2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Maree Bridger / Kylie Donovan

SB25-000279

SUBJECT: Regional Based Staff

Talking Points

1. 558 (23.4%) staff are located outside of Canberra in capital cities, regional towns or cities or overseas posts.
2. Of those staff located in Australia, 550 (23.1%) are in locations outside of Canberra.
3. The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts operates in 19 regional locations (+7 from June 2021).

Key Issues

1. Most employees are located in Canberra (76.6% or 1,827 employees).
2. 558 employees (excluding Indian Ocean Territories Administration) are located outside of Canberra (23.4%):
   a. 419 employees are based in other capital cities;
   b. 128 employees are based in 19 different regional locations;
   c. 4 employees are located overseas; and
   d. 4 employees are located overseas on Remote Working Arrangements – Accompanying spouse arrangements.
3. There are 20 staff working 100% from home in regional areas with no office location nearby. They are recorded as working in the location of their home.
4. As at 31 July 2025, staff locations include all 8 capital cities, 19 regional locations, and 7 overseas locations.
   a. growth can be seen in almost all capital cities since June 2023.
   b. growth in regional areas since June 2023 is greatest in:
      i. Gold Coast (now 6 staff, from 0);
      ii. Cairns (now 18 staff, from 12 staff); and
      iii. Newcastle (now 10 staff, from 4 staff).
   c. overseas postings are up slightly since June 2023 with an increase to 4 staff. There are 4 staff working remotely overseas for personal reasons (e.g. accompanying a spouse posted by another government entity).

Background

1. Headcount figures include ongoing and non-ongoing employees and excludes inoperative staff and casual employees.
2. Due to the ability for HR data to be backdated to align with obligations such as taxation and payroll, all data reflects point in time as at dates specified.

Contact: s22(1)(a)(ii) **Cleared by:** Kylie Donovan, Chief People Officer

Phone: (s22(1)(a)(ii) **Version Number:** 01 **Date:** 01/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Maree Bridger / Kylie Donovan

SB25-000279

Region	Location	Feb 2020 (MoG)	30 Jun 2021	30 Jun 2022	30 Jun 2023	30 Jun 2024	30 Jun 2025	31 Jul 2025	Trend*	Work points	Desk Share
Capital Cities											
	Adelaide	3	3	5	9	13	23	25	Up	10	Yes
	Brisbane	5	2	27	57	106	152	156	Up	101	Yes
	Canberra	1375	1573	1753	1800	1850	1821	1827	Stable	2416	Yes
	Darwin	4	5	9	11	8	9	10	Stable	9	Yes
	Hobart	2	2	3	7	13	17	19	Up	16	No
	Melbourne	28	29	31	33	84	110	119	Up	64	Yes
	Perth	12	12	18	19	24	26	28	Up	28	Yes
	Sydney	39	37	41	49	64	66	62	Up	80	Yes
	Total Capital Cities	**1468**	**1663**	**1887**	**1985**	**2162**	**2224**	**2246**			
Regional Area											
	Alice Springs	1	1	1	1	2	2	3	Up	No Site	No Site
	Bendigo	1	1	0	0	1	1	1	Stable	No Site	No Site
	Broome	1	1	0	0	0	0	0	Stable	No Site	No Site
	Cairns	0	0	4	12	21	20	18	Up	18	Yes
	Christmas Island	1	0	0	0	1	2	1	Stable	2	NA
	Coffs Harbour	0	0	0	0	1	2	2	Stable	1	No
	Dubbo	1	1	1	1	1	2	2	Up	3	No
	Gold Coast	0	0	0	0	2	6	6	Up	No Site	No Site
	Jervis Bay	4	4	5	4	2	5	5	Stable	9	Yes
	Moree	1	0	1	2	1	1	1	Stable	4	No
	Newcastle	4	4	4	4	11	11	10	Up	10	Yes
	Norfolk Island	7	10	9	9	11	15	15	Up	17	No
	Orange	7	26	31	43	44	35	34	Down	53	No
	Port Augusta	0	0	1	1	1	1	1	Stable	1	No
	Sunshine Coast	0	0	0	0	0	5	5	Up	No Site	No Site
	Toowoomba	2	2	2	2	1	4	4	Up	5	No
	Townsville	1	1	3	5	9	11	12	Up	6	Yes
	Tweed Heads	0	1	1	2	2	2	2	Stable	2	No
	Wodonga	0	0	2	1	3	4	4	Stable	8	No
	Wollongong	2	1	1	4	6	5	5	Stable	No Site	No Site
	Total Regional Area	**33**	**53**	**66**	**91**	**120**	**134**	**131**			
Overseas Posting											
	Jakarta, INDONESIA	1	1	1	1	1	1	1	Stable		
	Montreal, CANADA	2	2	2	2	2	2	2	Stable		
	Port Moresby, PAPUA NEW GUINEA	NA	NA	NA	NA	NA	1	1	Up		
	Total Overseas Posting	**3**	**3**	**3**	**3**	**3**	**4**	**4**			
Overseas Remote Working Arrangements											
	Jakarta, INDONESIA	NA	NA	NA	1	1	NA	NA	Down		
	Vienna, AUSTRIA	NA	NA	NA	1	NA	NA	NA	Down		
	Pretoria, SOUTH AFRICA	NA	NA	NA	1	1	1	1	Stable		
	Manila, PHILIPPINES	NA	NA	NA	1	1	1	1	Stable		

Contact: s22(1)(a)(ii) **Cleared by:** Kylie Donovan, Chief People Officer

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Maree Bridger / Kylie Donovan

SB25-000279

Region	Location	Feb 2020 (MoG)	30 Jun 2021	30 Jun 2022	30 Jun 2023	30 Jun 2024	30 Jun 2025	31 Jul 2025	Trend*	Work points	Desk Share
Region	Location	Feb 2020 (MoG)	30 Jun 2021	30 Jun 2022	30 Jun 2023	30 Jun 2024	30 Jun 2025	31 Jul 2025	Trend *	Work points	Desk Share
	Port Moresby, PAPUA NEW GUINEA	NA	NA	NA	NA	1	NA	NA	Down		
	Paris, FRANCE	NA	NA	NA	1	1	1	1	Stable		
	Cheltenham, ENGLAND	NA	NA	NA	NA	NA	1	1	Up		
	Total Overseas Remote	**-**	**-**	**-**	**5**	**5**	**4**	**4**			
Total Headcount		**1504**	**1719**	**1956**	**2084**	**2290**	**2366**	**2385**			

*Trend based generally from 30 June 2023

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Susan Charles / s22(1)(a)(ii)

SB25-000281

SUBJECT: Future Workplaces

Talking Points

1. The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is consolidating its Canberra offices in advance of various major lease expirations in 2026 and 2027.
2. Key timeline points:
   a. October to December 2024 - the department approached a number of building owners and assessed the suitability of those buildings for a precinct solution for the department i.e. two buildings within close proximity to each other in Canberra's central business district.
   b. May 2025 – a lease was signed for the first building at 7 London Circuit, Canberra City.
   c. September 2025 – public submission to Public Works Committee for the capital fit-out expenditure for 7 London Circuit.
   d. September 2025 – the evaluation process was in its final phase for the second building, which is part two and the final stage of the precinct solution.
   e. The above approaches accord with the Department of Finance's Property Framework Guidelines.

Key Issues

1. The department is committed to providing fit-for-purpose, safe and compliant accommodation that demonstrates value for money and how staff flexibly use office accommodation.
2. The department undertook a direct approach to the market during October to December 2024 to seek suitable accommodation that met the reduced space requirements and enable the department to consolidate its footprint from 4 tenancies to 2. This was in accordance with Department of Finance's Property Framework Guidelines and the Commonwealth Procurement Rules.
3. The department's Canberra property strategy is a precinct model, whereby 2 buildings are within close proximity of each other in Canberra's central business district.
4. As a result of the direct approach to market, a lease was signed for 7 London Circuit, Canberra City. This is the first building of the precinct.
5. The department is currently in the final stages of evaluation for the second building.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Susan Charles / s22(1)(a)(ii)

SB25-000281

Background

1. The department is consolidating its Canberra offices in advance of various major lease expirations in 2026 and 2027.
2. Key timeline points
   a. July 2024 - a high-level review of the department's Canberra accommodation requirements was undertaken which determined that a further reduction in the Net Lettable Area could be achieved.
   b. September 2024 - the department made the decision to close the Request for Expression of Interest (REOI) and re-approach the market.

Financial Information <u>as at 31 July 2025</u>

1. The below table represents the total costs incurred, including previous procurement processes, noting the current approved project budget for this financial year is $4.5m. The budget reflects the level of risk and complexity relating to this project.
2. The investment continues to inform the department's approach to its accommodation. In particular procurement documents, department requirements and staff feedback.
3. Project costs for future years will be approved post project establishment and lease negotiations.
4. The Incentive Deed of the lease is not publicly available, as it is commercial-in-confidence and therefore the fit-out costs reported in the media do not consider the incentive the department has achieved as a contribution towards capital costs of the project. As a result, there may be a perception that the department is covering the fit-out costs as reported in the media articles listed further below.

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

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Susan Charles / s22(1)(a)(ii)

SB25-000281

Future Workplace Canberra – Project Actuals

Supplier	Description	FY21-22	FY22-23	FY23-24	FY24-25	YTD Jul 25	Total
Ventia	Tenant advisory services	20,000	88,925	224,859	-	-	333,784
Procurement Professionals	Procurement Advisory Services incl. contract staff	78,250	201,663	-	-	-	279,913
Probity	Probity	12,550	29,006	45,242	50,804	-	137,601
Legal		37,715	318,650	281,160	131,050	12,759	781,333
Dept of Employment	Financial Viability Assessment	-	2,400	-	-	-	2,400
TSA		-	793,176	1,423,323	1,518,356	-	3,734,855
Cox Architecture	Design Consultant	-	-	-	412,860	-	412,860
Agora Consulting	Project Assurance Services	-	-	44,240	72,750	-	116,990
Staff Expenses	Salaries and travel	32,908	384,823	921,805	731,452	80,875	2,151,863
Total		**181,423**	**1,818,641**	**2,940,628**	**2,917,272**	**93,634**	**7,951,598**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Susan Charles / s22(1)(a)(ii)

SB25-000281

Relevant Media Reporting

- "Parliamentary Committee review proposed Infrastructure Department office fit-out"
  - Issued by the Department of the House of Representatives via the internet on 29 August 2025.
  - https://www.aph.gov.au/About_Parliament/House_of_Representatives/About_the_House_News/Media_Releases/Parliamentary_Committee_reviews_proposed_Infrastructure_Department_office_fit-out
- "First fit-out in department's new home to cost $23.4 million"
  - By Ian Bushnell via the psnews.com.au on 22 August 2025.
  - https://psnews.com.au/first-fit-out-in-departments-new-home-to-cost-23-4-million/165037/
- "Seven desks for every 10 workers in department's new office plan"
  - By Brittney Levinson via The Canberra Times website on 15 August 2025.
  - https://www.canberratimes.com.au/story/9035765/infrastructure-unveils-hot-desk-plan-for-7-london-circuit-office/?cspt=1756853040|5eb37d3267ab6fed3ae60c6422a795ae
- "7 desks for every 10 workers"
  - By Brittney Levinson via The Canberra Times newspaper on 13 August 2025.
  - https://readnow.isentia.com/Temp/198611-1227842886/1115559386_20260813.pdf
- "Department finally signs $130m office lease"
  - By Brittney Levinson via The Canberra Times newspaper on 3 July 2025.
  - https://www.canberratimes.com.au/story/9006161/infrastructure-signs-lease-for-new-canberra-office-space/?cspt=1756853243|9c1e1af6007cabc89c8e2fcb94489f54
- "Department finally signs $130m office lease"
  - By Brittney Levinson via The Canberra Times website on 2 July 2025.
  - https://www.canberratimes.com.au/story/9006161/infrastructure-signs-lease-for-new-canberra-office-space/?cspt=1756853928|e2e0d4d0881e72457e7d5ed24994011e

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski / Mike Hogben

SB25-000282

SUBJECT: 2025-26 Budget Funding

Talking Points

Budget Funding – per 2025-26 Portfolio Budget Statements:

1. As at the 2025-26 March Budget, the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts administered **$16.6 billion** in **agency resourcing** (2025-26 PBS pages 27-28), comprising **$676.4 million** in departmental resourcing and **$15.9 billion** in administered resourcing. At the time, this excluded **$2.8 billion** in payments to Portfolio bodies (2025-26 PBS page 29) and payments to States and Territories (refer below).
2. This represents a decrease in **total agency resourcing** (excluding payments to Portfolio bodies) of **$0.4 billion ($379.7 million)** from **$16.9 billion in 2024-25** (2024-25 PAES page 24) to **$16.6 billion in 2025-26**, 2025-26 PBS page 28).
   a. the decrease is largely attributable to prior year appropriations (2022-23 Bill 1 and Bill 3) lapsing ($1.2 billion), drops in available appropriation ($1.0 billion) and a reduction in administered assets and liabilities ($1.1 billion), partially offset by expenses of $2.8 billion being brought forward from 2024-25 and paid in 2023-24 in relation to financial assistance grants to local governments under the *Local Government (Financial Assistance) Act 1995*.
3. **Departmental appropriation funding** as part of the 2025-26 Budget is a total of **$527.5 million** in 2025-26. This comprises **$511.0 million** in departmental operating appropriation and **$16.5 million** in departmental capital budget (2025-26 PBS page 27).
   a. this is a net decrease of **$62.6 million** from the 2024-25 total departmental funding of **$590.1 million** comprising of **$567.3 million** in departmental operating appropriation and **$22.8 million** in departmental capital budget (2024-25 PAES page 23).
   b. the decrease of **$62.6 million** comprises $56.3 million in operating expenditure and $6.3 million in capital.
4. A further **$15.2 billion in 2025-26** ($58.5 billion across the 4 years from 2025-26) is provided to States and Territories through National Partnership Payments (see 2025-26 Budget Paper 3, pages 65-66). This compares to **$15.3 billion in 2024-25** ($57.8 billion across the 4 years from 2024-25 – see 2024-25 Budget Paper 3, page 67).

Contact: Mike Hogben **Cleared by:** Cha Jordanoski, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 17/09/2025

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2025-2026 Supplementary Budget Estimates

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Lead/Support contact: Cha Jordanoski / Mike Hogben

SB25-000282

5. The department's **estimated average staffing** level (ASL) is **2,278** in 2025-26 at the 2025-26 Budget (2025-26 PBS, page 28), representing:
   a. a decrease of **47** from **2,325** in 2024-25 at the 2024-25 PAES (2024-25 PAES, page 24).
6. In addition to the impacts from measures in the 2025-26 Budget, funding from the department and affected portfolio agencies has been reduced as a result external labour savings as follows:
   a. 2024-25 Budget measure ***Savings from External Labour – extension*** reducing funding for the Portfolio by **$18.5 million** over 4 years from 2024-25 and by **$11.6 million** over the same period for the department.
   b. 2025-26 Budget measures ***Savings from External Labour – extension***, further reducing funding in **2028-29** for the Portfolio by **$12.8 million** and **$8.1 million** for the department.
   c. the above is in addition to the October 2022-23 Budget and 2023-24 Budget measures ***Savings from External Labour, Advertising, Travel and Legal Expenses***, which collectively resulted in **$70.3 million** savings over 5 years from 2022-23 (the department contributing **$39.6 million**).
   d. a breakdown of the savings (including background on the ED) is at **Attachment D**.
7. The 2025-26 Budget Appropriation Bills included departmental appropriations of **$527.5 million** and administered appropriations of **$5.8 billion**.

Budget Funding – post 2025-26 Portfolio Budget Statements:

8. The department received additional resourcing as a result of the impact of Administrative Arrangement Order (AAO) Changes of the 13 May 2025, and subsequent Machinery of Government (MoG) changes and the 2025 Pre-election Economic and Fiscal Outlook (PEFO) measures, comprising **$170.8 million** and **$49.0 million** respectively. Full details will be captured in the department's Portfolio Additional Estimates Statements expected to be tabled in early 2026.
   a. An additional **$134.0 million in 2025-26** only is provided to States and Territories through National Partnership Payments (also refer to EC25-002762 – Machinery of Government changes brief).

