbane 2032 Venues Branch;<br>02 s22(1)(a)(ii)  <br>s22(1)(a)(ii)        |
| <b>Local Roads and Community Infrastructure Program</b><br>Funding to support all Australian councils to deliver priority local road and community infrastructure projects in their region.   | \$265.0<br>(Total program funding is \$3,250m)   | 30 June 2026                          | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/> | Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)  <br>s22(1)(a)(ii)           |

<sup>1</sup>From 2025–26 to 2028–29. All figures as at March 2025.

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## Major program briefs

### Infrastructure Investment Program

#### Outcome 1

|                    |   |
|--------------------|---|
| <b>Description</b> | <p>The Infrastructure Investment Program (IIP) provides Australian Government funding to state, territory and local governments for the delivery of major road and rail projects and smaller projects, such as those delivered under the Roads to Recovery, Black Spots and Safer Local Roads and Infrastructure programs (see briefs included in this section). The IIP is the largest part of the rolling 10-year, <sup>s47C</sup> [REDACTED]. Other parts of the pipeline comprise \$12.2 billion for equity and loans, such as for the Western Sydney International Airport, intermodal terminals and Inland Rail, and \$12.9 billion for other grants, such as Financial Assistant Grants (Local Roads component) and Local Roads and Community Infrastructure.</p> <p>To be eligible for funding under the IIP, projects must meet the requirements of the <i>National Land Transport Act 2014</i>. The Federation Funding Agreement Schedule on Land Transport Infrastructure Projects (2024–2029) (FFAS) under the Federal Financial Relations (FFR) framework is the primary payment mechanism to states and territories. Updated FFAS Funding Tables are generally provided to the states and territories at Budget and MYEFO and agreed tables are published on the FFR website.</p> |
| <b>Status</b>      | <p>IIP funding over 10 years from 2025–26 to 2034–35 is \$101.0 billion, comprising \$87.4 billion for major projects and \$13.7 billion for smaller projects (2025 PEFO). As at April 2025, there are 646 active major projects of which 383 are in planning and 263 are under construction. IIP expenditure for 2024–25, as at 21 March 2025, was \$7.0 billion, with the expenditure on track for the 2025–26 Budget estimate for 2024–25 of \$12.6 billion. IIP funding to a state or territory fluctuates over time with their priorities, their capability to deliver projects and commitments to and completion of large projects.</p>   |
| <b>Contact</b>     | <p>Andrew Bourne, First Assistant Secretary, Land Transport Infrastructure Division;<br/>02 <sup>s22(1)(a)(ii)</sup> [REDACTED]   <sup>s22(1)(a)(ii)</sup> [REDACTED]</p>   |

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**OFFICIAL: SENSITIVE****Program funding**

|                                   | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|-----------------------------------|------------------|------------------|------------------|------------------|
| Program funding (at<br>PEFO 2025) | 13,232           | 13,435           | 13,408           | 13,629           |

s47B(a)



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## Infrastructure Investment Program – Grants to the Australian Rail Track Corporation (ARTC)

### Outcome 1

**Description** The Australian Government has committed grant funding to a number of ARTC projects to support improved resilience, reliability, productivity and safety of the interstate rail freight network.

**Status** Funded under the *National Land Transport Act 2014*, the current program of projects commenced in mid-2014 and is scheduled for completion by 30 June 2030. As at 31 March 2025, there are nine ARTC projects being grant funded. Five projects are contracted, with two underway and three nearing finalisation. Four projects under the Network Investment Program have not yet commenced.

Significant projects underway or not yet commenced as at 31 March 2025 are:

#### **Narrabri to Turrawan Line Upgrade**

This project commenced in March 2023 and was completed late 2024. The Narrabri to Turrawan Line Upgrade involved the upgrade of 35km of track between the Hunter Valley rail network and the future interface with Inland Rail at Narrabri North. As at 31 March 2025, ARTC has received \$42.7 million of the \$44.7 million committed by the Australian Government. The project completion report is expected to be received shortly, allowing the final milestone payment to be made and closure of the project.

#### **Port Botany Rail Link Duplication**

This project commenced in September 2021 and was completed early 2024. The project involved duplicating a 2.9-kilometre section of single line track between Mascot and Port Botany, including the construction of four new and replacement rail bridges. As at 31 March 2025, ARTC has received \$437.0 million of the \$442.0 million committed by the Australian Government.

The project completion report was received in April 2025, allowing the final milestone payment to be made and closure of the project. <sup>s47(1)(b)</sup>



#### **Inland Rail Preconstruction Works**

This is a \$290.3 million grant-funded project provided as an initial funding commitment for preconstruction works for Inland Rail (in addition to \$14.5 billion in equity funding). These works included draft environmental impact statements, and reference and detailed designs activities.

The project is largely complete, with the only outstanding component being \$2.5 million (of which \$0.5 million is yet to be paid to ARTC) for a noise wall trial made from Australian recycled plastic materials, which has not progressed due to difficulties in identifying a suitable site. The department is working with ARTC to develop a proposal for a way forward.

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**OFFICIAL: SENSITIVE****Southern Highlands Overtaking Opportunities project**

This project commenced in March 2021 and is scheduled for completion in 2027. The project will provide track and signaling infrastructure at two separate locations at Werai, near Moss Vale (NSW), and Joppa Junction, south of Goulburn (NSW) to allow freight trains up to 1,800m in length to be overtaken by faster services. As at 2 May 2025, ARTC has received \$39.6 million of the \$41.6 million committed by the Australian Government.

**Digital Train Control Technology for ARTC**

ARTC has been investing in development of a bespoke Advanced Train Management System. It has paused this work whilst a broader program to achieve interoperability across the national rail network is considered. Pending a national decision being taken by the Infrastructure and Transport Ministers Meeting regarding the policy direction, expected in mid-2025, ARTC grant funding for a digital signalling and train control system has been deferred to 2025–26. As at 31 March 2025, ARTC has received \$175.1 million of the \$270.0 million committed by the Australian Government.

**Network Investment Program (NIP)**

The grant was awarded to ARTC for this program on 18 February 2025, which will comprise of four projects either partially or wholly funded by the Commonwealth and another five projects being funded by ARTC.

As at 31 March 2025, ARTC has submitted a Project Proposal Report for consideration for \$140 million for culvert upgrades between Tarcoola and Crystal Brook (SA), Tarcoola to Kalgoorlie (WA) and Albury and Sydney (NSW).

ARTC is undertaking feasibility or early scoping work for the following three Australian Government funded projects under the NIP:

- \$100 million for rail replacement between Tarcoola and Kalgoorlie (WA);
- \$150 million for track rehabilitation and operational upgrades between Albury and Sydney (NSW); and
- \$150 million for the Maroona to Portland Line upgrade (Vic).