Background

1. This brief provides a summary of the department's 2025-26 funding position as at the 2025-26 Budget, per the 2025-26 Portfolio Budget Statements (PBS), and subsequent changes arising from the impact of MoG changes and 2025 PEFO measures(see Financial Snapshot at **Attachment A**).

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2. All entities, including the department, are required to prepare a 2025-26 PBS chapter see **Attachment B** - index of agency chapters.

End of year position

3. For the 2024-25 financial year the department achieved a **net operating cash surplus** of $34 million after adjusting for depreciation, amortisation and lease payments under lease accounting standards under AASB 16.
4. This reflects the departments commitment to maintain a prudent approach to spending and our continual monitoring and management of spending pressures across each financial year.
5. This is also consistent with the commitment at previous hearings that the department would live within means this financial year.
6. Full details of the department's final 2024-25 operating outcome and financial statements will be reflected in our annual report, which is expected to be tabled in parliament later this month.

2025-26 and forward year operating result

7. The department is budgeting for a **break-even position in 2025-26 and across the forward estimates** after adjusting for depreciation and amortisation expenses, and adjustments for leases (2025-26 PBS, pages 77 and 78).

Departmental appropriation funding

8. At the 2025-26 Budget, **departmental appropriation** funding in 2025-26 was **$527.5 million** (including the departmental capital budget) (2025-26 PBS, page 27), a decrease of **$62.6 million** from the 2024-25 appropriation of **$590.1 million** at PAES (2024-25 PAES, page 23).
9. The decrease in departmental appropriation funding in 2025-26 reflects the impact of Australian Government decisions which terminate or reduce at the end of 2024-25, offset by new measures in the 2025-26 Budget.
10. Separately, **additional departmental appropriation** in 2025-26 is attributable to the net impact of MoG changes **($14.0 million**) and measures announced in the 2025 PEFO **($2.5 million**).
11. Full details will be captured in the department's Portfolio Additional Estimates Statements expected to be tabled in early 2026.

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Departmental Resourcing

12. At the 2025-26 Budget, while the Departmental Appropriation Bill 1 was **$527.5 million**, **departmental resourcing** was **$676.4 million**.
    a. the difference between appropriation and resourcing is due to prior year appropriation of **$126.9 million**, section 74 external revenue of **$9.9 million** and special accounts balance (including non-appropriation receipts) of **$12.0 million** (2025-26 PBS, page 27); and
    b. departmental resourcing dropping from **$723.3 million in 2024-25** (2024-25 PAES page 23) to **$676.4 million in 2025-26** (2025-26 PBS, page 27), with the **$46.9 million** change largely attributable to government decisions from prior Budgets/MYEFO rounds with terminating or reducing funding, consistent with the change in appropriation funding described above.

Administered resourcing

13. At the 2025-26 Budget, administered resourcing had decreased by **$379.7 million** from an estimate of **$16.2 billion in 2024-25** (2024-25 PAES, page 24) to an estimate of **$15.9 billion in 2025-26** (2025-26 PBS, page 28). Administered resourcing **excludes** payments to corporate entities from annual/special appropriations (**$2.8 billion** in 2025-26) and payments from annual/special appropriations credited to special accounts (**$96.5 million** in 2025-26).
    a. The decrease is largely attributable to 2022-23 Bill 1 and Bill 3 appropriations lapsing ($1.2 billion), appropriation drawdowns ($1.0 billion), and a reduction in administered assets and liabilities ($1.1 billion), partially offset by expenses of $2.8 billion being brought forward from 2024-25 and paid in 2023-24 in relation to financial assistance grants to local governments under the *Local Government (Financial Assistance) Act 1995*.

14. Separately, **additional administered resourcing** in 2025-26 is attributable to the impact of MoG changes **($156.8 million**) and measures announced in the 2025 PEFO (**$46.5 million**).

15. Full details will be captured in the department's Portfolio Additional Estimates Statements expected to be tabled in early 2026.

16. See **Attachment C** for further breakdown of the department's resourcing.

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Payments to State and Territories

17. At the 2025-26 Budget, payments to States and Territories decreased by **$458.3 million** through various National Partnership Payments from **$15.6 billion** in 2024-25 to **$15.2 billion in 2025-26** and **$57.8 billion** across the forward estimates. These are appropriated through the Treasury (see 2025-26 Budget, Budget Paper 3, pages 65-66). This decrease is predominately the result of the following:
    a. net funding decreases totalling $1.1 billion for 'other payments', predominantly including terminating programs (Thriving Suburbs -$354.7 million and Growing regions -$607.0 million) and reduced funding for Local Roads and Community Infrastructure (-$307.4 million).
    b. partially offset by net increases totalling $551.3 million in Infrastructure Investment Program funding, primarily road investment ($1.2 billion).

18. Separately, there are **additional payments to states** (administered by the Treasury) due to the impact of MoG changes, of **$134.0 million** in **2025-26**, attributable to (also refer to EC25-002762 – Machinery of Government changes brief):
    a. Canoe Slalom World Championships 2025 ($0.4 million) and St George Illawarra Dragons Community and High-Performance Centre ($13.6 million) – both as result of MoG changes; and
    b. Four 2025 PEFO infrastructure related measures ($120.0 million), comprising:
        a. Priority Community Infrastructure Program ($50.0 million),
        b. Establishment of the Queensland Academy of Health Sciences in Rockhampton ($15.0 million),
        c. Redevelopment of the Bruce Park Pavilion ($5.0 million),
        d. National Capital Investment Framework ($50.0 million).

Average Staffing Level (ASL)

19. At the 2025-26 Budget the department's estimated ASL in **2025-26** is **2,278**, a **net decrease** of **47** from the **2024-25** ASL level of **2,325** (Table 1.1 page 24 2024-25 PAES). The ASL decrease represents impact of measures terminating 30 June 2025 and ASL fluctuations already factored into the forward estimates.
    a. ASL across the **Portfolio** for **2025-26** is estimated to be **12,580**, a **decrease of 69** from the estimated actual in **2024-25** of **12,649** (page 162, Budget Paper 4).
    b. The total cost of **employee benefits** will decrease from **$331.3 million in 2024-25** (2024-25 PAES, Page 61) to **$318.9 million in 2024-25** (2024-25 PBS, Page 81). This reflects the decrease in ASL numbers, as well as other decreases associated with government decisions with reducing funding.

20. Separately, there is a **net increase** of **62.2 ASL** in **2025-26** due to the impact of MoG changes, as follows (also refer to EC25-002762 – Machinery of Government changes brief):

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a. Increase of 76.2 ASL transferred from the Department of Health, Disability and Ageing; and
b. Decrease of 14.0 ASL transferred to the Department of the Treasury.

21. Full details will be captured in the department's Portfolio Additional Estimates Statements expected to be tabled in early 2026.

Departmental Impacts – Savings measures

22. The 2025-26 Budget Measure *Savings from External Labour - extension* allocated additional savings for the **portfolio of $12.8 million**, including **$8.1 million** for the **department** in 2028-29. This builds on the 2024-25 Budget Measure *Savings from External Labour - extension* which allocated savings for the **portfolio of $18.5 million**, including **$11.6 million** for the **department** over 4 years from 2024-25.

23. The portfolio's total contribution to savings over the past 4 Budgets is **$101.6 million** over **7 years from 2022-23**, comprising:
    a. **October 2022-23 Budget**: savings contribution of **$16.5 million** over 3 years from 2022-23 (the department providing $11.0 million and portfolio agencies $5.5 million).
    b. **2023-24 Budget**: residual savings contribution of a further **$53.8 million** over 4 years from 2023-24 (the department providing $28.6 million and portfolio agencies $25.2 million). The allocation of the remaining savings from the 2022-23 October Budget measure to entities was reprofiled over 4 years by the government (rather than the original 3 remaining years) to smooth the profile across remaining years.
    c. **2024-25 Budget**: savings contribution of **$18.5 million** over 4 years from 2024-25 as part of the measure *Savings from External Labour – extension* (the department contributing $11.6 million, portfolio agencies $6.9 million).
    d. **2025-26 Budget**: savings contribution of **$12.8 million** in 2028-29 as part of the measure *Savings from External Labour – extension* (the department contributing $8.1 million and portfolio agencies $4.7 million).

24. During the 2025 election commitment the government announced additional savings through further reducing spending on consultants, contractors and labour hire, and non-wage expenses. How this is to be applied over the forward estimates remains a matter for the government.

25. Any questions regarding the methodology for calculating or applying the saving should be referred to the Department of Finance.

26. The above savings are exclusive of the Efficiency Dividend (ED). A breakdown of the savings (including background on the ED) is at **Attachment D.**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski / Mike Hogben

SB25-000282

APS Reform Agenda – conversion of external labour roles to APS

27. As part of the APS Reform Agenda, the government has committed to reducing the APS' reliance on consultants and contractors, although there is acknowledgement external labour will continue to remain a component of the APS workforce.
28. To support this commitment, the department participated in the **Audit of Employment** led by the Department of Finance with returns, including those for its portfolio agencies, submitted in late 2022.
29. The department also converted **50 external labour roles** to APS on an ongoing basis to APS at the 2023-24 Budget, resulting in efficiencies of **$3.0 million** over 5 years from 2022-23.
30. Across the portfolio (excluding the department), a further **16 external labour roles** were converted to ASL at the 2024-25 Budget (refer to page 171 of Budget Paper 4). The additional 16 conversions for portfolio entities brings the total portfolio conversions to 72.
31. Further background on the APS Reform Agenda is at **Attachment D.**

Printing

32. Costs associated with printing the Portfolio Budget Statements are $11,803 (GST inclusive).

Attachments

- A: Financial Snapshot 2025-26
- B: Funding and Staffing by Agency for 2025-26
- C: Department's Resourcing
- D: Whole of Government Savings and APS Reform Agenda

Linked Briefing

- EC25-002676 – 2025-26 Budget Average Staffing Level (ASL)
- EC25-002674 – 2025-26 Budget Movement of Funds
- EC25-002671 – 2025-26 Budget and 2025 PEFO Measures
- EC25-002762 – Machinery of Government changes

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FOI 26-125 - Document 3 Attachment A

Budget 2025-26 | Financial snapshot

Department's total budget resourcing year on year comparison (includes Admin, Dept; excludes payments to Portfolio Bodies)

24-25 PAES		2025-26 Budget		
$16.9b	↓	$16.6b	=	-$0.4b*

*-$379.7 million

Additional budget resourcing of $219.8 million:

- Machinery of Government changes	$170.8 million
- 2025 PEFO measures	$49.0 million

In 2025–26, the Department will administer#:

- **$16.6 billion** made up of:
  - » **$0.7 billion** in departmental resourcing ($527.5 million in appropriations)
  - » **$15.9 billion** in administered resourcing (excludes approx. $2.8 billion in payments to corporate entities from annual/special appropriations)

Administered resourcing

Comparison between 2024-25 PAES and 2025-26 Budget

24-25 PAES		2025–26 Budget		
$16.2b	↓	$15.9b	=	-$0.3b

This difference from 2024-25 to 2025-26 is primarily the result of:

- 2022-23 Bill 1 and Bill 3 appropriations lapsing ($1.2 billion), appropriation drawdowns ($1.0 billion) and a reduction in administered assets and liabilities ($1.1 billion), partially offset by $2.8 billion brought forward from 2024-25 (paid in 2023-24) in relation to financial assistance grants to local governments under the *Local Government (Financial Assistance) Act 1995*.
- #Administered resourcing includes annual appropriations of $5.8 billion (ordinary annual services, administered assets and liabilities, and payments to states), as well as prior year appropriations, special appropriations and other revenue.
- A further $15.2 billion in 2025-26 ($58.5 billion across four years) is provided to States and Territories through National Partnership Payments – reported by the Treasury.

Additional administered resourcing:

- Machinery of Government changes	$156.8 million
- 2025 PEFO measures	$46.5 million
- Payments to States and Territories	$134.0 million (paid through Treasury)

Administered impacts for the Department for 2025-26 Budget measures

Measure	Net impact 2025-26 ($m)
Support Transport Priorities	3.5
Continued Funding for the Regional Australia Institute	2.0
Energy Bill Relief (Indian Ocean Territories)	0.4
Closing the Gap – Further Investment	2.8
Revive – National Cultural Policy	7.7
Extending the School Student Broadband Initiative	(**)
Total administered	16.3
2025 PEFO measures	Net impact 2025-26 ($m)
Tasmanian Freight Equalisation Scheme	46.5
National Capital Investment Framework	0.0
Total administered	46.5

Totals may not sum due to rounding; ** less than $0.05 million

We achieved a net operating cash surplus.

The department **achieved a net operating cash surplus** of **$34 million** for **2024-25**.
The surplus reflects the department's commitment to a prudent approach to spending and our continual monitoring and management of spending pressures across each financial year. In 2023-24 the Department incurred an adjusted operating loss of $28.0 million, $5.1 million higher than the approved budgeted operating loss of $22.9 million (4 April 2024). The adjusted operating loss reflected an increase in asset impairments from $8.8 million to $13.9 million.

Departmental appropriations

Agency departmental funding comparison between 2024-25 PAES and 2025-26 Budget

2024-25 PAES		2025–26 Budget		
$590.1m	↓	$527.5m	=	-$62.6m
= $567.3 million in departmental operating funding + $22.8 million in departmental capital budget		= $511.0 million in departmental operating funding + $16.5 million in departmental capital budget		= impact of Government decisions that terminate or reduce at the end of 2024-25, offset by new measures (outlined below) in the 2024-25 Budget

Additional agency departmental funding of $16.5 million:

- Machinery of Government changes	$14.0 million
- 2025 PEFO measures	$2.5 million

Departmental impacts for the Department for 2025–26 Budget measures

Measure	Net impact 2025-26 ($m)
Supporting Transport Priorities	0.3
Extending the School Student Broadband Initiative	**
Closing the Gap – Further Investment	0.8
Revive – National Cultural Policy	0.9
Total departmental	1.9
2025 PEFO measures	Net impact 2025-26 ($m)
Tasmanian Freight Equalisation Scheme	2.0
National Capital Investment Framework	0.5
Total departmental	2.5

Totals may not sum due to rounding; ** less than $0.05 million

Whole of Australian Government Savings – External Labour – 2025-26 Measure

The Department's share:

DITRDCA UCB impact $m				
2025-26	2026-27	2027-28	2028-29	Total
-	-	-	8.1	8.1

Portfolio agencies: contributed $4.7 million in 2028-29.
The savings above are further to the 2024-25 Budget which allocated savings for the portfolio of $18.5 million, including $11.6 million for the department over years from 2024-25. This builds on the October 2022-23 Budget and 2023-24 Budget which collectively resulted in savings in the Portfolio of $70.3 million over five years from 2022-23, including $39.6 million for the Department.
The portfolio's total contribution to savings over the past four Budgets is $101.6 million over seven years from 2022-23.

ASL snapshot

Department ASL

2024-25 (as at PAES)		2025-26 (as at 2025-26 Budget)		
2,325	↓	2,278	=	-47

Decrease attributable to impact of measure terminating 30 June 2025 and ASL fluctuations factored into the forward estimates.

Additional ASL of 62.2 in 2025-26:

Transfer from Department of Health, Disability and Ageing	+76.2
Transfer to the Treasury	-14.0

Key measures impacting ASL

The decrease in ASL in 2025-26 compared to the 2024-25 Estimated Actual is partially offset by the following two new measures:

- Closing the Gap – further investment (4.0)
- Revive – National Cultural Policy (4.3)

Total Employee Benefits

Total employee benefits will decrease from $331.3 million in 2024-25 to $318.9 million in 2025-26

Conversion of contractors to APS

As part of the APS Reform Agenda, the Government has committed to reducing the APS' reliance on consultants and contractors. The portfolio will contribute by:

Converting contractors by 2026-27

50 DITRDCA
72 Portfolio Agencies

Achieving savings

$3.0 million over five years from 2022-23 for DITRDCA

The 2024-25 Budget includes the conversion of an additional 16 contractors to ASL for entities in the Portfolio. There were no additional conversions for the department in the 2025-26 Budget.

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FOI 26-135 - Document 3 Attachment B

Australian Government

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

2025-26 Budget - Funding and staffing by agency for 2025-26

Department
Departmental Approp: $527.5m
Operating: $511.0m
Capital: $16.5m
ASL: 2,278
Administered Approp:
Administered capital: $27.7m
Outcome 1
Annual Admin : $18.0m
Act 2: $821.4m
ASL: 355
Outcome 2:
Annual Admin: $468.3m
Special Approp: $264.0m
ASL: 703
Outcome 3:
Annual Admin: $571.1m
Act 2: $270.0m
Special Approp: $3,452.7m
ASL: 412
Outcome 4:
Annual Admin: $180.8m
Special Account: $21.1m
ASL: 136
Outcome 5:
Annual Admin: $272.7m
Special Account: $312.3m
ASL: 421
Outcome 6:
Annual Admin: $298.4m
Special Account: $0.5m
ASL: 251

Outcome 7:
Annual Admin: 156.78m
Special Account: 182.0m
ASL: 68***

ABC*
Dept Approp: $1,229.2m
Operating: $1,229.2m
Capital: Nil
ASL: 4,413

ACMA
Dept Approp: $182.8m
Operating: $167.8m
Capital: $15.0m
ASL: 696
Special account approp: $63.4m
Admin Approp: $10.8m
Special Approp: $8.3m

AFTRS*
Dept Approp: $28.3m
Operating: $28.3m
Capital: Nil
ASL: 160

AMSA*
Dept Approp: $102.2m
Operating: $102.2m
Special Approp: $132.3m
Capital: Nil
ASL: 492

ANMM*
Dept Approp: $27.0m
Operating: $25.0m
Capital: $1.9m
ASL: 141

Australian Sports Commission (ASC)* **
Dept Approp: $449.7m
Operating: $449.0m
Capital/Equity Injection: $0.7m
ASL: 529

ATSB
Dept Approp: $27.0m
Operating: $26.3m
Capital: $0.6m
ASL: 110

CASA*
Dept Approp: $54.8m
Operating: $54.8m
Special Approp: $130.8m
Capital: Nil
ASL: 832

Creative Australia*
Dept Approp: $312.0m
Operating: $312.0m
Capital: Nil
ASL: 159

HSRA*
Dept Approp: $7.6m
Operating: $7.6m
Capital: Nil
ASL: 28

IA*
Dept Approp: $13.4m
Operating: $13.4m
Capital: Nil
ASL: 41

NAA
Dept Approp: $97.8m
Operating: $91.3m
Capital: $6.5m
ASL: 361

NCA
Dept Approp: $11.0m
Operating: $10.2m
Capital: $0.7m
ASL: 68
Admin Approp: $22.4m
Admin Capital: $16.0m

NFSA*
Dept Approp: $43.6m
Operating: $41.9m
Capital: $1.7m
ASL: 231

NGA*
Dept Approp: $95.4m
Operating: $72.7m
Capital: $22.7m
ASL: 217

NLA*
Dept Approp: $87.2m
Operating: $76.9m
Capital: $10.4m
ASL: 410

NMA*
Dept Approp: $57.5m
Operating: $55.4m
Capital: $2.1m
ASL: 216

NPGA*
Dept Approp: $19.7m
Operating: $19.5m
Capital: $0.2m
ASL: 55

NTC*
Dept Approp: $6.4m
Operating: $6.4m
Capital: Nil
ASL: 44

NAIF*
Dept Approp: $22.2m
Operating: $22.2m
Capital: Nil
ASL: 1

OPH*
Dept Approp: $23.1m
Operating: $22.8m
Capital: $0.2m
ASL: 101

Screen Australia*
Dept Approp: $13.4m
(Plus $72.6m OFTA program funding)
Operating: $13.4m
Capital: Nil
ASL: 105

SBS*
Dept Approp: $359.2m
Operating: $359.2m
Capital: Nil
ASL: 1,369

Sports Integrity Australia **
Dept Approp: $43.3m
Operating: $42.8m
Capital: $0.5m
ASL: 178

* Funding is appropriated through the Department for Corporate Commonwealth Entities
All appropriation figures exclude prior year appropriations available
** As per Health PBS at 2025-26 Budget
*** as per MoG transferred per s72 instrument

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000282

Attachment C

Department's Resourcing
2025-26 Budget, Machinery of Government Changes (MoG) and 2025 PEFO measures

Breakdown of resourcing (2025-26 FY)	2025-26 MoG / PEFO ($m)	2025-26 Estimate ($m)	2024-25 PAES ($m)	2024-25 2025-26 variance ($m)
Departmental	**16.5**	**676.4**	**723.3**	**-30.4**
2025-26 Budget	***n/a***	***676.4***	***723.3***	***-46.9***
Operating Appropriation		511.0	567.3	-56.3
Departmental Capital Budget		16.5	22.8	-6.3
S74 external revenue		9.9	9.9	0.0
Prior year appropriations		126.9	110.5	16.4
Special Accounts*		12.0	12.7	-0.7
Machinery of government impacts	***14.0***	***n/a***	***n/a***	***14.0***
2025 PEFO measures	***2.5***	***n/a***	***n/a***	***2.5***
Administered	**203.3**	**15,881.1**	**16,213.9**	**-129.5**
2025-26 Budget	***n/a***	***15,881.1***	***16,213.9***	***-332.8***
Bill Nos 1/3 - Appropriation		1,809.3	1,918.7	-109.5
Bill Nos 1/3 - Administered Capital Budget		27.7	29.5	-1.7
Payments to Corporate Entities		2,462.8	2,420.3	42.5
Bill Nos 2/4 - Appropriation		3,918.9	4,893.2	-974.3
Payments to Corporate Entities		39.3	98.2	-59.0
Prior year appropriations:				
Bill No.1		1,748.7	3,025.5	-1,276.8
Bill No.2		3,548.7	4,533.2	-984.5
Special Appropriations		4,762.3	1,704.5	3,057.8
Special Accounts		426.1	473.8	-47.7
Less administered appropriations credited to special accounts**		-96.5	-96.5	0.0
Less payments to Corporate Entities (as department does not control this funding)		-2,766.1	-2,786.4	20.3
Machinery of government impacts	***156.8***	***n/a***	***n/a***	***156.8***
2025 PEFO measures	***46.5***	***n/a***	***n/a***	***46.5***
Total Resourcing	**219.8**	**16,557.5**	**16,937.2**	**-159.9**

*Excludes departmental appropriations drawn from annual/special appropriations and credited to special accounts. **Administered appropriations drawn from annual/special appropriations and then credited to special accounts are removed to avoid double counting. (Source: 2025-26 PBS pages 27 and 28).

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Phone: s22(1)(a)(ii) **Version Number:** 1.0

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Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski/Mike Hogben

SB25-000282

Average Staffing Level (ASL)

	2025-26 Estimate	2024-25 Estimated Actual	Change	Page Ref
DEPARTMENT				
ASL as at the 2025-26 Budget	**2,278**	**2,325**	**-47**	pages 28 (PBS) and 162 (BP4)
Impact of Machinery of Government changes*	**62**	**62**	**0**	n/a
Sport (Outcome 7)	*76*	*76*	*0*	
Cities (Outcome 3)	*-14*	*-14*	*0*	
PORTFOLIO				
ASL as at the 2025-26 Budget	**12,580**	**12,648**	**-68**	(PBS - several) and 162 (BP4)
Impact of Machinery of Government changes	**707**	**705**	**2**	
Australian Sports Commission	*529*	*527*	*2*	pages 244 (Health PBS) and 160 (BP4)
Sports Integrity Australia	*178*	*178*	*0*	pages 470 (Health PBS) and 160 (BP4)

* ASL for Sport and Cities functions reflect agreed transfer of resources. Published 2024-25 estimate (91 ASL) and 2025-26 Budget (89 ASL) in the Department of Health and Aged Care 2025-26 PBS include corporate allocation.

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2025 - 2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000282

Attachment D

Whole-of-Government savings and APS reform agenda

Savings from External Labour

1. The portfolio's total contribution to savings over the past three Budgets is **$101.6 million** over seven years from 2022-23 (see table below for breakdown). Savings comprise:
    a) **October 2022-23 Budget**: Savings of $3.6 billion over four years from 2022-23 from the measure *External Labour, and Savings from Advertising, Travel and Legal Expenses*, with allocated agency savings against the 2022-23 year only. The government also announced the measure *An Ambitious and Enduring APS Reform Plan* that portfolios offset through savings. The portfolio's contribution was **$16.5 million** over 3 years from 2022-23 (the department providing $11.0 million and portfolio agencies $5.5 million).
        - the allocation of the remaining savings from the **2022-23 October Budget** measure to entities was reprofiled over four years by the government (rather than the original 3 remaining years) to smooth the profile across the remaining years.
    b) **2023-24 Budget**: residual savings contribution for a further **$53.8 million** in savings over 4 years from 2023-24 (department providing $28.6 million and portfolio agencies $25.3 million).
    c) **2024-25 Budget** additional savings of **$18.5 million** over 4 years from 2024-25 under the measure *Savings from External Labour – extensions* (the department providing $11.6 million and portfolio agencies $6.9 million).
    d) **2025-26 Budget**: savings contribution of **$12.8 million** in 2028-29 as part of the measure *Savings from External Labour - extension*, with the department contributing **$8.1 million**.
2. Any questions regarding the methodology for calculating or applying the saving should be referred to the Department of Finance.
3. The contribution to savings (for the department, portfolio entities and total) for the budget measure is outlined on the next page.

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Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski/Mike Hogben

SB25-000282

Savings from External Labour – original measure and 2023-24 residual savings allocation, and 2024-25 and 2025-26 Budget measures

	2022-23 ($m)	2023-24 ($m)	2024-25 ($m)	2025-26 ($m)	2026-27 ($m)	2027-28 ($m)	2028-29 ($m)
DITRDCA							
• Original (Oct 2022 and 23-24 Budget)	10.2	7.5	8.7	8.2	5.0	-	-
• Extension (May 2024)	-	-	1.2	1.2	1.0	8.1	-
• Extension (March 2025)	-	-	-	-	-	-	8.1
DITRDCA Total	**10.2**	**7.5**	**9.9**	**9.5**	**6.0**	**8.1**	**8.1**
Portfolio Agencies							
• Original (Oct 2022 and 23-24 Budget)	5.1	6.9	6.8	6.9	4.9	-	-
• Extension (May 2024)	-	-	0.9	0.7	0.6	4.7	-
• Extension (March 2025)	-	-	-	-	-	-	4.7
Agency Total	**5.1**	**6.9**	**7.7**	**7.6**	**5.6**	**4.7**	**4.7**
Portfolio Total	**15.3**	**14.4**	**17.6**	**17.0**	**11.6**	**12.8**	**12.8**
Total – 2022-23 to 2028-29: $101.6 million* **(totals in table may not add due to rounding)**							

APS Reform Agenda – conversion of external labour roles to APS

4. As part of the APS Reform Agenda the government committed to reduce the APS' reliance on consultants and contractors, although there is acknowledgement external labour will continue to remain a component of the APS workforce.

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Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski/Mike Hogben

SB25-000282

5. To support this commitment, the department participated in the **Audit of Employment** led by the Department of Finance – of which all portfolio agencies submitted in late 2022.

Revision to the Wage Cost Index (WCI) framework

6. The government agreed to an ongoing change to the WCI framework in the 2023-24 Budget.
7. As part of the revision to the WCI framework, across all affected portfolio agencies, the portfolio received an additional $99.9 million in departmental funding and $21.5 million in administered funding over four years from 2023-24 (the Department received $18.5 million in departmental funding and $20.0 million in administered funding over the same period).

Background on the Efficiency Dividend

8. Government entities are subject to an annual efficiency dividend that reduces entity budgets each year in anticipation of efficiencies being found. The efficiency dividend, currently 1.0 per cent per annum and applying to all entities for operational (running) costs (with the following entities exempt[1] as per table below). The objectives of the efficiency dividend have been to:
9. provide managers with a financial incentive to continually seek new or more efficient ways of carrying out ongoing government business;
10. allow government to redirect a portion of efficiency gains to higher priority activities;
11. clearly demonstrate public service efficiencies resulting from improvements in management and administrative practices and return these gains to the Budget.

Entities exempt (or partially exempt) from the Efficiency Division	
Australian Broadcasting Corporation	Australian Rail Track Corporation Limited
Special Broadcasting Service Corporation	Northern Australia Infrastructure Facility
Australia Council (partial)	Bundanon Trust
Australian Maritime Safety Authority (partial)	Creative Partnership Ltd
National Intermodal Corporation Limited	NBN Co Limited
WSA Co Limited	Australia Postal Corporation

[1] Temporary ED in the past have been applied using different agency exemptions, including a 200 ASL threshold.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski/Jodi George

SB25-000283

SUBJECT: Consultancy and Non-Consultancy Contracts (incl. Big 4)

Talking Points

2025-26 Financial Year to date (YTD) (1 July 2025 to 31 July 2025)

1. From **1 July 2025 to 31 July 2025,** the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts entered into **95 new contracts** with a total contract value of **$36.6 million** (GST inclusive) - refer to **Table A.**
2. Of the **95 new contracts** in 2025-26 YTD:
   a. **88** were non-consultancy contracts valued at **$34.4 million** (GST inclusive)
   b. **7** were consultancy contracts valued at **$2.2 million** (GST inclusive).

2024-25 Financial Year (1 July 2024 to 30 June 2025)

3. From **1 July 2024 to 30 June 2025,** the department entered into **818 new contracts** with a total contract value of **$290.2 million** (GST inclusive) - refer to **Table A.**
4. Of the **818 new contracts** in 2024-25:
   a. **696** were non-consultancy contracts valued at **$250.1 million** (GST inclusive)
   b. **122** were consultancy contracts valued at **$40.1 million** (GST inclusive).

2023-24 Financial Year (1 July 2023 to 30 June 2024)

5. From **1 July 2023 to 30 June 2024**, the department entered into a total of **1,005 new contracts** with a total contract value of **$301.5 million** (GST inclusive) – refer to **Table A.**
6. Of the **1,005 new contracts** in 2023-24**:**
   a. **922** were non-consultancy contracts valued at **$239.9 million** (GST inclusive)
   b. **83** were consultancy contracts valued at **$61.6 million** (GST inclusive).
7. All procurement activity, including engagement of consultants, is undertaken in accordance with the **Commonwealth Procurement Rules (CPR),** which are made under section 105B (1) of the *Public Governance, Performance and Accountability Act 2013* (PGPA Act).
8. The department ensures its compliance with the CPR via the **Accountable Authority Instructions** (AAIs) which are instructions to all departmental officials issued by the Secretary of the department.
9. The department engages consultants only when there is a need for specialist or independent expertise, advice or services that are not available in-house.
10. Use of the mandatory whole of Australian Government **Management Advisory Services (MAS)** panel is used to procure consultants, where services align.

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11. The department has continued to strengthen its procurement framework guidance for staff to ensure procurement activities achieve a value for money outcome and are compliant with the Resource Management Framework, Department of Finance (DoF) Guidance and through the use of standard templates such as the **Commonwealth Contracting Suite**.
12. Data in this brief has been extracted from AusTender and confirmed on **5 September 2025**. Data may change depending on the date extracted from AusTender as a result of contract variations and dates contracts are published on AusTender.

Key Issues

13. From **1 July 2025 to 31 July 2025** the department entered into a total of **95 new contracts** (both consultancy and non-consultancy) with a total contract value of **$36.6 million** (GST inclusive).
14. In **2024-25**, the department entered into a total of **818 new contracts** (both consultancy and non-consultancy) with a total contract value of **$290.2 million** (GST inclusive).
15. In **2023-24,** the department entered into a total of **1,005 new contracts** (both consultancy and non-consultancy) with a total contract value of **$301.5 million** (GST inclusive).
16. Refer to **Table A** for a comparison of contracts entered into between years.