Australian Government funding for the NIP will be administered over three years, and is currently commencing from 2027–28.

**Program funding**

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | 94.9             | 2.0              | 60.0             | 240.0            |

**Contact** Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division;  
02 s22(1)(a)(ii) | s22(1)(a)(ii)

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Major program briefs

## Infrastructure Investment Program – Inland Rail and Intermodal Terminals

### Outcome 1

**Description** Inland Rail is nationally important infrastructure required to help Australia meet its growing freight task. It will provide essential resilience to the national supply chain as well as vital new capability and capacity to complement existing transport modes to help meet Australia's growing freight task.

The 1,600 kilometre freight and passenger rail line will directly connect Beveridge in Victoria and Kagaru in Queensland and be capable of carrying double stacked trains between intermodal terminals at Beveridge and Ebenezer (proposed) in Queensland, with single stacked operations beyond Ebenezer to Kagaru. The project is being delivered by Inland Rail Pty Ltd (IRPL), a wholly owned subsidiary of the Australian Rail Track Corporation (ARTC).

To fully realise the benefits of Inland Rail, investment is required in a network of independent open-access intermodal precincts to be developed and operated by National Intermodal Corporation (NIC).

**Status** The Australian Government has committed up to \$14.5 billion in equity plus an additional \$290.3 million in grant funding to deliver Inland Rail. As at 31 March 2025, ARTC has also contributed \$509.1 million towards the cost of the project.

In April 2023, the Australian Government released the findings of the Independent Review of Inland Rail (the Review) and agreed to the 19 recommendations in full or in principle. As at 27 March 2025, 13 of these recommendations have been completed with the remainder in progress. The Review confirmed the proposed service offering and alignment of Inland Rail, recommended intermodal terminals be developed at Beveridge and Ebenezer subject to the outcome of the current business case, and that opportunities for an intermodal terminal at Parkes, in NSW, be investigated.

s47(1)(b)

IRPL is focusing on the completion of the southern section of Inland Rail between Beveridge and Parkes by 2027 and on exploring options for staging the delivery of the remaining sections of the project north of Parkes. This includes undertaking work to gain required environmental planning approvals and to acquire the land required to deliver the project on a 'least regrets' basis, to help provide greater certainty on schedule and cost.

NIC is working to deliver the required network of intermodal precincts, with work under way to deliver a preliminary terminal at Beveridge by late 2026, with a full intermodal precinct by 2028–29. NIC are also working to finalise the business case for the development of an intermodal precinct at Ebenezer, including a land preservation strategy, during 2025 and to finalise a Detailed Business Case for an intermodal terminal at Parkes in mid-2025 to enable a final investment decision.

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**OFFICIAL: SENSITIVE****Major program briefs**

As sections of Inland Rail are completed, they are integrated into ARTC's national rail network. As at 31 March 2025, two sections have been completed, with twelve sections remaining. Of the sections remaining, two are under construction, three are under contract and in pre-construction phase, and the remaining seven sections north of Narromine are in various stages of the design and approval processes.

To continue the delivery of Inland Rail and supporting intermodal precincts, decisions need to be made in the short to medium term, with the staged completion of IRPL's approved construction works to occur between mid-2026 and late 2027.

The Review identified that the estimated cost to complete Inland Rail had risen from \$16.5 billion in 2020 to more than \$31 billion in 2022 and recommended that this later cost estimation required further independent examination. The department has engaged independent specialists to verify that the scope, design, delivery schedule and cost estimations developed by IRPL for the full delivery of Inland Rail are fit-for-purpose and consistent with industry best practice for cost estimation to provide the Government with more confidence that the project can be completed to an agreed budget and timeframe. This verification process is expected to be completed in Q2 2025.

The Department of Finance has engaged specialists to assist in considering the value created by the completion of Inland Rail and associated intermodal terminals. There is continued engagement between the departments as this work progresses.

The full estimated cost of Inland Rail will not be known until the necessary Federal, state and local council design and planning approval processes are finalised and construction is underway for all remaining sections of the project.

Due to commercial sensitivities, the forward equity profile for Inland Rail and National Intermodal is currently 'not for publication' in publicly facing budget papers. The equity financing profile is reviewed on at least an annual basis as part of the Shareholder Ministers' consideration of ARTC's and National Intermodal's annual Corporate Plan, MYEFO and Budget processes.

**Program funding**

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Inland Rail equity funding<br>(at 2024–25 MYEFO)         | s47(1)(b)        |                  |                  |                  |
| National Intermodal equity funding<br>(at 2024–25 MYEFO) |                  |                  |                  |                  |

**Contact**

Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division;

02 s22(1)(a)(ii) | s22(1)(a)(ii)

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## Major program briefs

## High Speed Rail

### Outcome 1

**Description** The High Speed Rail Authority (HSRA) was established as a Corporate Commonwealth Entity to advise the Australian Government on Australia's current and future high speed rail needs. The first priority of HSRA is planning and corridor works for the Newcastle to Sydney section of the high speed rail network, backed by a \$500 million commitment from the Government.

**Status** The *High Speed Rail Authority Act 2022* established the HSRA in June 2023 to oversee the planning, development and construction of a high speed rail network along the east coast of Australia.

HSRA delivered the Newcastle to Sydney High Speed Rail Business Case to the Government on 16 December 2024, along with the Product Definition Report (PDR). The PDR that builds on previous high speed rail studies to provide a blueprint for a national high speed rail network to connect Brisbane, Sydney, Canberra, Melbourne and regional communities across the east coast of Australia.

The business case provides advice on costs, benefits and a pathway to implement a new high speed rail network between Newcastle and Sydney. The business case recommends further work to refine project design, costs and schedule before a decision is made by the Government on the delivery and construction of the Newcastle to Sydney high speed rail network.

A decision on next steps is required for HSRA to continue development of the project, including consideration of resourcing for HSRA which currently ceases on 30 June 2026. s47C

While waiting for the Government to consider the business case and decide on next steps, HSRA is using existing funding to conduct pre-development activities, including due diligence for environmental assessments as well as tender and planning documentation.

### Program funding

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | -                | -                | -                | -                |

**Contact** Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division;  
02 s22(1)(a)(ii) | s22(1)(a)(ii)

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## Major program briefs

**Infrastructure Investment Program – Active Transport Fund****Outcome 1**

**Description** The Active Transport Fund provides funding for the design and construction of new or existing bicycle and walking pathways to encourage the use of active transport in Australian communities.