Sensitivities

17. A **Sydney Morning Herald** published article on **27 July 2025** stated that the department had the third highest consultancy spend with 8 contracts totalling more than $64m between 1 January and 30 June 2025, behind the Department of Health and the Department of Climate Change, Energy, the Environment and Water.
18. The article referenced publicly available information pursuant to Senate Order 23F, on 22 July 2025, Consulting Services, 1 January – 30 June 2025, which was tabled in the Senate.
19. The quoted **$64 million** commitment does not represent expenses over the 6-month period, it represents total consultancy contract value for 8 consultancy contracts, many of which are multi-year contracts ranging from 1 to 4 years. The 8 consultancy contracts related to:

PFAS program

a. In 2021-22, the government committed $130.5 million to investigate the nature and extent of PFAS contamination at up to 37 civilian airports where the government or its entities historically provided firefighting services using PFAS-containing foams.

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b. The PFAS program involves independently audited whole-of-site testing and assessment, and development of robust management plans to address any identified risks.
c. Each PFAS investigation takes on average 2-3 years to complete.
d. The 3 contracts totalling $41.6 million (65%) are for undertaking PFAS investigations at 16 of the 37 airports in scope for the PFAS program and are multi-year contracts.

Aviation Response Taskforce Consultancy contracts

a. $6.8 million relates to 2 independent expert advisors engaged to provide financial and commercial advice to support the Aviation Response Taskforce.

Other Consultancy contracts

a. $7 million relates to the provision of independent program assurance and technical services to support the development of the Western Sydney Airport. This is a 4-year contract.
b. $6 million to support technical trials for modernising the delivery of universal service obligations, a long-standing consumer protection that supports access to phone services and payphones.
c. $2.7 million to provide lead architecture support in the design and delivery of the department's fit-out brief, supporting the department to consolidate its footprint from June 2026 onwards. This is a 4-year contract.

20. Actual consultancy expenditure for 2024-25 was **$40.1 million** (GST inclusive).

Table A – Consultancy and Non-Consultancy Contracts

	2025-26 YTD		2024-25		2023-24		Variance between 2024-25 & 2023-24			
	#	$m (GST inc)	#	$m (GST inc)	#	$m (GST inc)	#	%	$m (GST inc)	%
Non-Consultancy Contracts	88	$34.4	696	$250.1	922	$239.9	(226)	(24.7)%	$10.2	4.3%
Consultancy Contracts	7	$2.2	122	$40.1	83	$61.6	39	47%	$(21.5)	(34.9)%
Total	**95**	**$36.6 m**	**818**	**$290.2**	**1,005**	**$301.5**	**(187)**	**(18.6)%**	**$(11.3)**	**(3.7)%**

Note: All values in this brief, tables and attachments are GST inclusive.

21. A list of all new contracts entered into from 1 July 2024 to 31 July 2025 is provided at **Attachment A**.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski/Jodi George

SB25-000283

Non-Consultancy Contracts

22. From **1 July 2025 to 31 July 2025**, of the **88** non-consultancy contracts the department entered into, **zero** are with the **Big 4**.
23. In **2024-25**, of the **696** non-consultancy contracts the department entered into, **1** was with the **Big 4**.
24. In **2023-24**, of the **922** non-consultancy contracts the department entered into, **3** were with the **Big 4.**
25. In **2024-25**, **1 large contract** was entered into that has resulted in a higher total value of contracts entered into for 2024-25. The department entered into a contract with **Concentrix Services Pty Ltd** for the period 21 August 2024 to 30 September 2027 at a **total cost of $65,995,588.56**.
    a. The contract relates to the provision of services for the National Relay Service to enable people who are deaf, hearing impaired and/or have speech communication difficulties to connect with other people in a way that best suits their abilities and requirements, with multiple service options that can be accessed by regular and mobile telephones, web browsers, teletypewriters or smartphone applications. The contract owner is within Communications Services and Consumer Division.

Consultancy Contracts

26. From **1 July 2025 to 31 July 2025**, of the **7** consultancy contracts the department entered into, **zero** are with the **Big 4.**
27. In **2024-25**, of the **122** consultancy contracts the department entered into, **19** were with the **Big 4.**
28. In **2023-24,** of the **83** consultancy contracts the department entered into, **11** were with the **Big 4.**
29. As part of the **APS Reform** and the **Strategic Commissioning Framework**, the Australian Government has committed to reducing the APS' reliance on consultants and contractors, although there is acknowledgement external labour will continue to remain a component of the APS workforce.
30. There has been an increase in the number of consultancy contracts in 2024-25 in comparison to 2023-24 by 39 contracts, however, the total value of consultancy contracts has decreased. Reasons for the variance are as follows:
    a. The department was required to refresh independent committee member positions across a number of governance committees, including the Audit and Risk Committee in 2024-25. This resulted in 13 new consultancy contracts entered into for independent advice.

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b. The provision of independent audit services across 8 new consultancy contracts, that included 3 contracts for internal audit services and 5 contracts for the provision of specialist contaminated land auditor services to deliver on the government's commitment to address PFAS contamination.

31. A list of all new consultancy contracts entered into from 1 July 2024 to 31 July 2025 is provided at **Attachment B**.

Contracts with the Big 4

32. Of the **95** new contracts entered into from **1 July 2025 to 31 July 2025**, the department entered into **zero** new contracts with the Big 4.

33. Of the **818** new contracts entered into from **1 July 2024 to 30 June 2025**, the department entered into **20** new contracts valued at $10.4 million (GST inclusive) with the Big 4. Noting that **19** were consultancy contracts valued in total at $10.4 million (GST inclusive) and **1** was a non-consultancy contract valued at $32,000.00 (GST inclusive).

34. Of the **1,005** new contracts entered into from **1 July 2023 to 30 June 2024**, the department entered into **14** new contracts valued at $4.2 million (GST inclusive) with the Big 4. Of the 14 new contracts entered into, **11** were consultancy contracts valued at $3.8 million (GST inclusive) and **3** were non-consultancy contracts valued at $0.4 million (GST inclusive).

35. Refer to **Table B** for a comparison of Big 4 contracts between years.

Table B – New contracts with Big 4

	2025-26 YTD *(as at 31 July 2025)*		2024-25		2023-24		Variance between 2024-25 and 2023-24			
	#	$m (GST inc)	#	$m (GST inc)	#	$m (GST inc)	#	%	$m (GST inc)	%
Deloitte	-	-	11	$2.9	3	$0.9	8	266.7%	$2.0	222.2%
Ernst & Young	-	-	4	$0.8	4	$0.8	-	-	-	-
KPMG	-	-	3	$0.7	5	$2.3	(2)	(40.0)%	$(1.6)	(69.6)%
Scyne/PWC	-	-	2	$6.0	2	$0.2	-	-	$5.8	2,900%
Total	**NIL**	**NIL**	**20**	**$10.4m**	**14**	**$4.2m**	**6**	**42.9%**	**$6.2**	**147.6%**

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36. As at 31 July 2025, there are **13 active** contracts with the **Big 4** valued at **$4.6 million** (GST inclusive). The contracts are as follows:
    a. **1 active** contract with Scyne/PWC with a value of $32,000.00.
    b. **4 active** contracts with Deloitte with a value of $1,318,339,70.
    c. **4 active** contracts with KPMG with a value of $2,516,299.50.
    d. **4 active** contracts with Ernst & Young with a value of $774,016.00.

37. Of the **13 active** contracts with the Big 4, **9 contracts were entered into during the 2024-25 FY**. Refer to **Table C**.

38. Of the **13 active** contracts with the Big 4, **4 contracts were entered into in 2023-24**. The contracts are as follows:
    a. **1 active** contracts with Ernst & Young with a value of $301,020.00.
    b. **2 active** contracts with KPMG with a value of $2,032,299.50.
    c. **1 active** contract with Deloitte with a value of $500,000.00.

39. Of the **34 contracts** entered into with Big 4 between **1 July 2023 to 31 July 2025**, **21 contracts** are no longer active, with the contract period ending before 31 July 2025. The contracts are as follows:
    a. **3 inactive** contracts with Scyne/PWC with a value of $6,197,455.00.
    b. **10 inactive** contracts with Deloitte with a value of $2,541,100.24.
    c. **4 inactive** contracts with KPMG with a value of $430,628.00.
    d. **4 inactive** contracts with Ernst & Young with a value of $801,865.00.

Table C – New contracts with Big 4 – Active and Inactive (1 July 2024 – 30 June 2025)

Contract Notice ID	Supplier Name	Description	Start Date	End Date	Value (GST incl.)	Tender process
ACTIVE contracts – 13 contracts valued at $1,807,335.70 million (GST inclusive)						
CN3996362	KPMG	Rail technical expertise	12-Jul-23	30-Jun-26	880,000.00	Open
CN4033094	ERNST & YOUNG	Financial Services	1-Feb-24	31-Jan-27	301,020.00	Open
CN4033096	DELOITTE TOUCHE TOHMATSU	Financial Services	1-Feb-24	31-Jan-27	500,000.00	Open
CN4102923	KPMG	PMCA Services	10-Apr-24	30-Oct-26	1,152,299.50	Open
CN4104195	DELOITTE TOUCHE TOHMATSU	Governance Assurance Advisory Service for WSI Noise Insulation and Property Acquisition Program	4-Oct-24	30-Jun-28	100,000.00	Open

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski/Jodi George

SB25-000283

Contract Notice ID	Supplier Name	Description	Start Date	End Date	Value (GST incl.)	Tender process
CN4122283	ERNST & YOUNG	Financial Statements Valuation	15-Jan-25	30-Sep-25	54,046.00	Open
CN4122744	DELOITTE TOUCHE TOHMATSU	Cost Benefit Analysis Service	13-Jan-25	30-Dec-25	366,420.00	Open
CN4123345	KPMG	Internal Audit Services	13-Jan-25	30-Jun-26	250,000.00	Open
CN4135750	KPMG	Financial Statements Valuation Services	10-Mar-25	30-Nov-27	234,000.00	Open
CN4135751	ERNST & YOUNG	Financial Statements Valuation Services	10-Mar-25	30-Nov-27	299,250.00	Open
CN4135752	ERNST & YOUNG	Financial Statements Valuation Services	10-Mar-25	30-Nov-27	119,700.00	Open
CN4135948	DELOITTE TOUCHE TOHMATSU	Mid-Term Measure Economic Analysis	17-Mar-25	31-Jul-25	351,919.70	Open
CN4144991	PWC PRODUCT SALES LLC (US)	Data Subscription Service	31-Mar-25	30-Mar-26	32,000.00	Open

INACTIVE contracts – 21 contracts valued at $9,971,048.24 (GST inclusive)

Contract Notice ID	Supplier Name	Description	Start Date	End Date	Value (GST incl.)	Tender process
CN3996364	KPMG	Social benefits remote roads consultancy	31-Jul-23	22-Dec-23	131,629.30	Open
CN4026199	ERNST & YOUNG	Training Services	10-Jan-24	22-May-24	79,367.00	Open
CN4028865	ERNST & YOUNG	Accommodation modelling	11-Dec-23	19-Feb-24	99,348.00	Open
CN4028969	DELOITTE TOUCHE TOHMATSU	Corporate Strategy Roadmap	15-Jan-24	4-Jun-24	382,401.80	Open
CN4033077	PWC PRODUCT	Data Subscription Service	17-Jan-24	16-Jan-25	26,500.00	Open

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	SALES LLC (US)					
CN4033079	KPMG	Financial Services	1-Mar-24	28-Jun-24	27,500.00	Open
CN4034385	SCYNE ADVISORY PTY LTD	Middle Arm Commercial Advice	7-Feb-24	31-Mar-24	198,473.00	Open
CN4037311	KPMG	Social Benefits Remote Regional Roads 2	1-Jul-24	31-Dec-24	198,370.70	Open
CN4044123	KPMG	Management advisory services	25-Mar-24	6-Sep-24	73,128.00	Open
CN4075321	DELOITTE TOUCHE TOHMATSU	Macro and microeconomic modelling	5-Jun-24	23-Jul-24	61,916.80	Open
CN4082282	DELOITTE TOUCHE TOHMATSU	Telecommunications advice and modelling	1-Jul-24	30-Jun-25	207,300.00	Open
CN4085142	DELOITTE TOUCHE TOHMATSU	SMS Sender ID Register Cost Benefit Analysis	12-Jul-24	30-Aug-24	149,878.00	Open
CN4090061	SCYNE ADVISORY PTY LTD	USO Technical Trials	21-Aug-24	30-Jun-25	5,972,482.00	Open
CN4090083	DELOITTE TOUCHE TOHMATSU	Economic Modelling Impact Analysis	14-Aug-24	20-Sep-24	280,597.90	Open
CN4111478	DELOITTE TOUCHE TOHMATSU	Service Design for the New Vehicle Efficiency Standard (NVES) Program	25-Nov-24	30-Jun-25	928,931.16	Open
CN4113690	ERNST & YOUNG	National Road Safety Progress Report	29-Nov-24	30-Jun-25	311,300.00	Open
CN4135749	ERNST & YOUNG	National Transport Agencies Review	5-Mar-25	6-Jun-25	311,850.00	Open
CN4137668	DELOITTE TOUCHE TOHMATSU	Local Content Costing	17-Mar-25	16-Jun-25	304,244.58	Open

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CN4150107	DELOITTE TOUCHE TOHMATSU	Risk advisory services	28-Apr-25	30-Jun-25	90,915.00	Open
CN4150977	DELOITTE TOUCHE TOHMATSU	Risk advisory services	28-Apr-25	30-Jun-25	90,915.00	Open
CN4164090	DELOITTE TOUCHE TOHMATSU	Lease Rental Valuations - CI Fuel Facilities - additional analysis	13-Dec-24	28-Feb-25	44,000.00	Open

Contracts with the Big 7

40. From **1 July 2025 to 31 July 2025**, the department entered into **zero new contracts** with the Big 7.
41. From **1 July 2024 to 30 June 2025**, the department entered into **20 new contracts** valued at $10.4 million (GST inclusive) with the Big 7.
42. From **1 July 2023 to 30 June 2024**, the department entered into **15 new contracts** valued at $22.2 million (GST inclusive) with the Big 7.
43. Outside the Big 4, there are no active contracts with other Big 7 firms as at 31 July 2025.
44. Refer to **Table D** for a comparison of Big 7 contracts between years.

Table D – New contracts with Big 7

	2025-26 YTD *(as at 31 July 2025)*		2024-25		2023-24		Variance between 2024-25 and 2023-24			
			#	$m (GST inc)	#	$m (GST inc)	#	%	$m (GST inc)	%
Accenture	-	-	-	-	1	$18.3	(1)	(100)%	$(18.3)	(100)%
Boston Consulting	-	-	-	-	-	-	-	-	-	-
Deloitte	-	-	11	$2.9	3	$0.9	8	266.7%	$2.0	222.2%
Ernst & Young	-	-	4	$0.8	4	$0.8	-	-	-	-
KPMG	-	-	3	$0.7	5	$2.3	(2)	(40.0)%	$(1.6)	(69.6)%
McKinsey	-	-	-	-	-	-	-	-	-	-
Scyne/PWC	-	-	2	$6.0	2	$0.2	-	-	$5.8	2,900%
Total	NIL	NIL	**20**	**$10.4m**	**15**	**$22.2m**	**5**	**33.3%**	**$(11.8)**	**(53.2)%**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski/Jodi George

SB25-000283

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

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski/Jodi George

SB25-000283

Background

The department's process and policy for procurement

45. The department has comprehensive guidance and practices in place to ensure procurement is appropriate, represents value for money and is compliant with the Commonwealth Procurement Rules (CPRs). This includes:
    a. use of the mandatory whole of government **Management Advisory Services (MAS) panel** to procure consultancies, where services align
    b. a **procurement framework, procurement training modules and corresponding quick reference guides** which detail procurement best practice and value for money principles in line with Commonwealth policies
    c. **checklists** for officials and delegates to ensure compliant procurement practices
    d. **delegate endorsement** for all procurements prior to approaching the market as part of the **procurement plan process**
    e. **approved Procurement Approval Request** required for any procurements with an expected value greater than $10,000
    f. all **procurements over $80,000** requiring either an **open/limited tender approach to market** or use of an existing approved **panel arrangement**.

46. For procurements between $80,000 and $200,000, officials must investigate whether an indigenous owned supplier is able to fulfil the requirement under the Indigenous Procurement Policy's (IPPs) Mandatory Set Aside. Mandatory Set Aside (MSA) (www.niaa.gov.au/sites/default/files/publications/ipp-mandatory-set-aside-factsheet.pdf).

47. As part of the AAI's, **section 23 PGPA Act approvals** (i.e., commitment of relevant monies) are required to be signed off by the appropriate delegate prior to the execution of the contract/work order.

Consultancy Arrangements

48. Consultancy contracts are a subset of total contracts reported on AusTender.
    a. a consultancy contract is considered to be the provision of professional, independent, expert advice, which represents the independent view of the service provider. The department does not control the output. The consultants work assists the department with its decision-making.
    b. a non-consultancy contract is where the department buys goods or services and we tell the supplier what we want.

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

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Cha Jordanoski/Jodi George

SB25-000283

Category	Definition	Example
Consultancy contract	A third-party that provides independent advice to the department	A person or firm engaged to provide an independent review of a program, policy or project. Examples: - advise on the financial viability of a government business enterprise - provide strategic advice on how to implement a new system - provide independent policy advice
Non-consultancy contract	A third-party that provides goods or services or general day-to-day services at the direction of the department	Goods and Services contract: A firm engaged to deliver an output aligned to the department's specifications. Example: analyse data under direction of the entity. Labour hire contract (Contractor): A firm providing personnel to fill a temporary vacancy and perform the day to day duties of the department.

*Contracts are reported on AusTender where they exceed $10,000 (GST inclusive).
*Contracts reported may be across financial years.

Attachments

- A: 2024-25 and 2025-26 YTD – All new Contracts entered into since 1 July 2024
- B: 2024-25 and 2025-26 YTD – All new Consultancy Contracts entered into since 1 July 2024

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Attachment A: 2024-25 and 2025-26 YTD – All new Contracts entered into since 1 July 2024

Contract Notice	Supplier Name	Description	Start Date	End Date	Value (GST Incl.)
CN4115234	VENTIA PROPERTY PTY LTD	Emissions Reporting & Triennial Review	1-Jul-25	31-Aug-25	10,890.00
CN4137664	CONFERENCE AND EDUCATION MANAGEMENT	Sponsorship of Conference - Norther Australia	22-Jul-25	24-Jul-25	31,900.00
CN4150590	NORFOLK ISLAND REAL ESTATE BRETT READ PTY LIMITED	Lease and rental of property or building	1-Jul-25	30-Jun-26	45,500.00
CN4150592	EXPERIS AUSTRALIA PTY LTD	Labour Hire - Test Analyst	1-Jul-25	30-Jun-26	300,564.00
CN4151710	WHON PTY LTD	Professional Development	1-Jul-25	30-Jun-26	12,383.25
CN4152379	YNOT Consulting Services Pty Ltd	Labour Hire - Technology Architect	1-Jul-25	30-Jun-26	425,242.40
CN4152380	EXPERIS AUSTRALIA PTY LTD	Labour Hire - Test Analyst	1-Jul-25	30-Jun-26	323,232.80
CN4152381	EXPERIS AUSTRALIA PTY LTD	Labour Hire - CRM Developer	1-Jul-25	30-Jun-26	436,374.40
CN4152382	INTELLIGENT TRANSPORT SYSTEMS AUSTR	Professional memberships	1-Jul-25	30-Jun-26	20,768.00
CN4153002	M REILLY PTY LTD T/A HANDS-ON INFEC	Audit of Infection Prevention and Control of IOTHS Dental Clinic	1-Jul-25	31-Aug-25	25,857.18
CN4154852	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire - Data Migration Specialist	1-Jul-25	31-Dec-25	182,199.60
CN4154853	MIKE PIELOOR AND ASSOCIATES CONSULT	Writing Courses FY 2025-2026	1-Jul-25	30-Jun-26	58,520.00
CN4155631	PLANNING ASSIST	Environmental Impact Statement development and D.A submission	1-Jul-25	30-Mar-26	154,327.30
CN4155635	EVOLVE FM PTY LTD	Onsite Facilities Management (FM)	1-Jul-25	30-Jun-26	220,000.00

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CN4155637	AUSTRALIAN GOVERNMENT SOLICITOR 9090 CENTRAL OFFICE	Legal Services 2025-26	1-Jul-25	30-Jun-26	500,000.00
CN4155638	AUSTRALIAN GOVERNMENT SOLICITOR 9090 CENTRAL OFFICE	Legal Services 2025-26	1-Jul-25	30-Jun-26	650,000.00
CN4155639	SPARKE HELMORE LAWYERS	Legal Services 2025-26	1-Jul-25	30-Jun-26	400,000.00
CN4155640	MCINNES WILSON LAWYERS PTY LTD	Legal Services 2025-26	1-Jul-25	30-Jun-26	50,000.00
CN4155641	MADDOCKS	Legal Services 2025-26	1-Jul-25	30-Jun-26	300,000.00
CN4155642	THE MARTINEZ HWL PRACTICE TRUST & T HWL EBSWORTH LAWYERS	Legal Services 2025-26	1-Jul-25	30-Jun-26	500,000.00
CN4155643	GILBERT & TOBIN LAWYERS	Legal Services 2025-26	1-Jul-25	30-Jun-26	50,000.00
CN4155644	FIRST AKROW TRUST & BRIAN T WILSON T/A CLAYTON UTZ	Legal Services 2025-26	1-Jul-25	30-Jun-26	500,000.00
CN4155645	NATIONAL INDIGENOUS TRAINING EMPLOY SOLUTIONS	Cultural Appreciation Training	1-Jul-25	30-Jun-26	13,200.00
CN4155646	Australian Disability Network Ltd	Disability Confident Training	1-Jul-25	30-Jun-26	18,172.00
CN4155869	EVOLVE FM PTY LTD	Handyman & Warehouse Services	1-Jul-25	30-Jun-26	275,000.00
CN4158325	LIFELINE AUSTRALIA LTD	Vicarious Trauma Training	1-Jul-25	30-Jun-26	14,586.00
CN4158326	LIFELINE AUSTRALIA LTD	Managing Challenging Interactions Training	1-Jul-25	30-Jun-26	23,367.52
CN4158327	LIFELINE AUSTRALIA LTD	Accidental Counsellor Training	1-Jul-25	30-Jun-26	40,991.28
CN4158328	ENLIGHTEN LEADERSHIP	Leadership Program	1-Jul-25	30-Jun-26	73,920.00
CN4158330	LDB ACCOUNTANTS & ADVISORS	Digital Games Tax Offset Assessment Services â€“ 2025-26 to 2027-28	1-Jul-25	30-Jun-26	165,000.00

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CN4158331	NAGLE ACCOUNTING PTY LTD	Digital Games Tax Offset Assessment Services â€“ 2025-26 to 2027-28	1-Jul-25	30-Jun-26	165,000.00
CN4159904	PHILIPPA REEVES AND LESLIE QUINTAL	NICS Cleaning and Groundskeeping	1-Jul-25	30-Jun-27	807,600.00
CN4159907	9310 COMMONWEALTH SCIENTIFIC AND INDUSTRIAL RESEARCH	Water quality monitoring and assessment	1-Jul-25	30-Jun-26	525,000.00
CN4159908	Statista Pte. Ltd	Media Subscription	1-Jul-25	30-Jun-26	38,500.00
CN4159910	EVOLVE FM PTY LTD	Emergency Planning & Management	1-Jul-25	30-Jun-26	39,439.62
CN4159913	KING&WOOD MALLESONS PREVIOUSLY MALLESONS STEPHEN JAQUES	Legal Services 2025-26	1-Jul-25	30-Jun-26	50,000.00
CN4160875	HAYS SPECIALIST RECRUITMENT (AUST)	Specialised skill set	1-Jul-25	30-Jun-26	263,250.00
CN4162939	JOSHUA EDWARD JUNIPER	Locum Doctor Services - IOTHS	1-Jul-25	12-Aug-25	25,900.00
CN4162940	RURAL MEDICS AUSTRALIA	Locum Doctor Services - IOTHS	1-Jul-25	19-Aug-25	57,150.00
CN4162941	JAN HETENYI	Locum Doctor Services - IOTHS	1-Jul-25	18-Jul-25	33,300.00
CN4164088	TALENT INTERNATIONAL Holdings	Specialist role	1-Jul-25	30-Jun-27	1,089,000.00
CN4164091	Hudson Global Resources (Aust) P/L	Contractor	7-Jul-25	19-Dec-25	185,000.00
CN4164094	DATA#3 LTD	Software Asset and License Management Services	1-Jul-25	30-Jun-28	8,849,346.00
CN4164096	EVOLVE FM PTY LTD	WOAG Property Management Fees	1-Jul-25	30-Jun-29	4,411,489.26
CN4164097	EXCEL CONSULTING SOLUTIONS PTY LIMI	Power BI Training	1-Jul-25	30-Jun-26	15,800.00
CN4164609	ABT Associates Pty Ltd	Passenger transport	1-Jul-25	30-Jun-26	143,040.70
CN4166267	FACE2FACE RECRUITMENT	Contractor with specialised skills	1-Jul-25	30-Jun-27	938,104.20

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CN4166268	IAN MCALLISTER	Specialist Ophthalmology services to the IOTHS	1-Jul-25	30-Jun-26	42,750.00
CN4166270	CALLEO RESOURCING PTY LTD	Agency that has labour hire worker with the skills and experience needed for a short-term labour hire placement.	1-Jul-25	29-Aug-25	45,000.00
CN4166273	ENCORE IT SERVICES PTY LTD	Labour Hire - Project Manager	1-Jul-25	30-Jun-26	412,396.07
CN4167352	GRACE REMOVALS (AUSTRALIA) PTY LTD	Exit Relocation of personal effects for Health Services Manager	7-Jul-25	30-Jun-26	10,858.82
CN4167353	DR HEATHER CONNORS	Locum Doctor Services - IOTHS	2-Jul-25	5-Aug-25	39,068.00
CN4167354	GRACE REMOVALS (AUSTRALIA) PTY LTD	*Exit relocation of personal effects for Alice Fredericks	2-Jul-25	30-Jun-26	35,000.00
CN4167355	EPI-USE AUSTRALIA PTY LIMITED	SAP BO/BI Support Services 2025/26	1-Jul-25	30-Jun-26	351,560.00
CN4167356	EPI-USE AUSTRALIA PTY LIMITED	SAP Support Services 2025/26	1-Jul-25	30-Jun-26	197,472.00
CN4169208	ASURIA PEOPLE SERVICES PTY LTD	Norfolk Island Employment Support Program	1-Jul-25	31-Jul-28	2,008,122.00
CN4169209	INDIAN OCEAN OIL COMPANY	Smith Point Diesel Tank T4 Internal Repainting	3-Jul-25	31-Jul-25	96,133.00
CN4169210	WEST COAST AEROMEDICAL	Emergency Medical Evacuation Services	2-Jul-25	31-Jul-25	124,143.00
CN4169211	CAPITAL RECRUIT PTY LTD	Value for Money and successful applicant.	1-Jul-25	29-Aug-25	40,000.00
CN4169212	MURRUP BIIK	Artwork 16980	7-Jul-25	7-Aug-25	10,450.00
CN4171345	RICHARD NEIL MORGAN	Locum District Medical Officers	17-Jul-25	31-Dec-25	80,000.00
CN4171826	CLAXTON COMMUNICATIONS PTY LTD	Talent fees - 12 months usage rights for video suite	1-Jul-25	30-Jun-26	27,500.00
CN4172297	MARI FLERI	Locum District Medical Officers	8-Jul-25	8-Aug-25	42,300.00

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CN4172298	ORMAZABAL AUSTRALIA PTY LTD	Supply 24kV Ring Main Unit	14-Jul-25	29-May-26	55,000.00
CN4172299	SALT MEDICAL RECRUITMENT PTY LTD	Locum District Medical Officers	9-Jul-25	23-Sep-25	42,584.00
CN4172300	SALT MEDICAL RECRUITMENT PTY LTD	Locum District Medical Officers	9-Jul-25	3-Oct-25	84,344.00
CN4172301	ICA PARTNERS	Technical and Financial Advisory Services	10-Jul-25	31-Aug-25	285,000.00
CN4172302	EVOLVE FM PTY LTD	Emissions Reporting	17-Jul-25	30-Jun-26	16,500.00
CN4172304	SOCIAL LIVING SOLUTIONS	Neuro-inclusive awareness Training	1-Jul-25	30-Jun-26	14,300.00
CN4172305	PHOENIX MANAGEMENT SERVICES PTY LTD	SAP BASIS Support Services 2025/26	1-Jul-25	30-Jun-26	198,000.00
CN4172312	BLUESPHERE ENVIRONMENTAL PTY LTD	Technical advisory services required for the delivery of the department's PFAS Investigation Program	15-Jul-25	30-Jun-27	151,371.00
CN4172313	NATION PARTNERS PTY LTD	Technical advisory services required for the delivery of the department's PFAS Investigation Program	15-Jul-25	31-Dec-25	219,656.25
CN4172314	AECOM AUSTRALIA PTY LTD	Technical advisory services required for the delivery of the department's PFAS Investigation Program	15-Jul-25	30-Jun-27	396,946.00
CN4172315	SENVERSA PTY LTD	Specialist technical advisory skills required to deliver the department's PFAS Airports Investigation Program	15-Jul-25	30-Jun-27	324,090.47
CN4172316	BIGG CONSTRUCTIONS GROUP PTY LTD	Science Facility Upgrade, Norfolk Island Central School	14-Jul-25	30-Jan-26	1,045,306.94
CN4172317	JULIAN BRUNO COMACCHIO	ICT Project Manager Services	16-Jul-25	30-Jun-26	347,852.00

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CN4173136	ROSEMARY O'BRIEN (LEE)	Locum District Medical Officers	21-Jul-25	5-Sep-25	42,300.00
CN4173137	OAG AVIATION WORLDWIDE PTE LTD	OAG schedules analyser 2025-26	21-Jul-25	30-Jun-26	20,400.00
CN4173408	GREENBOX GROUP PTY LTD	eWaste Disposal Services	15-Jul-25	30-Jun-26	180,000.00
CN4173777	Australian Centre for the Moving Im	ACMI x Artbank x MAF acquisition	22-Jul-25	22-Aug-25	22,000.00
CN4174712	MILLODON CONSULTING	Fisheries contractor services for the Indian Ocean Territories	25-Jul-25	30-Jun-26	224,192.00
CN4174713	GREG P SCOTT	Provision of Radiographer services to the IOT Health Service	23-Jul-25	30-Jun-26	123,755.00
CN4174714	OMNII (NSW) PTY LTD	Performance Solutions for NIHRACS Laundry	3-Jul-25	1-Sep-25	17,380.00
CN4176325	9290 COMCARE AUSTRALIA	Workers comp premium and regulation cont	1-Jul-25	30-Jun-26	2,359,112.20
CN4178824	SELERITY PTY LTD	SAS licence renewal 2025-26	31-Jul-25	30-Jun-26	49,707.90
CN4178826	445 FLINDERS ST PTY LTD TRUSTEE FOR 445 FLINDERS ST TRUST	Lease of office premises in Townsville	1-Jul-25	30-Jun-30	1,834,551.00
CN4180110	COMMUNITY CHILD CARE ASSOCIATION IN	ECEC Mentor Services	24-Jul-25	30-Jun-26	114,200.00
CN4180730	ANGLICARE NT LTD	2025-26 Barkly Backbone Funding Auspice	1-Jul-25	30-Jun-26	330,000.00
CN4180731	SAP AUSTRALIA PTY LTD	SAP-HA2-DITRDCA03 Cloud Services	30-Jul-25	29-Jul-26	17,872.45
CN4181841	MEDICAL AIR PTY LTD	Medical evacuation service	17-Jul-25	17-Jul-25	95,000.00
CN4181950	ACIL ALLEN CONSULTING	Regulatory Impact Analyses to reduce default speed limits	25-Jul-25	6-Mar-26	627,731.50
CN4182487	MONASH UNIVERSITY	eMETS Stage 2	25-Jul-25	15-May-26	226,963.00
CN4183558	MEDIABRANDS AUSTRALIA PTY LTD	Advertising services to promote RDA Chair vacancy	21-Jul-25	11-Aug-25	14,966.48