**Status** The \$100 million program launched on 31 October 2024 and will run for five years from 2024–25 to 2028–29.

Applications closed on 13 January 2025, with a total of 438 applications received, of which 364 were eligible for funding. 81 projects were approved by the responsible Minister. Applications were open to all state and territory governments and Local Government Authorities.

As at 28 March 2025, of the 81 projects: 79 have executed Funding Offers and 29 inception meetings have been held. The final two Funding Offers could not be executed while in caretaker. The department will seek confirmation from the responsible Minister prior to finalising the remaining funding offers.

All projects with executed Funding Offers are in planning.

**Program funding**

- *\$10 million is allocated in 2024–25*

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | 15.0             | 25.0             | 25.0             | 25.0             |

**Contact** Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division;  
02 s22(1)(a)(ii) | s22(1)(a)(ii)

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## Major program briefs

**Infrastructure Investment Program – Black Spots Program****Outcome 1**

**Description** The Black Spots Program improves road safety and helps prevent serious injuries and deaths on Australian roads. Black Spots projects target dangerous road locations where crashes are occurring or are at risk of occurring. Anyone can nominate a Black Spot, including individuals, community groups, local councils or state and territory governments.

Black Spots Consultative Panels in each state and territory assess the nominations and recommend which projects progress to the department for checking and approval on an annual basis. The responsible Minister approves projects, with annual funding allocated to each state and territory.

**Status** The Black Spots Program commenced in 1996 and is an ongoing program with \$150 million committed annually from 2025–26.

As at 31 March 2025, 1,259 projects have been approved since 2021–22. Of these, 589 have been completed, 187 are in progress, 445 have not commenced and 38 have been withdrawn.

Four states (Vic, Tas, Qld and WA) have had their Black Spots projects for 2025–26 approved. SA, NSW, the ACT and NT are yet to hold the Consultative Panels meetings to finalise their list of nominations for 2025–26.

**Program funding**

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | 150              | 150              | 150              | 150              |

**Contact** Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

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## Major program briefs

## Infrastructure Investment Program – Regional Level Crossing Upgrade Fund

### Outcome 1

- Description** The Regional Level Crossing Upgrade Fund (the Fund) is an element of the \$180 million Regional Australia Level Crossing Safety Program. The Fund supports infrastructure investment in low cost upgrades to level crossings such as signage, boom gates, flashing lights and rumble strips to alert motorists and pedestrians approaching regional railway crossings.
- Status** \$160 million has been committed to the Fund over four years from 2023–24 to 2026–27. As at 31 March 2025, two funding rounds have been approved.
- Round 1 closed on 27 September 2023 with \$46.3 million approved for 48 projects across NSW, SA, Vic and WA. Three projects have been completed, 41 are in progress and four have not started.
- Round 2 closed on 27 September 2024 with \$52.3 million approved for 104 projects across the NT, Qld, WA and Vic. Milestone and reporting schedules are currently being finalised.
- Tas and SA requested an extension to apply under Round 2 and are expected to submit applications shortly.
- The Fund guidelines state that a review of unspent funds will be undertaken in 2025 following Round 2. This will commence once all Round 2 applications have been approved and the amount of uncommitted funds is known.

### Program funding

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | 67.6             | 58.6             | -                | -                |

- Contact** Anita Langford, First Assistant Secretary; Road and Vehicle Safety Division  
02 s22(1)(a)(ii) | s22(1)(a)(ii)

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

## Major program briefs

**Infrastructure Investment Program – Roads to Recovery****Outcome 1**

- Description** The Roads to Recovery (RTR) Program provides direct funding for the delivery of priority local road repair, construction and maintenance projects.
- There are 551 organisations that receive funding. Every local government area nationally, including unincorporated areas, Norfolk Island and the Indian Ocean Territories, and states and territories have access to a share of RTR Program funding to schedule and deliver projects that target the needs of the local community and deliver results quickly.
- Status** RTR commenced in 2000–01 and is an ongoing program authorised by Part 8 of the *National Land Transport Act 2014*. The program operates on a five-year funding period.
- A new funding period commenced on 1 July 2024 with a total program budget of \$4.4 billion.
- Since 1 July 2024, more than 2,700 projects have been approved. Of the approved projects to be delivered under the RTR Program:
- 65 per cent of projects will contribute to ‘Achievement of asset maintenance strategy’;
  - 22 per cent of projects are contributing directly to ‘Road Safety’;
  - 6 per cent of projects contribute toward ‘Improved access for heavy vehicles’; and
  - 7 per cent of projects will deliver other benefits.

**Program funding**

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | 822              | 955              | 990              | 983              |

**Contact** Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division;  
02 s22(1)(a)(ii) | s22(1)(a)(ii)

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

Major program briefs

## Infrastructure Investment Program – Safer Local Roads and Infrastructure Program

### Outcome 1

|                    |  |
|--------------------|--|
| <b>Description</b> | <p>The Safer Local Roads and Infrastructure Program (the Program) provides at least \$200 million in funding annually for projects to address current and emerging priorities in road infrastructure needs. Focus areas include: road safety, productivity, bridge renewal, road resilience, sustainability, and heavy vehicle rest areas.</p>   |
| <b>Status</b>      | <p>The Program is application-based and merit-assessed and open all year for applications. State, territory and local governments can apply for funding.</p> <p>The Program commenced on 1 July 2024, consolidating the former Bridges Renewal (BRP) and Heavy Vehicle Safety and Productivity (HVSPP) programs. Projects yet to commence or still under construction under BRP and HVSPP continue to be delivered under the Program.</p> <p>The Heavy Vehicle Rest Area (HVRA) initiative sits under the Program. It provides \$140 million over 10 years to 2031–32, to support the construction of new, and upgrade of existing, heavy vehicle rest areas.</p> <p>A HVRA Steering Committee was established in 2023 to provide the road transport industry and drivers a voice in the design of the initiative, and provide advice on the strategic need of projects during the assessment of submissions. It is scheduled to conclude on 30 June 2025. The Steering Committee is chaired by Senator Glenn Sterle and comprises five truck drivers and four industry representatives.</p> <p>Under the Program:</p> <ul style="list-style-type: none"> <li>• Tranche 1 closed on 30 September 2024. 29 projects were approved for \$70.9 million in Australian Government funding. These projects are all in planning.</li> <li>• Tranche 2 closed on 31 January 2025. 167 applications were received with eligibility checking and assessments underway.</li> <li>• Tranche 3 is open and currently due to close on 31 May 2025.</li> </ul> <p>Under the former BRP and HVSPP programs there are currently 75 projects in planning and 87 under construction.</p> <p>Under the HVRA initiative, 21 projects have been approved for \$36.3 million in Australian Government funding. These projects are in planning with the first project expected to commence early-mid 2025.</p> |