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	(TRADING AS UNIVERSAL MCCANN)				
CN4183562	THOMSON GEER	Legal Services 2025-26	21-Jul-25	30-Jun-26	55,000.00
CN4183749	ETHAN GROUP PTY LTD	Sourcing software for Classification Board	29-Jul-25	27-Jun-26	29,178.93
CN4017005	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	19-Oct-24	30-Jun-25	290,319.38
CN4032672	Specialist Heat Exchangers Ltd	Machinery Supply	5-Nov-24	31-Mar-25	695,000.00
CN4037311	KPMG	Social Benefits Remote Regional Roads 2	1-Jul-24	31-Dec-24	198,370.70
CN4056898	INTELLIGENT TRANSPORT SYSTEMS AUSTR	Professional Memberships	1-Jul-24	30-Jun-25	19,965.00
CN4062841	Jeff Whalan Learning Group	Learning and Development	1-Jul-24	30-Jun-25	14,786.76
CN4072224	SHIRE OF CHRISTMAS ISLAND	Road maintenance - Christmas Island	1-Jul-24	30-Jun-25	600,000.00
CN4075289	Townsville Airport Pty Ltd	Landside Vehicle Control Services	1-Jul-24	30-Jun-26	55,896.00
CN4075290	SYDNEY AIRPORT CORPORATION	Landside Vehicle Control Services	1-Jul-24	30-Jun-26	306,870.60
CN4075291	PERTH AIRPORT PTY LTD WESTRALIA AIRPORTS CORPORATION PTY	Landside Vehicle Control Services	1-Jul-24	30-Jun-26	322,927.32
CN4075292	Australia Pacific Airports (Melbour P/L	Landside Vehicle Control Services	1-Jul-24	30-Jun-26	500,024.23
CN4075293	AUSTRALIA PACIFIC AIRPORTS (Launces T/A LAUNCESTON AIRPORT	Landside Vehicle Control Services	1-Jul-24	30-Jun-26	142,215.19
CN4075294	HOBART INTERNATIONAL AIRPORT P/L	Landside Vehicle Control Services	1-Jul-24	30-Jun-26	65,537.00
CN4075295	Gold Coast Airport Pty Limited	Landside Vehicle Control Services	1-Jul-24	30-Jun-26	171,809.34
CN4075298	COCOS (KEELING) ISLANDS SHIRE COUNCIL	Supplementary road funding	1-Jul-24	30-Jun-25	200,000.00
CN4075299	DR HEATHER CONNORS	Locum Doctor Services	2-Jul-24	30-Jul-24	50,400.00
CN4075300	CHRISTMAS ISLAND COMMUNITY RADIO	Emergency Broadcasting Services	1-Jul-24	30-Jun-27	44,914.20

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CN4075301	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	1-Jul-24	31-Oct-24	24,000.00
CN4075305	WHON PTY LTD	Executive Learning Group Membership	1-Jul-24	30-Jun-25	23,512.50
CN4075306	CONFERENCE AND EDUCATION MANAGEMENT	Conference Sponsorship	23-Jul-24	29-Aug-24	52,800.00
CN4075308	NAGLE ACCOUNTING PTY LTD	Assess Application and Expenditure Statements Services	1-Jul-24	30-Jun-25	198,000.00
CN4075311	REALLY AWESOME PEOPLE PTY LTD	Contractor	1-Jul-24	30-Jun-25	382,810.48
CN4075319	HIDE AND SEEK GROUP PTY LTD	Intranet Support Services	1-Jul-24	30-Dec-24	35,790.00
CN4076917	R BIGG CONSTRUCTION	Bathroom refurbishment	2-Jul-24	10-Sep-24	39,847.72
CN4076918	CULTURAL FACILITIES CORPORATION	Curatorial services and the management of the Sidney Nolan Collection Management Agreement 2024 to 2027	3-Jul-24	31-Jul-27	1,958,952.00
CN4076919	HAYS SPECIALIST RECRUITMENT (AUST)	Temporary Personnel Services	3-Jul-24	2-Jan-25	168,597.42
CN4076921	INDIAN OCEAN GROUP TRAINING ASSOCIA	Adult Education and Group Training Services	1-Jul-24	30-Jun-25	1,264,000.00
CN4076922	FIRE & SAFETY SERVICES CO PTY LTD	Maintenance and Testing of Fire System and Equipment	1-Jul-24	30-Jun-26	35,612.00
CN4076929	SHOALHAVEN CITY COUNCIL	Water Supply for Jervis Bay Territory	1-Jul-24	30-Jun-54	11,391,000.00
CN4076933	IAN MCALLISTER	Ophthalmologist Services	1-Jul-24	30-Jun-25	41,250.00
CN4076940	ABD RAHIM, MOHMMAD S H	Locum Doctor Services	1-Jul-24	30-Jun-25	390,500.00
CN4076943	WA CARDIOLOGY SERVICES PTY LTD	Cardiology Services	1-Jul-24	30-Jun-26	404,875.00
CN4076949	BRISBANE AIRPORT CORPORATION PTY LT	Landside Vehicle Control Services	1-Jul-24	30-Jun-26	634,720.32
CN4076951	EGON ZEHNDER INTERNATIONAL PTY LTD	Education and training	8-Jul-24	24-Mar-25	175,000.00

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CN4076952	Hudson Global Resources (Aust) P/L	Contractor - Amit Pratap	15-Jul-24	29-Aug-25	414,000.00
CN4076953	NORFOLK ISLAND DATA SERVICES	Cabling Services	5-Jul-24	5-Sep-24	57,157.10
CN4076955	NINTI ONE LIMITED	Telecommunications research	3-Jul-24	31-Aug-25	75,000.00
CN4076956	DATA#3 LTD	Cisco Maintenance and Support	5-Jul-24	30-Jun-26	696,714.36
CN4076957	TECHNOVATE STRATEGIC SOLUTIONS PTY	Senior Enterprise Architect	1-Jul-24	30-Jun-26	830,984.00
CN4076959	CALLEO RESOURCING PTY LTD	Recruitment services	10-Jul-24	30-May-25	160,000.00
CN4076960	THE NIELSEN COMPANY AUSTRALIA PTY L	Nielsen Consumer Media View	1-Jul-24	30-Jun-25	171,934.40
CN4076961	PEPWORLDWIDE PTY LTD	Training	2-Jul-24	30-Sep-24	11,610.50
CN4076962	PHOENIX MANAGEMENT SERVICES PTY LTD	SAP Support Services	1-Jul-24	30-Jun-25	198,000.00
CN4076963	EPI-USE AUSTRALIA PTY LIMITED	SAP Support Services	1-Jul-24	30-Jun-25	197,472.00
CN4076964	EPI-USE AUSTRALIA PTY LIMITED	SAP Support Services	1-Jul-24	30-Jun-25	363,528.00
CN4076965	HAYS SPECIALIST RECRUITMENT (AUST)	Communications Specialist	1-Jul-24	30-Jun-25	259,545.00
CN4076966	MELTWATER AUSTRALIA PTY LTD	Social media management services	1-Jul-24	30-Jun-26	65,736.00
CN4076967	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-24	30-Jun-25	124,893.25
CN4076970	iSentia	Media monitoring services	1-Jul-24	30-Jun-26	1,276,000.40
CN4076971	MARITIME INSIGHTS & INTELLIGENCE LI	Vessel movement data	1-Jul-24	30-Jun-27	206,394.49
CN4076972	SALORIX PTY LTD	Contractor	1-Jul-24	30-Jun-26	656,040.00
CN4076973	Adam Chant Projectionist	Specialist projectionist services	1-Jul-24	18-Jun-25	70,000.00
CN4076974	Hudson Global Resources (Aust) P/L	Recruitment services	2-Jul-24	2-Jul-25	11,440.00
CN4076976	Hudson Global Resources (Aust) P/L	Contractor	1-Jul-24	31-Jan-25	76,263.75

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CN4076979	ATTIVO CONSULTING PTY LTD	Neuro-inclusive Awareness Program	1-Jul-24	30-Jun-25	13,860.00
CN4076989	REGIONAL AUSTRALIA INSTITUTE LTD	Conference	13-Aug-24	15-Aug-24	14,300.00
CN4076990	4DATA IT PTY LTD	IT Services	1-Jul-24	30-Jun-26	350,000.00
CN4076991	Australian Disability Network Ltd	Disability Confident Training	1-Jul-24	30-Jun-25	17,556.00
CN4076993	LIFELINE AUSTRALIA LTD	Managing Challenging Interactions	1-Jul-24	30-Jun-25	15,950.00
CN4076995	INFOCAPITAL PTY LTD	TM1 licences	1-Jul-24	30-Jun-25	13,611.44
CN4076996	LIFELINE AUSTRALIA LTD	Accidental Counsellor Training	1-Jul-24	30-Jun-25	19,910.00
CN4077000	The Australian and New Zealand School of Government Ltd	National Regulators Community of Practice	1-Jul-24	30-Jun-25	16,500.00
CN4077001	ARTBANK PTY LTD	Artwork	1-Jul-24	30-Jun-25	27,445.00
CN4077002	SIMPLER TECHNOLOGY CONSULTING PTY L	ICT Temporary Personnel	1-Jul-24	30-Jun-25	369,512.00
CN4077016	LDB ACCOUNTANTS & ADVISORS	Assess Application and Expenditure Statements Services	1-Jul-24	30-Jun-25	176,000.00
CN4077024	SIRVA PTY LTD	Relocation and Storage Services	1-Jul-24	30-Jun-27	60,000.00
CN4082244	DR GARY MITCHELL	Provision of Locum Doctor Services to IOTHS on CKI	11-Jul-24	31-Dec-25	1,365,000.00
CN4082245	TALENT INTERNATIONAL Holdings	Labour Hire	1-Jul-24	30-Jun-25	565,500.00
CN4082246	HEALTHCARE AUSTRALIA	Provision of Agency Nurse Services	19-Jul-24	30-Sep-24	43,353.10
CN4082247	HEALTHCARE AUSTRALIA	Provision of Agency Nurse Services	19-Jul-24	30-Sep-24	43,353.10
CN4082248	COUNCIL OF REMOTE AREA NURSES OF AUSTRALIA INC	Professional training	9-Jul-24	27-Aug-24	69,600.00
CN4082249	ACOR CONSULTANTS (ACT) PTY LIMITED	Independent Building Inspection	10-Jul-24	31-Dec-24	79,365.00
CN4082250	HEALTHCARE AUSTRALIA	Agency Nurse Services	3-Jul-24	30-Sep-24	48,890.40

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CN4082251	HEALTHCARE AUSTRALIA	Agency Nurse Services	3-Jul-24	30-Sep-24	77,446.64
CN4082252	HEALTHCARE AUSTRALIA	Agency Nurse Services	3-Jul-24	31-Jul-24	23,118.40
CN4082253	PHYSIOTHERAPY POSTURE & PILATES PTY THERESE REEVES	Physiotherapy Services	2-Jul-24	30-Jun-25	127,500.00
CN4082255	O'CONNOR MARSDEN & ASSOCIATES PTY L	External Probity Adviser	4-Jul-24	1-Nov-24	10,000.00
CN4082256	SWEET PEA ARTS PTY LTD	Artwork Acquisition 16826	1-Jul-24	31-Jul-24	18,000.00
CN4082257	Omera Partners Pty Ltd	Recruitment and search services	19-Jul-24	31-Oct-24	46,750.00
CN4082258	MILLER AVIATION PARTNERS PTY LTD	External Technical Adviser	16-Jul-24	1-Nov-24	44,000.00
CN4082259	CALLEO RESOURCING PTY LTD	Labour Hire	22-Jul-24	31-Dec-24	145,000.00
CN4082260	CAPITAL RECRUIT PTY LTD	Labour Hire	22-Jul-24	31-Jan-25	130,000.00
CN4082261	CAPITAL RECRUIT PTY LTD	Labour Hire	22-Jul-24	31-Jan-25	145,000.00
CN4082262	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Director of the Classification Board Recruitment	19-Jul-24	31-Aug-24	48,708.42
CN4082263	AUSTRALIAN LOCAL GOVERNMENT ASSOCIA AUSTRALIAN LOCAL GOVERNMENT ASSOCAT	ALGA 2024 Congress support	25-Jul-24	25-Jul-24	35,000.00
CN4082264	KROLL AUSTRALIA PTY LTD	Valuation Services	15-Jul-24	13-Sep-24	68,640.00
CN4082265	Wings Education	Aus PNG MoU Executive Leadership Development Program	25-Jul-24	31-Mar-25	130,000.00
CN4082266	Horizon One Recruitment Pty Ltd	Recruitment Services	15-Jul-24	31-Jul-24	13,468.00
CN4082267	FACE2FACE RECRUITMENT	Labour Hire	1-Jul-24	30-Jun-25	343,650.00
CN4082268	STRACHAN LEGAL AND POLICY PTY LTD	Legal Services Training Support 2024-25	15-Jul-24	13-Dec-24	194,920.00

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CN4082269	APPROACH CONSULTING PTY LTD	IT Contractor Services	12-Jul-24	30-Jun-25	319,600.00
CN4082271	TSA Riley PTY LTD	Project Management and Contract Administration	8-Jul-24	22-Dec-28	4,837,328.09
CN4082272	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire	1-Jul-24	30-Jun-25	256,831.00
CN4082273	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire	1-Jul-24	31-Dec-25	241,710.00
CN4082274	Australian Disability Network Ltd	Australian Disability Network Gold membership 2024	3-Jul-24	30-Jun-25	14,520.00
CN4082275	Hudson Global Resources (Aust) P/L	Labour Hire	30-Aug-24	30-Jun-25	354,000.00
CN4082276	Horizon One Recruitment Pty Ltd	Labour Hire	15-Jul-24	14-Jan-25	67,161.60
CN4082277	Hudson Global Resources (Aust) P/L	Labour Hire	1-Jul-24	31-Dec-25	332,338.00
CN4082278	MILANI GALLERY	Artwork Acquisition	1-Jul-24	31-Aug-24	16,500.00
CN4082279	RANDSTAD PTY LTD	Recruitment services	10-Jul-24	30-Jun-25	14,135.00
CN4082280	NORFOLK TELECOM	Lease of Fibre on Norfolk Island	4-Jul-24	30-Jun-26	72,000.00
CN4082282	DELOITTE TOUCHE TOHMATSU	Telecommunications advice and modelling	1-Jul-24	30-Jun-25	207,300.00
CN4082284	VERIZON AUSTRALIA PTY LIMITED	Secure Internet Gateway	1-Aug-24	30-Jul-27	3,291,916.00
CN4084524	AECOM AUSTRALIA PTY LTD	Services relating to Biodiversity Offset Delivery Plan (CN3827102)	1-Jul-24	30-Jun-26	386,167.39
CN4085139	GREG P SCOTT	Provision of Radiographer Services	29-Jul-24	30-Jun-25	112,580.00
CN4085141	COMMITTEE FOR ECONOMIC DEVELOPMENT OF AUSTRALIA (CEDA)	CEDA membership 2024-25	1-Aug-24	30-Apr-25	11,770.00
CN4085142	DELOITTE TOUCHE TOHMATSU	SMS Sender ID Register Cost Benefit Analysis	12-Jul-24	30-Aug-24	149,878.00

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CN4085143	Nielsen Television Audience Measure Ltd	Regional Free to Air TV Ratings Reports	30-Jul-24	30-Sep-24	15,950.00
CN4085144	Hudson Global Resources (Aust) P/L	Labour hire staff through recruitment panel.	29-Jul-24	31-Dec-24	105,000.00
CN4085145	TEABBA ASSOCIATION TOPEND ABORIGINAL BUSH BROADCASTING	For the provision of: information and research to explore television infrastructure in remote First Nations communities in the Top End	23-Jul-24	6-Sep-24	16,940.00
CN4085146	CANBERRA REX HOTEL	Venua and AV Hire	23-Jul-24	24-Jul-24	14,682.61
CN4085147	WILLIAM COX PTY LTD T/as AgilePM Gr	ICT Contractor Services	8-Jul-24	30-Jun-25	290,000.00
CN4085148	THINKPLACE AUSTRALIA PTY LTD	Facilitation services	12-Jul-24	1-Aug-24	10,240.00
CN4085149	UNIVERSITY OF NEW SOUTH WALES	Training	8-Jul-24	31-Aug-24	14,850.00
CN4085150	IHS GLOBAL PTE LTD	Vessel tracking service	1-Jul-24	30-Jun-26	69,589.08
CN4085854	9290 COMCARE AUSTRALIA	2023-24 Comcare Insurance	1-Jul-24	30-Jun-25	1,580,519.80
CN4085856	Hudson Global Resources (Aust) P/L	EL1 Program Manager RVSA Transition	18-Jul-24	30-Aug-24	11,556.00
CN4086241	CALLEO RESOURCING PTY LTD	Labour Hire	30-Jul-24	27-Jun-25	250,000.00
CN4088284	JON AND JON CONSULTING PTY LTD	Recruitment Services	1-Aug-24	31-Dec-24	40,647.60
CN4088285	INDIAN OCEAN GROUP TRAINING ASSOCIA	Labour Hire Services	5-Aug-24	31-Oct-24	35,070.85
CN4088286	COTTLES CRUSHER & CONCRETE PTY LTD	Construction Services	1-Aug-24	31-Aug-24	33,950.00
CN4088287	L.E.K. CONSULTING AUSTRALIA PTY LTD	Market analysis advisory services	13-Aug-24	31-Oct-24	231,000.00
CN4088288	HAYS SPECIALIST RECRUITMENT (AUST)	Scribe services for recruitment	26-Jul-24	30-Aug-24	17,500.00
CN4088289	NORTON ROSE FULBRIGHT	Legal Services 2024-25	12-Aug-24	30-Dec-25	6,486,545.00
CN4088290	CPA AUSTRALIA	CPA Congress 2024	8-Aug-24	30-Nov-24	25,217.90

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CN4088291	PILBARA AND KIMBERLEY ABORIGINAL ME PAKAM	Broadcasting Infrastructure Audit Services	7-Aug-24	13-Sep-24	15,070.00
CN4088292	O'CONNOR MARSDEN & ASSOCIATES PTY L	Probity Advice	31-Jul-24	31-Dec-24	13,376.00
CN4088293	Gillian Beaumont Recruitment Pty Li	Recruitment Services	26-Jul-24	26-Jul-25	142,500.00
CN4088294	EXECUTIVE INTELLIGENCE GROUP	Recruitment Services	30-Jul-24	30-Jul-25	35,500.00
CN4088295	CALLEO RESOURCING PTY LTD	Labour Hire	30-Jul-24	31-Jan-25	130,000.00
CN4088296	MONASH UNIVERSITY	Education and Training Services	22-Jul-24	31-Oct-24	89,000.00
CN4089131	AUSTRALIAN RADIATION PROTECTION AND NUCLEAR SAFETY AGENCY (ARPANSA)	Australian Radiation Protection and Nuclear Safety Authority Licence Fee	1-Jul-24	30-Jun-25	10,770.00
CN4089132	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire - MTP EL1 Policy Officer	1-Jul-24	31-Dec-24	129,255.75
CN4089133	O'CONNOR MARSDEN & ASSOCIATES PTY L	Probity advice	2-Aug-24	29-Nov-24	58,839.00
CN4089134	McGrath Nicol Advisory Partnership	Financial Advice for Aviation Response Taskforce	1-Aug-24	31-Dec-25	7,500,000.00
CN4090060	CITMED AIR AMBULANCE	EMERGENCY MEDICAL EVACUATION SERVICES	23-Aug-24	23-Aug-24	85,930.00
CN4090061	SCYNE ADVISORY PTY LTD	USO Technical Trials	21-Aug-24	30-Jun-25	5,972,482.00
CN4090062	LPD GROUP PTY LTD T/A LPD SURVEYS	Feature Surveys Christmas Island	15-Aug-24	1-Nov-24	49,930.00
CN4090063	NATIONAL LIBRARY OF AUSTRALIA	Membership Fee	1-Jul-24	30-Jun-25	19,766.56
CN4090064	UNIVERSITY OF TECHNOLOGY SYDNEY	Code development	21-Aug-24	31-Dec-24	251,168.50
CN4090065	ACKER PTY LTD	Transport/Freight Services	15-Aug-24	20-Sep-24	22,014.50
CN4090066	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation of Personal Effects	14-Aug-24	19-Nov-24	20,905.39

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CN4090067	UFC ULTIMATE FINISH CARPENTRY	Construction Services	13-Aug-24	30-Jun-25	38,140.00
CN4090069	HIVAC SERVICES PTY LTD	Labour Hire	20-Aug-24	15-Sep-24	93,609.60
CN4090070	CHOSEN BUILDING & CONSTRUCTION	Heritage Building internal amenities rebuild	7-Aug-24	30-Jun-25	26,824.00
CN4090071	THE NOUS GROUP	Learning and Development Services.	13-Aug-24	30-Jun-26	488,070.00
CN4090072	9160AUSTRALIAN PUBLIC SERVICE COMMISSION	Education and Training Services	2-Sep-24	31-Dec-25	14,000.00
CN4090073	VENTIA PROPERTY PTY LTD	Capital Works	22-Aug-24	30-Jun-25	48,840.00
CN4090074	AXSMARINE S.A.S. AXSMARINE	Data Subscription	1-Sep-24	31-Aug-25	76,000.00
CN4090075	SPINIFEXIT GLOBAL PTY LTD	Easy Single Touch Payroll	19-Aug-24	14-Jun-26	79,970.00
CN4090076	Hudson Global Resources (Aust) P/L	Labour hire	26-Aug-24	24-Dec-24	100,000.00
CN4090077	AMNESIUM PTY LTD	Computer Equipment and Accessories	14-Aug-24	14-Nov-24	50,252.40
CN4090078	DATA#3 LTD	Microsoft Licenses	1-Sep-24	30-Jun-25	40,636.31
CN4090080	CAPITAL RECRUIT PTY LTD	Recruitment Services	19-Aug-24	30-Nov-24	36,778.00
CN4090081	CENTRE ASIA PACIFIC AVIATION P/L	Data subscription services	1-Oct-24	30-Sep-25	30,492.00
CN4090082	INFO ACCESS GROUP PTY LTD	Aviation White Paper Easy English translation	15-Aug-24	22-Aug-24	11,836.00
CN4090083	DELOITTE TOUCHE TOHMATSU	Economic Modelling Impact Analysis	14-Aug-24	20-Sep-24	280,597.90
CN4090084	IAS Logistics Pty Ltd	domestic freight and logistics Melbourne	13-Aug-24	6-Sep-24	19,845.38
CN4090085	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	15-Aug-24	11-Oct-24	14,924.25
CN4090086	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	15-Aug-24	11-Oct-24	14,924.25
CN4090087	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	15-Aug-24	9-Sep-24	14,924.25
CN4090088	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	15-Aug-24	11-Oct-24	18,198.00

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CN4090089	Hudson Global Resources (Aust) P/L	Labour Hire	22-Aug-24	31-Jan-25	120,000.00
CN4090090	Hudson Global Resources (Aust) P/L	Labour Hire	19-Aug-24	30-Nov-24	75,000.00
CN4090091	CAPITAL RECRUIT PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	70,000.00
CN4090092	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire	19-Aug-24	30-Nov-24	61,993.13
CN4090093	Hudson Global Resources (Aust) P/L	Labour Hire	19-Aug-24	30-Nov-24	80,000.00
CN4090094	CAPITAL RECRUIT PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	60,000.00
CN4090095	Hudson Global Resources (Aust) P/L	Labour Hire	19-Aug-24	30-Nov-24	80,000.00
CN4090096	CAPITAL RECRUIT PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	85,000.00
CN4090097	CAPITAL RECRUIT PTY LTD	Labour Hire	19-Aug-24	20-Nov-24	80,000.00
CN4090098	CALLEO RESOURCING PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	75,000.00
CN4090099	CALLEO RESOURCING PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	70,000.00
CN4090100	CALLEO RESOURCING PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	77,000.00
CN4090101	CALLEO RESOURCING PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	92,000.00
CN4090102	CALLEO RESOURCING PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	73,000.00
CN4090103	CALLEO RESOURCING PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	80,000.00
CN4090104	CALLEO RESOURCING PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	66,000.00
CN4090105	CALLEO RESOURCING PTY LTD	Labour Hire	19-Aug-24	30-Nov-24	70,000.00
CN4090106	SAP AUSTRALIA PTY LTD	SAP Cloud Platform Integration	30-Jul-24	29-Jul-25	17,301.50
CN4090107	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire Services	15-Aug-24	25-Sep-24	22,142.25

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CN4090108	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	15-Aug-24	25-Sep-24	18,198.00
CN4090109	MONASH UNIVERSITY	Research and Analysis	1-Jul-24	11-Nov-24	67,579.38
CN4090705	Clayton Utz	Legal Services	19-Aug-24	30-Jun-25	167,599.25
CN4092869	MEDICAL AIR PTY LTD	EMERGENCY MEDICAL EVACUATION SERVICES	2-Sep-24	2-Sep-24	65,000.00
CN4092870	DR LARRY ODIEST THOMPSON	Provision of Locum Doctor Services to IOTHS	29-Aug-24	29-Oct-24	55,400.00
CN4092871	ISLAND CABINETS	Construction Services	21-Aug-24	30-Jun-25	23,976.00
CN4092872	WARTSILA AUSTRALIA PTY LTD	Supply of Wartsila Instrumentation Critical Spares	29-Aug-24	30-Nov-24	117,033.14
CN4092873	AURECON AUSTRALASIA PTY LTD	Technical Services - Christmas Island Diesel Supply Chain	2-Sep-24	30-Jun-26	179,160.00
CN4092874	LUKE STEVEN TILING	Construction Services	22-Aug-24	30-Jun-25	14,700.00
CN4092875	ISLAND PLUMBING & GAS	Construction Services	21-Aug-24	30-Jun-25	14,270.00
CN4092876	WAIEW PTY LTD	Supply of Cable to Cocos (Keeling) Islands Project	26-Aug-24	15-Nov-24	106,332.50
CN4092877	CONNECT PAEDIATRIC THERAPY SERVICES	Provision of Allied Health General Services	23-Aug-24	30-Jun-25	587,133.00
CN4092878	SENTENTIA CONSULTING PTY LTD	Update of VSOB Risk Register 2024	2-Sep-24	11-Nov-24	12,000.00
CN4092879	WHON PTY LTD	Education and Training Services	31-Aug-24	30-Aug-25	13,035.00
CN4092880	WHON PTY LTD	Education and Training Services	31-Aug-24	31-Aug-25	13,035.00
CN4092881	INFINITE CONSULTING PTY LTD	IT contractor	2-Sep-24	30-Jun-25	344,432.00
CN4092882	CAPITAL RECRUIT PTY LTD	Labour hire	9-Sep-24	31-Dec-24	75,000.00
CN4092883	AMANDA O'ROURKE & ASSOCIATES PTY LT	Executive search services	28-Aug-24	27-Feb-25	70,345.00
CN4092884	THE SOCIAL RESEARCH CENTRE	Television and Media Survey 2024	29-Aug-24	3-Jun-25	393,012.00
CN4092885	Challis & Company Pty Limited	Executive Recruitment Services	27-Aug-24	27-Aug-26	215,000.00

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CN4092886	PR RISK MANAGEMENT P R RISK MANAGEMENT PTY LTD	WHS Conformance Audit	2-Sep-24	29-Nov-24	44,528.00
CN4092887	CBR RECRUITMENT PTY LTD	Recruitment Support Services	26-Aug-24	31-Oct-24	18,700.00
CN4092888	OAG AVIATION WORLDWIDE PTE LTD	Subscription	23-Aug-24	30-Jun-25	19,335.00
CN4092889	HOLAN GROUP PTY LTD	Strategic planning workshop	12-Aug-24	31-Aug-24	12,650.00
CN4092890	Auslan Consultancy Pty Ltd	Aviation White Paper Auslan translation	15-Aug-24	22-Aug-24	11,239.97
CN4094230	PALLADIUM INTERNATIONAL PTY LTD	CI Stormwater Rockfall Site Super	31-Jul-24	31-Dec-27	1,978,475.00
CN4094231	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Services	26-Aug-24	20-Sep-24	21,000.00
CN4096565	Concentrix Services Pty Ltd	National Relay Service	21-Aug-24	30-Sep-27	65,995,588.56
CN4097131	AUSTRALIAN INSTITUTE OF FAMILY STUD	Literature Review	22-Jul-24	11-Nov-24	93,706.23
CN4098173	LONERGAN RESEARCH PTY LTD	Market Research	18-Sep-24	30-Nov-24	75,977.00
CN4099260	BIS OXFORD ECONOMICS	Cost Escalation Project 2024	6-Sep-24	11-Oct-24	131,868.00
CN4099261	DATA ANALYSIS AUSTRALIA	Statistical Survey Assistance	26-Aug-24	30-Jun-25	40,700.00
CN4099262	ACKER PTY LTD	Supply and installation of Kitchen on Christmas Island	10-Sep-24	30-Jun-25	43,017.00
CN4099263	CHRISTIAN BAILEY AGENCIES	Cabinet casings replacement	28-Aug-24	14-Sep-24	31,320.00
CN4099264	BMF ADVERTISING PTY LTD	Road Safety Campaign Advertising	9-Sep-24	30-Jun-25	1,613,801.57
CN4099265	CITMED AIR AMBULANCE	EMERGENCY MEDICAL EVACUATION SERVICES	9-Sep-24	30-Sep-24	92,644.00
CN4099266	DR SARAH DAVIS	Locum District Medical Officer	9-Sep-24	29-Oct-24	35,200.00

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CN4099267	THE SOCIAL RESEARCH CENTRE	Age Assurance Consumer Research	28-Aug-24	31-Dec-24	278,293.40
CN4099268	KAREN WILLIAMS	Support to the Establishment of the Financial Governance Function	9-Sep-24	31-Dec-24	40,000.00
CN4099269	LAZARD AUSTRALIA PTY LTD	Commercial Advisor for Aviation Response Taskforce	5-Sep-24	31-Dec-25	3,317,500.00
CN4099270	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	AMSA Board Expression Advertising Service	10-Sep-24	31-Dec-24	14,406.91
CN4099271	MARSH PTY LTD	Insurance advice to support the Strategic Fleet Pilot Program	26-Aug-24	4-Oct-24	49,610.00
CN4099272	PROXIMITY ADVISORY SERVICES PTY LTD	Evaluation Service for non-infrastructure road safety grant programs	5-Sep-24	30-Jun-25	282,639.90
CN4099273	Hudson Global Resources (Aust) P/L	Temporary Personnel-Executive Assistant	3-Sep-24	25-Oct-24	23,256.00
CN4099274	Grace Records Management Aust P/L	Offsite Storage & Destruction Services	1-Sep-24	31-Aug-26	480,000.00
CN4099275	Hudson Global Resources (Aust) P/L	Placement fee	28-Aug-24	28-Feb-25	11,440.00
CN4099276	WAC SPORTS PTY LTD	2024 NSW Koori Knockout - Bronze Package	4-Oct-24	7-Oct-24	16,500.00
CN4099818	UNITED EQUIPMENT PTY LTD	Annual Inspection and Service EWP and Forklift	2-Oct-24	31-Dec-24	18,971.96
CN4099819	HAPPY JACKS CKI PTY LTD	Termite treatment for CKI commonwealth houses 2024	27-Sep-24	31-Dec-24	54,516.00
CN4099820	ALLEN DIESELS LIMITED	Supply of Fuel Pumps for Allen Engine DA004	19-Sep-24	30-Dec-24	14,500.00
CN4099821	ARJO AUSTRALIA PTY LTD CRAIG RODDY	Annual Service and Maintenance of Medical Equipment	25-Sep-24	30-Jun-27	58,860.00