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

## Major program briefs

**Program funding****Safer Local Roads and Infrastructure Program**

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | 310              | 250              | 215              | 215              |

Within the **Safer Local Roads and Infrastructure Program** funding, the following is quarantined for the **Heavy Vehicle Rest Area Initiative**.

|   | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|---|------------------|------------------|------------------|------------------|
| Initiative funding (at 2025–26 Budget) – administered | 22.5             | 22.5             | 22.5             | 17.5             |

**Contact** Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

## Major program briefs

## Western Sydney International (Nancy-Bird Walton) Airport (WSI) – delivery and oversight

### Outcome 2

**Description** Western Sydney International (Nancy-Bird Walton) Airport (WSI) is scheduled to commence operations as a single runway airport by late 2026. From commencement, WSI will operate on a 24/7 curfew free basis with international and domestic passenger flights as well as freight services. The airport will meet Sydney's growing aviation needs and is being constructed to accommodate 10 million annual air passengers.

**Status** As at 22 March 2025, WSI is 96.2 per cent complete and the airport is on track to commence operations by late 2026.

In the 2017–18 Budget, the former Government committed up to \$5.3 billion in equity to WSA Co Limited (WSA) to develop WSI. Since then, additional equity has been committed to self-developing a fuel farm; the Sydney Metro—Western Sydney Airport rail integration project; construction of facilities to support border services and law enforcement operations at WSI; and support for completion of Stage One of WSI.

The total equity and forward profile is currently 'not for publication (nfp)' due to commercial sensitivities.

Additional funding has also been provided to the Australian Federal Police, the Department of Home Affairs (including the Australian Border Force) as well as the Department of Agriculture, Fisheries and Forestry. Through this, the Government is supporting the development of WSI to facilitate the safe and efficient movement of both passengers and cargo, as well as investment in the aviation transport security and policing capabilities to enable WSI to operate as an international airport.

### Program funding

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | s47(1)(b)        |                  |                  |                  |

**Contact** Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division;  
02 s22(1)(a)(ii) | s22(1)(a)(ii)

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

## Major program briefs

**Brisbane 2032 Olympic and Paralympic Games venue infrastructure program****Outcome 3**

**Description** Funding toward new and upgraded venue infrastructure under an Intergovernmental Agreement (IGA) to support the Games.

**Status** The current IGA was signed in February 2023 and includes up to \$2.5 billion for Brisbane Arena and up to \$935 million for 15 venues under the Minor Venues Program (MVP). The IGA outlines the Australian Government's role in broader governance of the Games, and assurance mechanisms to protect the venues investment.

The Queensland Government has requested that the IGA be renegotiated following its release of a new Games Delivery Plan. This proposed renegotiation, if agreed, will subsume the biennial Review of the IGA due in 2025.

The Australian Government is investing over \$12.4 billion in Games-related transport infrastructure (with further requests likely). These projects are funded under the Federation Funding Agreement for Land Transport Infrastructure Projects (2024–2029).

The Australian Government will provide a range of operational services (e.g. security, visas, quarantine) to support the Games. Coordination of these services and governance roles associated with the Brisbane 2032 Organising Committee are managed by the Sport portfolio.

**Program funding**

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | 215.1            | 288.4            | 618.0            | 1,002.1          |

**Contact** Bill Brummitt, Assistant Secretary, Queensland and Brisbane 2032 Venues; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

**OFFICIAL: SENSITIVE**



**OFFICIAL: SENSITIVE**

## Major program briefs

**Local Roads and Community Infrastructure Program****Outcome 3**

**Description** The Local Roads and Community Infrastructure (LRCI) Program is a non-ongoing program providing direct funding for the delivery of priority local road and community infrastructure projects.

The LRCI Program started in July 2020 as a temporary stimulus measure as part of the wider economic response to COVID-19. LRCI is authorised under section 32B of the *Financial Framework (Supplementary Powers) Act 1997* and listed in Schedule 1AB to the *Financial Framework (Supplementary Powers) Regulations 1997*.

There are over 550 organisations that receive funding, including councils and state government departments. Every local government area nationally, including unincorporated areas, Norfolk Island and the Indian Ocean Territories, has access to a share of funding.

**Status** The program is scheduled to terminate in 2025–26 and was implemented in four individual funding phases with a total budget of \$3.25 billion.

Since 1 July 2020, 12,597 projects have been approved and \$2.7 billion (of \$3.25 billion) has been paid to funding recipients. Each funding phase operates under Grant Opportunity Guidelines which determine the conditions that apply to payments made under the program.

Projects for all LRCI funding phases are required to be completed by 30 June 2025. As at 25 March 2025:

- 429 of 550 funding recipients have completed all LRCI Phase 1 projects;
- 407 of 550 funding recipients have completed all LRCI Phase 2 projects;
- 270 of 550 funding recipients have completed all LRCI Phase 3 projects; and
- 25 of 550 funding recipients have completed all LRCI Phase 4 projects.

**Program funding**

|  | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|--|------------------|------------------|------------------|------------------|
| Program funding (at 2025–26 Budget) – administered | 265              | -                | -                | -                |

**Contact** Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

## Portfolio entities

### Infrastructure and Transport Portfolio

|                                      |                                       |   |  |
|--------------------------------------|---------------------------------------|---|--|
| Non-corporate<br>Commonwealth entity | Australian Transport<br>Safety Bureau |   |  |
| Corporate<br>Commonwealth entity     | Airservices Australia                 | Australian Maritime Safety<br>Authority | Civil Aviation<br>Safety Authority           |
|                                      | Infrastructure Australia              | National Transport<br>Commission        | High Speed Rail Authority                    |
| Commonwealth company                 | National Intermodal<br>Company Ltd    | WSA Co Ltd                              | Australian Rail Track<br>Corporation Limited |

## High Speed Rail Authority (HSRA)

### Description

The High Speed Rail Authority (HSRA) provides independent advice on the policy and standards of High Speed Rail (HSR) and develops the necessary plans and requirements to construct an HSR network with the consent and collaboration of relevant states and territories.

The HSRA is a corporate Commonwealth entity established by the *High Speed Rail Authority Act 2022* (the HSRA Act).

### Your role and responsibilities

Under the HSRA Act, you:

- have the exclusive power to appoint a person to be a Director on the HSRA Board, including acting appointments, terminations and other administrative matters;
- may give general directions to HSRA about the performance of its functions;
- may request that the Chair convene a Board meeting;
- must cause a review of the operation of the HSRA Act and the rules at least once every 10 years; and
- may make rules prescribing matters under the HSRA Act.

The Board will consult with you:

- prior to appointing a CEO; and
- in preparing or varying a corporate plan.

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

As the responsible Minister, you may outline the Australian Government's expectations and requirements of the HSRA through governance documents, such as a Statement of Expectations (SoE). The HSRA Board is expected to respond with a Statement of Intent (Sol), outlining how the HSRA plans to deliver on set expectations.

The current SoE and Sol have been in place since July and August 2023 respectively. These focus on HSRA's establishment and early priorities including advice regarding a new high speed rail connection between Newcastle and Sydney. The SoE requires updating to reflect the Government's expectations for the next steps in the delivery of a high speed rail network.

### Board members and leadership

**Name:** High Speed Rail Authority

**Type:** Corporate Commonwealth entity

**Description:** The Board decides the strategies and policies to be followed by HSRA and ensures the proper, efficient and effective performance of HSRA's functions.

| Member's name      | Position                | Current term expiry date |
|--------------------|-------------------------|--------------------------|
| Ms Jill Rossouw    | Chair                   | 12 June 2026             |
| Mr Ian Hunt        | Member                  | 12 June 2026             |
| Ms Gillian Brown   | Member                  | 12 June 2026             |
| Ms Dyan Perry OBE  | Member                  | 12 June 2026             |
| Mr Neil Scales OBE | Member                  | 12 June 2026             |
| Mr Tim Parker      | Chief Executive Officer | 14 January 2028          |

### Funding profile

| As at 2025–26 Budget          | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|-------------------------------|------------------|------------------|------------------|------------------|
| Revenue from Government       | 7.6              | -                | -                | -                |
| Other Revenue                 | 0.7              | -                | -                | -                |
| <b>Total Revenue</b>          | <b>8.3</b>       | -                | -                | -                |
| <b>Average Staffing Level</b> | <b>28</b>        | -                | -                | -                |

Government decisions on next steps for high speed rail will need to consider resourcing profile for the HSRA. This includes the allocation of remaining \$430 million funded through the Infrastructure Investment Program for planning, corridor acquisition and early works for the Newcastle to Sydney high speed rail.

### Contacts

**Department contact:** Greg Cox, First Assistant Secretary; Commonwealth Infrastructure Projects Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

**Portfolio entity contact:** Jill Rossouw, HSRA Chair, s22(1)(a)(ii) and Tim Parker, CEO, s22(1)(a)(ii)

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

## Australian Rail Track Corporation Limited

### Description

The Australian Rail Track Corporation Limited (ARTC) is a Government Business Enterprise established in 1998 after the Commonwealth and State Governments agreed to the formation of a 'one-stop shop' for all rail operators seeking access to the national interstate rail network. ARTC manages and operates over 8,500km of (primarily) standard and dual gauge rail infrastructure across mainland Australia, spanning five states: South Australia, Victoria, Western Australia, Queensland and New South Wales. ARTC also manages the Hunter Valley coal rail network.

In January 2025 a revised Statement of Expectations (SoE) was issued to ARTC, following the formal transfer of the delivery of the Inland Rail project to Inland Rail Pty Ltd (IRPL), a wholly owned subsidiary of ARTC (see separate Inland Rail Pty Ltd brief below for further information).

### Your role and responsibilities

The Commonwealth is the sole shareholder of ARTC. You and the Minister for Finance are joint Shareholder Ministers for ARTC as representatives of the Commonwealth. Your role encompasses oversight of ARTC, including its accountability, transparency, sustainability, governance arrangements and financial and operational performance to facilitate best practice governance.

ARTC is subject to the *Corporations Act 2001* and, as a wholly owned Commonwealth company, to the governance and reporting requirements outlined in the *Public Governance, Performance and Accountability Act 2013* (PGPA Act).

s47(1)(b)



Under the ARTC Constitution:

- You, with the Minister for Finance, as Shareholder Ministers, have the exclusive power to appoint a person to be a Director on the ARTC Board, in accordance with article 10.3(a).
- The Directors, subject to the approval of Shareholder Ministers, may appoint a Chief Executive Officer, in accordance with article 13(a).

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE****Board members and leadership****Name: Australian Rail Track Corporation (ARTC) Board****Type:** Commonwealth Company**Description:** The ARTC Board is responsible for management of ARTC.

| Member's name       | Position                                      | Current term expiry date |
|---------------------|---|--------------------------|
| Mr Peter Duncan AM  | Chair and Non-Executive Director              | 30 January 2026          |
| Mr Wayne Johnson    | Chief Executive Officer and Managing Director | 12 December 2028         |
| Dr Collette Burke   | Non-Executive Director                        | 29 January 2026          |
| Mr Michael Carter   | Non-Executive Director                        | 16 March 2028            |
| Ms Janet Finlay     | Non-Executive Director                        | 16 March 2028            |
| Mr Ingilby Dickson  | Non-Executive Director                        | 29 March 2028            |
| Ms Jill Rossouw     | Non-Executive Director                        | 29 March 2028            |
| Dr Marlene Kanga AO | Non-Executive Director                        | 29 March 2027            |

**Funding profile**

s47(1)(b)

\* Revenue forecasts are commercial sensitive.

As of 30 June 2024, ARTC had 1,981 employees.

**Contacts****Department contact:** Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)**Portfolio entity contact:** Peter Duncan, ARTC Chair; s22(1)(a)(ii) and Wayne Johnson, CEO & Managing Director; s22(1)(a)(ii)**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

Portfolio entities

## Inland Rail Pty Ltd (IRPL)

### Description

Inland Rail Pty Ltd (IRPL) is a wholly-owned subsidiary of Australian Rail Track Corporation (ARTC), which was established in July 2023 to support the restructure and separation of the day-to-day governance and delivery arrangements of ARTC and the Inland Rail project.

IRPL formally took on responsibility for the day-to-day delivery of the Inland Rail project in May 2024, in line with the Australian Government's response to the Independent Review of the Delivery of Inland Rail conducted by Dr Kerry Schott AO in 2022. IRPL is delivering the Inland Rail project on behalf of the Government.

### Your role and responsibilities

As joint Shareholder Ministers of ARTC, you and the Minister for Finance also have oversight for IRPL as a wholly owned subsidiary of ARTC. Your role encompasses oversight of IRPL, including its accountability, transparency, sustainability, governance arrangements and performance with regards to the delivery of the Inland Rail project.

IRPL is subject to the *Corporations Act 2001*. ARTC is required to include details of its wholly owned subsidiary, IRPL, in its governance and reporting requirements outlined in the *Public Governance, Performance and Accountability Act 2013* (PGPA Act).

s47(1)(b)



Under the IRPL Constitution:

- ARTC, subject to approval by Shareholder Ministers (you and the Minister for Finance), may appoint a person to be a Director on the IRPL Board, in accordance with article 9.3(a) and 9.4(a).
- The Directors, subject to the approval of Shareholder Ministers, may appoint a Chief Executive Officer, in accordance with article 12(a).

**OFFICIAL: SENSITIVE**

## OFFICIAL: SENSITIVE

### Portfolio entities

#### Board members and leadership

**Name:** Inland Rail Pty Ltd

**Type:** Commonwealth Company - Subsidiary

**Description:** The Board is responsible for management of Inland Rail Pty Ltd.

| Member's name      | Position                                | Current term expiry date   |
|--------------------|---|--|
| Mr Robert Rust     | Chair and Non-Executive Director        | 2 July 2027  |
| Ms Louise Thurgood | Deputy Chair and Non-Executive Director | 29 June 2026   |
| Ms Vivienne King   | Non-Executive Director                  | 5 July 2027  |
| Mr James Cain      | Non-Executive Director                  | 9 July 2026  |
| Ms Erin Flaherty   | Non-Executive Director                  | 3 May 2026   |
| Mr Peter Duncan AM | Non-Executive Director                  | Mr Duncan's term concludes at the end of his term as ARTC Chair (which is currently 30 January 2026) |
| Mr Nick Miller     | Chief Executive Officer                 | 18 December 2028   |

#### Funding profile

s47(1)(b)

Equity for the delivery of Inland Rail is provided to ARTC. Due to commercial sensitivities, the forward equity profile for Inland Rail is currently 'not for publication' in publicly facing budget papers.

As of 30 June 2024, IRPL had 393 employees.

#### Contacts

**Department contact:** Greg Cox, First Assistant Secretary; Commonwealth Infrastructure Projects Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

**Portfolio entity contact:** Robert Rust, IRPL Chair; s22(1)(a)(ii) and Nick Miller, IRPL CEO; s22(1)(a)(ii)

OFFICIAL: SENSITIVE



**OFFICIAL: SENSITIVE**

Portfolio entities

## Infrastructure Australia

### Description

Infrastructure Australia (IA) is a corporate Commonwealth entity established by the *Infrastructure Australia Act 2008* (IA Act). IA is the Australian Government's independent adviser on nationally significant infrastructure investment planning and project prioritisation, and must have regard to the policies of the Government in relation to infrastructure. Its functions include conducting audits of nationally significant infrastructure, evaluating nationally significant infrastructure proposals, and developing the Infrastructure Priority List and other reports, including annual Market Capacity reports.

IA is subject to the *Public Governance, Performance and Accountability Act 2013*, and is overseen by three Commissioners, including a Chief Commissioner. The Commissioners provide infrastructure sector expertise and strategic management to IA. A Chief Executive Officer is responsible for day-to-day management.

### Your role and responsibilities

Under the IA Act, you as the Minister:

- have the exclusive power to appoint the Commissioners, including the Chief Commissioner, in accordance with subsection 8(1);
- may give written directions to IA about the performance of its functions (section 6). Any directions must be of a general nature only and you must not give directions about the content of any audit, list, evaluation, plan or advice to be provided by IA; and
- may delegate some of your powers (other than powers or functions under section 6, 8 or 18) to the Secretary of the department or an SES employee or acting SES employee in the department.

As the responsible Minister, you may also outline the Government's expectations of IA through governance documents, such as a Statement of Expectations (SoE). The Commissioners would be expected to respond with a Statement of Intent outlining how IA plans to deliver on set expectations. You may update the SoE when circumstances change and to reflect the Government's expectations of the time.

The current SoE, issued in May 2024, advised an Advisory Council would be established by the Government to provide expert advice to the Commissioners. This process has been deferred to allow consultation with the new Commissioners. The Advisory Council is not provided in the legislation and there is no statutory timeframe or requirement for its establishment.

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

## Portfolio entities

**Board members and leadership****Name:** Infrastructure Australia**Type:** Corporate Commonwealth entity

**Description:** The IA Commissioners decide the objectives, strategies and policies to be followed by IA and ensure the performance of IA's functions and any other functions conferred by the IA Act.

| Member's name            | Position                | Current term expiry date |
|--------------------------|-------------------------|--------------------------|
| Mr Tim Reardon           | Chief Commissioner      | 30 September 2029        |
| Dr Gillian Miles         | Commissioner            | 7 October 2029           |
| Ms Clare Gardiner-Barnes | Commissioner            | 14 July 2029             |
| Mr Adam Copp             | Chief Executive Officer | 31 July 2026             |

**Note:** The CEO of IA is not a member of the Management Board but reports to the Commissioners.

**Funding profile**

| As at 2025–26 Budget          | 2025–26<br>(\$m) | 2026–27<br>(\$m) | 2027–28<br>(\$m) | 2028–29<br>(\$m) |
|-------------------------------|------------------|------------------|------------------|------------------|
| Revenue from Government       | 13.4             | 13.6             | 13.8             | 13.8             |
| Other Revenue                 | 0.5              | 0.5              | 0.5              | 0.5              |
| <b>Total Revenue</b>          | <b>13.9</b>      | <b>14.1</b>      | <b>14.2</b>      | <b>14.2</b>      |
| <b>Average Staffing Level</b> | <b>41</b>        | <b>-</b>         | <b>-</b>         | <b>-</b>         |

**Contacts**

**Department contact:** Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

**Portfolio entity contacts:** Tim Reardon, Chief Commissioner; s22(1)(a)(ii) and Adam Copp, CEO; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

Portfolio entities

## National Intermodal Corporation Limited

### Description

National Intermodal Corporation Limited (NIC) is a Government Business Enterprise established to assist with the delivery of a network of intermodal terminals, including those to support Inland Rail. NIC plays an important role in the delivery of a network of genuine, independent open access terminals, driving efficiency and competition in the freight network and boosting national productivity.

NIC is an unlisted public company limited by shares incorporated under the *Corporations Act 2001* (Corporations Act) and a Commonwealth Company for the purposes of the *Public Governance, Performance and Accountability Act 2013* (PGPA Act). NIC has a Funding Agreement with the Commonwealth, which formalises the intention of the Commonwealth to provide equity funding to the company in order for it to meet its approved objectives.

NIC's current remit includes:

- a partial ownership and operational role in the Moorebank Intermodal Terminal Precinct in NSW;
- the development of the Beveridge Intermodal Freight Terminal at Beveridge in Victoria;
- the development of a final business case for an intermodal terminal at Parkes, NSW;
- the development of a land preservation strategy and final business case for an intermodal terminal at Ebenezer, Queensland; and
- the development of a feasibility study for a series of regional logistics hubs in the Northern Territory.

### Your role and responsibilities

The Commonwealth is the sole shareholder of NIC. You and the Minister for Finance are joint Shareholder Ministers for NIC as representatives of the Commonwealth. Your role encompasses oversight of NIC, including its accountability, transparency, sustainability, governance arrangements and financial and operational performance to facilitate best practice governance.

Shareholder Ministers appoint board members in consultation with the Prime Minister, seeking their, or at their discretion the Cabinet's, approval of the proposed appointment.

s47(1)(b)


**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

## Portfolio entities

**Board members and leadership****Name:** NIC**Type:** Commonwealth Company**Description:** The Board is responsible for management of NIC.

| Member's name         | Position                                | Current term expiry date |
|-----------------------|---|--------------------------|
| Ms Erin Flaherty      | Chair and Non-Executive Director        | 3 May 2026               |
| Mr Michael Carter     | Deputy Chair and Non-Executive Director | 16 March 2028            |
| Mr Ron Koehler        | Non-Executive Director                  | 15 June 2026             |
| Mr Michael Byrne AM   | Non-Executive Director                  | 30 March 2028            |
| Ms Janice van Reyk    | Non-Executive Director                  | 30 March 2028            |
| Ms Merren McArthur    | Non-Executive Director                  | 25 July 2027             |
| Mr Scott McKay        | Non-Executive Director                  | 25 July 2027             |
| Mr James Baulderstone | Chief Executive Officer                 | 30 June 2030             |

**Funding profile**

| As at 2024–25 Budget                                  | 2025–26 (\$m) | 2026–27 (\$m) | 2027–28 (\$m) | 2028–29 (\$m) |
|---|---------------|---------------|---------------|---------------|
| Equity from Government                                | s47(1)(b)     |               |               |               |
| Other Revenue   |               |               |               |               |
| <b>Total Revenue</b>                                  |               |               |               |               |
| s47(1)(b)   |               |               |               |               |
| Revenue forecasts are commercial sensitive. s47(1)(b) |               |               |               |               |

As at 30 June 2024, National Intermodal had 62 employees.

**Contacts****Department contact:** Greg Cox, First Assistant Secretary; Commonwealth Infrastructure Projects Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)**Portfolio entity contact:** Erin Flaherty, NIC Chair; s22(1)(a)(ii) and James Baulderstone, NIC CEO; s22(1)(a)(ii)**OFFICIAL: SENSITIVE**

**OFFICIAL: SENSITIVE**

Portfolio entities

## WSA Co Limited

### Description

WSA Co Limited (WSA) is a Government Business Enterprise established by the Australian Government to develop and operate Western Sydney International (Nancy-Bird Walton) Airport (WSI) at Badgery's Creek.

WSA is an unlisted public company limited by shares incorporated under the *Corporations Act 2001* (Corporations Act) and a Commonwealth Company for the purposes of the *Public Governance, Performance and Accountability Act 2013* (PGPA Act).

### Your role and responsibilities

The Commonwealth is the sole shareholder of WSA. You and the Minister for Finance are joint Shareholder Ministers as representatives of the Commonwealth. WSA is required to adhere to the Corporations Act and, as a wholly-owned Commonwealth Company, to the governance and reporting requirements outlined in the PGPA Act. The PGPA Act outlines that the WSA Board has a duty to keep Shareholder Ministers informed of WSA's activities, which complement and extend beyond Directors' duties outlined in the Corporations Act.

s47(1)(b)



Under the WSA Co Limited Constitution:

- You, with the Minister for Finance, as Shareholder Ministers, have the exclusive power to appoint a person to be a Director on the WSA Board, in accordance with rule 6.4.2 of the constitution.
- The Directors, subject to the approval of Shareholder Ministers, may appoint a Chief Executive Officer, in accordance with rule 13.1.1.

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### Portfolio entities

#### Board members and leadership

**Name:** WSA Co Limited

**Type:** Commonwealth Company

**Description:** The Board is responsible for management of WSA.

| Member's name          | Position                                | Current term expiry date |
|------------------------|---|--------------------------|
| Mr Paul O'Sullivan     | Chair and Non-Executive Director        | 6 August 2025            |
| Mr Michael Mrdak AO    | Deputy Chair and Non-Executive Director | 22 December 2027         |
| Mr Timothy Eddy        | Non-Executive Director                  | 14 December 2026         |
| Ms Anthea Hammon       | Non-Executive Director                  | 13 November 2025         |
| Mr Kenneth Kanofski    | Non-Executive Director                  | 20 December 2026         |
| Mrs Donna-Maree Vinci  | Non-Executive Director                  | 14 December 2026         |
| Ms Amanda McMillan OBE | Non-Executive Director                  | 22 December 2027         |
| Mr Simon Hickey        | Chief Executive Officer                 | 14 July 2028             |

#### Funding

s47(1)(b)

#### Contacts

**Department contact:** Greg Cox, First Assistant Secretary; Commonwealth Infrastructure Projects Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

**Portfolio entity contact:** Simon Hickey, WSA Co Limited CEO; s22(1)(a)(ii)

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## Regulatory functions

| Regulated Function  | Key regulatory role   | Contact   |
|---|---|---|
| <i>Outcome 2</i>  |   |   |
| <b>Vehicle safety</b><br>Regulated under the Road Vehicle Standards legislation | <b>Road vehicle supply</b><br><p>The department regulates the first supply of new and used road vehicles to the Australian market under the Road Vehicle Standards legislation.</p> <p>The Minister has limited powers under the legislation. These powers are delegated to officials of the department, except as set out below.</p> <p><b>Recalls</b></p> <p>The Minister makes regulatory decisions about issuing compulsory recall notices to suppliers.</p> <p><b>National Road Vehicle Standards</b></p> <p>The Minister makes regulatory decisions to determine standards for road vehicles or road vehicle components.</p> <p>In line with a Government commitment made when establishing the legislation, the department expects to commence a review of the legislation in the second half of 2025.</p> | Anita Langford,<br>First Assistant Secretary, Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii) |

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## Significant ministerial roles

### Road Safety Ministers' Meeting

|  |   |
|--|---|
| <b>Purpose</b>                                 | The Road Safety Ministers' Meeting (RSMM) is a forum for road safety ministers from each jurisdiction to provide leadership on road safety priorities and facilitate cross-jurisdictional information sharing, cooperation and consistency in the delivery of actions committed to under the <i>National Road Safety Strategy 2021–30</i> and <i>National Road Safety Action Plan 2023–25</i> . |
| <b>Current status</b>                          | The forum commenced in May 2023 and met twice per year in 2023 and 2024. Meetings for 2025 have not yet been scheduled.<br><br>The draft Terms of Reference for RSMM have been considered but not yet agreed by members.  |
| <b>Your role and responsibilities</b>          | The Commonwealth chairs the RSMM. Most recently this role has been delegated to a non-Cabinet minister in the portfolio. The Chair may provide a summary of the meeting to you in your role as Chair of the Infrastructure and Transport Ministers' Meeting (ITMM). The Chair may also be invited to attend ITMM meetings to present on road safety.  |
| <b>Resourcing/<br/>funding<br/>information</b> | Secretariat for the RSMM is provided by the department.   |
| <b>Contact</b>                                 | Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division;<br>02 s22(1)(a)(ii)   s22(1)(a)(ii)  |

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## National Construction Industry Forum

**Purpose** The National Construction Industry Forum (NCIF) is a collaborative platform where government and industry stakeholders discuss and address issues related to the building and construction industry. The NCIF was created to advise the Australian Government on a broad range of matters, including but not limited to: workplace relations; skills and training; safety; productivity; diversity and gender equity; and industry culture.

The NCIF was established as a statutory advisory body under the *Fair Work Act 2009* from 1 July 2023. The *Fair Work Act 2009* requires NCIF to meet at least twice per year. The Minister for Employment and Workplace Relations is the Chair of the NCIF. Membership comprises a range of stakeholders within the industry representing workers, employers (including members with experience in representing contractors and small to medium-sized enterprises in the residential building sector) and government.

At the NCIF, relevant matters can be raised by Australian Government representatives or agreed upon by members. To address these matters, the NCIF delivers evidence-based advice underpinned by member research and stakeholder engagement.

**Current status** In October 2024, NCIF members agreed to develop a Building and Construction Industry Blueprint (Blueprint). The Blueprint will identify and prioritise the key challenges of the industry and include a staged workplan for the NCIF to consider suitable solutions. The draft Blueprint has been released ([www.dewr.gov.au/australian-building-and-construction-industry/resources/draft-blueprint-future](http://www.dewr.gov.au/australian-building-and-construction-industry/resources/draft-blueprint-future)). A final version of the Blueprint will be subject to the full agreement and endorsement of the NCIF, and is intended to be a living document that will be regularly reviewed to ensure it remains aligned with the evolving needs of the construction industry.

**Your role and responsibilities** The *Fair Work Act 2009* requires you as the Infrastructure Minister to be a member of the NCIF, along with the Minister for Employment and Workplace Relations and the Minister for Industry. Other members are appointed by the Minister for Employment and Workplace Relations.

You may raise matters for consideration in relation to the building and construction industry, which the NCIF can provide advice on. You may also review and endorse NCIF products like the Blueprint.

**Resourcing/ funding information** Secretariat for the NCIF is provided by the Department of Employment and Workplace Relations.

**Contact** Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

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## Portfolio legislation

### Infrastructure

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#### ***Australian National Railways Commission Sale Act 1997***

|         |  |
|---------|--|
| Purpose | Facilitated the sale and winding down of the Australian National Railways Commission (ANRC). Repealed associated Acts, transferred residual assets/liabilities to the Commonwealth, and ensures railway access for defence-related purposes. |
| Contact | Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division; 02 <span>s22(1)(a)(ii)</span>   <span>s22(1)(a)(ii)</span>   |

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#### ***High Speed Rail Authority Act 2022***

|         |  |
|---------|--|
| Purpose | Establishes the High Speed Rail Authority for rail network development and management.   |
| Contact | Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division; 02 <span>s22(1)(a)(ii)</span>   <span>s22(1)(a)(ii)</span> |

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#### ***Infrastructure Australia Act 2008***

|         |  |
|---------|--|
| Purpose | Establishes Infrastructure Australia (IA) to oversee infrastructure audits, evaluations, and advice.   |
| Contact | Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division; 02 <span>s22(1)(a)(ii)</span>   <span>s22(1)(a)(ii)</span> |

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#### ***Infrastructure Australia Amendment Act 2014***

|         |  |
|---------|--|
| Purpose | Amends the <i>Infrastructure Australia Act 2008</i> and the <i>Income Tax Assessment Act 1997</i> ; includes transitional provisions.          |
| Contact | Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division; 02 <span>s22(1)(a)(ii)</span>   <span>s22(1)(a)(ii)</span> |

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**Purpose** The enabling legislation that governs the provision of funding to improve land transport infrastructure in Australia.

**Contact** Andrew Bourne, First Assistant Secretary, Land Transport Infrastructure Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

***Road Charges Legislation Repeal and Amendment Act 2008***

**Purpose** Repeals and amends law relating to road charges, among other purposes.

**Contact** Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)

***Road Vehicle Standards Act 2018***

**Purpose** Sets safety, emission, and theft protection standards for imported and locally manufactured vehicles. Establishes the Register of Approved Vehicles (RAV).

**Contact** Anita Langford, First Assistant Secretary, Road and Vehicle Safety Division; 02 s22(1)(a)(ii) | s22(1)(a)(ii)


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Pages 41-67 deleted pursuant to s22(1)(a)(i)

**Exempt material – section 47C**

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## Appointments

| Board   | Current vacancies and vacancies arising until December 2025  | Contact   |
|---|--|---|
| National Intermodal Corporation Limited (NIC) | <p><b>Current:</b></p> <ul style="list-style-type: none"> <li>2 x Non-Executive Director vacancies - these are historical vacancies which provide flexibility to supplement the board if needed. There is no requirement to fill these vacancies, noting there are currently 7 members of the NIC Board (which is to comprise a minimum of 3 and a maximum of 9 directors).</li> </ul> | <p>Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division; 02 s22(1)(a)(ii)   s22(1)(a)(ii)</p> |
| WSA Co Limited                                | <p><b>August 2025:</b></p> <ul style="list-style-type: none"> <li>Mr Paul O'Sullivan, Chair and Non-Executive Director.</li> </ul> <p><b>November 2025:</b></p> <ul style="list-style-type: none"> <li>Ms Anthea Hammon, Non-Executive Director.</li> </ul>  | <p>Greg Cox, First Assistant Secretary, Commonwealth Infrastructure Projects Division; 02 s22(1)(a)(ii)   s22(1)(a)(ii)</p> |

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Pages 69-99 deleted pursuant to s22(1)(a)(i)

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