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CN4099822	WILLPOWER GROUP	Labour Hire Services Diesel Technician	22-Oct-24	29-Nov-24	36,348.00
CN4099823	GEOFFREY ERIC HILLWOOD	Locum District Medical Officer	12-Sep-24	30-Nov-24	31,100.00
CN4099824	CITMED AIR AMBULANCE	EMERGENCY MEDICAL EVACUATION SERVICES	17-Sep-24	30-Sep-24	109,405.00
CN4099825	R BIGG CONSTRUCTION	KAVHA Cemetery Amenities Refurbishment	19-Sep-24	20-Dec-24	43,293.73
CN4099826	GP SERVICES GARRY GEORGE PARSONS	Construct Desal Hardstand Cascade Pier	13-Sep-24	25-Feb-25	45,000.00
CN4099827	SHIRE OF CHRISTMAS ISLAND	Community Bus services for Christmas Island 2024-25	11-Sep-24	30-Jun-25	60,000.00
CN4099828	Verian Group Australia Pty Ltd	Market Research Services	2-Sep-24	30-Jun-25	704,544.50
CN4099829	McGrath Nicol Advisory Partnership	Housing Support Program - Cost Assurance - Community Enabling Infrastructure	16-Sep-24	15-Jan-25	35,990.31
CN4099830	LUMICOM PTY LTD	Artbank Projector	24-Sep-24	30-Sep-24	16,480.20
CN4099831	PROCUREMENT PROFESSIONALS	Probity Advisory Services	20-Sep-24	30-Jun-28	85,800.00
CN4099832	THE TRUSTEE FOR CONSTECH UNIT TRUST CTDS AUSTRALIA PTY LTD	IT Services	27-Sep-24	26-Mar-25	11,313.50
CN4099833	BEVINGTON CONSULTING PTY LTD	Front Door Process Improvement	26-Sep-24	24-Jan-25	54,230.00
CN4099834	PUBLIC AFFAIRS NETWORK PTY LTD	Research Strategy Workshops	25-Sep-24	30-Jun-25	46,200.00
CN4099835	AMANDA O'ROURKE & ASSOCIATES PTY LT	Recruitment Services	18-Sep-24	17-Sep-25	17,800.00
CN4099836	Hudson Global Resources (Aust) P/L	Labour Hire	1-Oct-24	1-Jan-25	39,710.00
CN4099837	AUSTRALIAN LOCAL GOVERNMENT ASSOCIA	ALGA 2024 Congress Sponsorhip	2-Dec-24	4-Dec-24	35,000.00
CN4099838	DXC Technology Australia Pty Ltd T/as Telsyte	Australian Subscription Entertainment Study 2024	18-Sep-24	30-Sep-25	16,500.00

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CN4100512	KATH KING PUL FINGA KLIINAS	Cleaning of the KAVHA Precinct	4-Oct-24	30-Jun-26	367,500.00
CN4100513	LAWSONS TREE LOPPING & CLEARING SER	Vegetation Control in Front of CI Power station	2-Sep-24	20-Sep-24	35,000.00
CN4100514	CHANDLER MACLEOD GROUP LIMITED	Labour Hire	14-Oct-24	31-Jan-25	63,500.00
CN4100515	THE TRUSTEE FOR THE VAN MEEGEN FAMI T/A DIRECTIONS FOR CHANGE	Executive Coaching Workshop	29-Aug-24	27-Aug-25	45,000.00
CN4100516	IAS Logistics Pty Ltd	Crating, Germany Repatriation 2024	2-Oct-24	13-Dec-24	26,320.00
CN4100517	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Recruitment Advertising and Marketing	23-Jul-24	31-Dec-24	17,979.06
CN4100519	DATA#3 LTD	Software	1-Oct-24	31-Mar-25	82,500.00
CN4100520	DATA#3 LTD	Software	1-Oct-24	30-Sep-25	459,350.10
CN4100521	CAPITAL RECRUIT PTY LTD	Labour Hire	30-Sep-24	31-Dec-24	45,000.00
CN4100522	CAPITAL RECRUIT PTY LTD	Labour Hire	30-Sep-24	31-Dec-24	43,576.34
CN4100523	IAS Logistics Pty Ltd	Crate preparation, USA Return 2024	23-Sep-24	15-Nov-24	39,325.00
CN4101649	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Recruitment Advertising and Marketing	5-Sep-24	31-Dec-24	40,487.89
CN4101807	Horizon One Recruitment Pty Ltd	UVEP Recruitment Process	1-Aug-24	11-Oct-24	29,552.12
CN4101808	RELATBL RECRUITING PTY LTD	EA conversion fee	13-Sep-24	31-Oct-24	19,921.50
CN4101935	ONESPACE GALLERY CREATIVEMOVE PTY LTD	Artwork 16867	3-Sep-24	31-Oct-24	17,500.00
CN4102087	BUCKFORD ILLUMINATION GROUP PTY LTD	Lighting, Collingwood.	9-Sep-24	30-Nov-24	18,737.75

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CN4102088	Hudson Global Resources (Aust) P/L	Contractor	26-Aug-24	28-Feb-25	96,378.75
CN4102090	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising services for SBS Chairperson position	4-Oct-24	25-Oct-24	55,000.00
CN4102922	CHRISTMAS ISLAND PLUMBING T/A SOURC GREGORY MCINTOSH	Replacement pump system	16-Sep-24	30-Nov-24	28,142.00
CN4102924	EDUCATION SERVICES AUSTRALIA LTD	Modernisation of the school library survey	17-Sep-24	30-Jun-25	16,500.00
CN4102925	Auslan Consultancy Pty Ltd	Auslan translation of Aviation Industry Ombuds Scheme consultation paper.	12-Sep-24	2-Oct-24	13,694.67
CN4103356	ST JOHN AMBULANCE AUSTRALIA WESTERN AUST) INC	Paramedic Support for Christmas Island	4-Jul-24	31-Aug-24	58,166.00
CN4103357	FACTOR TECH PTD LTD	Short term consultancy to develop a Proof of Concept - specialist ICT skills required	3-Oct-24	31-Jan-25	170,610.00
CN4103358	Hudson Global Resources (Aust) P/L	Placement Services for EL1	2-Sep-24	30-Jun-25	11,440.00
CN4104192	EDUCATION SERVICES AUSTRALIA LTD	Survey and data analysis services	19-Aug-24	30-Jun-26	614,240.00
CN4104193	SHOALHAVEN CITY COUNCIL	Replace pontoon motor at Lake Windermere	10-Jul-24	17-Sep-24	25,048.10
CN4104194	JPS MEDICAL RECRUITMENT	Provision of Agency Nursing Services for the IOTs	2-Oct-24	31-Dec-24	208,000.00
CN4104195	DELOITTE TOUCHE TOHMATSU	Governance Assurance Advisory Service for WSI Noise Insulation and Property Acquisition Program	4-Oct-24	30-Jun-28	100,000.00
CN4104196	FIRE & SAFETY SERVICES CO PTY LTD	Routine Inspection & Testing pf the Power	14-Oct-24	13-Oct-26	192,340.30

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		station Fire Protection System & Equipment			
CN4104197	CITMED AIR AMBULANCE	EMERGENCY MEDICAL EVACUATION SERVICES	8-Oct-24	31-Oct-24	107,316.00
CN4104198	WARTSILA AUSTRALIA PTY LTD	Wartsila Engineering Technical Services for 64,000 hours overhaul of DA008	8-Oct-24	31-Dec-24	194,041.00
CN4104202	KEN KANOFSKI ADVISORY PTY LTD	Advice on progressing Heavy Vehicle National Law reforms	3-Oct-24	31-Mar-26	32,670.00
CN4104203	CPM REVIEWS PTY LTD	Investigation services	9-Sep-24	9-Mar-25	22,000.00
CN4104813	SHOALHAVEN CITY COUNCIL	Water & Sewer Connections - Local government service	10-Sep-24	6-Nov-24	10,280.35
CN4104814	HIVAC SERVICES PTY LTD	Replacement of Hospital Transformer on Christmas Island	9-Oct-24	30-Nov-24	127,749.00
CN4104815	BY GROUP PTY LTD	JBT Housing Remediation	14-Oct-24	31-Dec-26	1,583,707.40
CN4104816	MEDICAL AIR PTY LTD	EMERGENCY MEDICAL EVACUATION SERVICES	8-Oct-24	31-Oct-24	65,000.00
CN4104817	CCH Australia Limited	Media alert service	10-Oct-24	9-Oct-25	55,000.00
CN4105307	Civica Pty Ltd	Public library catalogue data	9-Oct-24	30-Jun-25	13,750.00
CN4105308	GRACE REMOVALS (AUSTRALIA) PTY LTD	Exit Relocation of Personal Effects - HR Manager	10-Oct-24	16-Jan-25	22,429.42
CN4105309	MEDICAL AIR PTY LTD	EMERGENCY MEDICAL EVACUATION SERVICES	8-Oct-24	31-Oct-24	76,500.00
CN4105310	THE TRUSTEE FOR MELHOP KNIGHT FAMIL DARREN KNIGHT GALLERY	Artwork 16867	13-Sep-24	30-Nov-24	10,000.00
CN4105311	COMMONWEALTH SUPERANNUATION CORPARA	2024-25 CSC - PSS/CSS Administration Fee Billing Arrangement	1-Jul-24	30-Jun-25	323,240.00

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CN4105312	INTERNET SOCIETY OF AUSTRALIA	Mechanisms to support community engagement at auIGF	16-Oct-24	29-Oct-24	18,700.00
CN4106514	SHOALHAVEN CITY COUNCIL	Lake Windermere pump motor replacement	10-Jul-24	17-Sep-24	25,048.10
CN4106515	STATEWIDE OIL DISTRIBUTOR	Supply of Mobilgrad Lubrication Oil CI Power Station	10-Oct-24	31-Mar-25	51,785.04
CN4106516	INDIGECO PTY LTD	Temporary Personnel - Placement Service	1-Nov-24	23-Sep-25	12,450.64
CN4106518	HEWLETT PACKARD AUST PTY LTD	LTO-9 Tape Drive and LTO-9 Tapes	28-Oct-24	28-Jan-25	13,102.86
CN4106519	Hudson Global Resources (Aust) P/L	Contractor	14-Oct-24	30-Jun-25	109,197.75
CN4106520	Hudson Global Resources (Aust) P/L	Agency that has labour hire worker with the skills and experience needed for a short-term labour hire placement.	28-Oct-24	28-Feb-25	50,000.00
CN4106521	Hudson Global Resources (Aust) P/L	Requirement for Labour Hire Services	28-Oct-24	29-Jun-25	131,000.00
CN4106681	GRACE REMOVALS (AUSTRALIA) PTY LTD	Exit Relocation of Personal Effects - Health Services Business Manager	15-Oct-24	4-Nov-24	19,162.01
CN4106682	CYCLONIC CONSTRUCTIONS PTY LTD	Removal of gutters at Christmas Island Village	25-Oct-24	30-Jun-25	55,000.00
CN4106683	SYDNEY TOOLS PTY LTD	Supply of Electrical Tools and Equipment to Christmas Island	24-Oct-24	31-Mar-25	14,749.77
CN4106684	CHRISTMAS ISLAND WATSTAR PTY LTD T/A GREGORY CI MAINTENANCE (GCIM)	Tiling Services in Christmas Island facility	22-Oct-24	31-Dec-24	21,500.00
CN4106685	CHRISTMAS ISLAND WATSTAR PTY LTD T/A GREGORY CI MAINTENANCE (GCIM)	Painting services in Christmas Island facility	22-Oct-24	31-Dec-24	18,500.00

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CN4106686	CITMED AIR AMBULANCE	EMERGENCY MEDICAL EVACUATION SERVICES	15-Oct-24	31-Oct-24	94,610.00
CN4106687	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Notification of the publication of the final EIS for WSI	24-Oct-24	10-Nov-24	22,263.06
CN4106688	PLANNING ASSIST	Planning Assistant services for the Norfolk Island Waste and Sewer Stage 2 and 3	15-Oct-24	30-Jun-25	120,153.00
CN4106689	CHRISTMAS ISLAND ENGINEERING & MAINTENANCE PTY LTD	Roof repairs at the Christmas Island Power Station	14-Oct-24	31-Dec-24	19,750.00
CN4106690	WHERETO RESEARCH BASED CONSULTING P LTD	Market Research for Indigenous Cultural and Intellectual Property rights	11-Oct-24	30-Jun-25	79,750.00
CN4106691	FLXBL RECRUITING SOLUTIONS PTY LTD	Placement service	24-Oct-24	1-Dec-24	13,974.00
CN4106692	PUBLIC AFFAIRS NETWORK PTY LTD	Industry Workshop Facilitation	10-Oct-24	30-Oct-24	13,200.00
CN4106693	SKAPINKER LAW PTY LTD	Legal Services 2024-25	25-Oct-24	3-Feb-25	14,520.00
CN4106694	HAYS SPECIALIST RECRUITMENT (AUST)	Placement fee for non-ongoing personnel	22-Oct-24	30-Apr-25	13,492.86
CN4106695	LIFE UNLIMITED HEALTH SOLUTIONS	Legal Services 2024-25	18-Oct-24	11-Dec-24	28,600.00
CN4106696	Hudson Global Resources (Aust) P/L	Placement services	4-Nov-24	28-Feb-25	11,440.00
CN4106697	IAS Logistics Pty Ltd	International Freight USA Repatriation 2024	15-Oct-24	15-Nov-24	150,212.53
CN4106698	lawyerbank Pty Ltd	Legal Services 2024-25	7-Nov-24	9-May-25	270,270.00
CN4106699	THE TRUSTEE OF KIRRA SERVICES UNIT	IT related hardware and accessories	31-Oct-24	30-Apr-25	36,096.00
CN4107711	CITMED AIR AMBULANCE	EMERGENCY MEDICAL EVACUATION SERVICES	31-Oct-24	15-Nov-24	113,085.50
CN4107712	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation of Personal Effects - Nurse Unit Manager	31-Oct-24	21-Feb-25	19,511.80

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CN4107713	DEPARTMENT OF JOBS PRECINCTS AND RE	Support for traditional owner requirements for Geelong City Deal projects	31-Oct-24	30-Jun-25	150,000.00
CN4107714	STRACHAN LEGAL AND POLICY PTY LTD	Legal Services 2024-25 - Learning and Development Sessions	5-Nov-24	13-Dec-24	110,600.00
CN4107715	THE HATCHERY (HUB) PTY LTD	Public Sector Women in Leadership Summit 2025	30-Oct-24	26-Feb-25	13,999.98
CN4107716	Derwent Executive Pty Ltd	ACMA appointments - Executive Search	28-Oct-24	30-Jun-25	77,000.00
CN4107717	IAS Logistics Pty Ltd	International Freight, Germany Repatriation 2024	28-Oct-24	13-Dec-24	86,211.71
CN4107718	ACIL ALLEN CONSULTING	Financial Management Advisory Services	28-Oct-24	27-Oct-25	1,656,311.00
CN4107719	INFRASTRUCTURE PARTNERSHIPS AUSTRAL	Renewal of IPA membership	1-Nov-24	31-Oct-25	35,233.00
CN4107720	IAS Logistics Pty Ltd	Domestic Freight, USA Repatriation 2024	25-Oct-24	22-Nov-24	32,403.25
CN4109365	CITMED AIR AMBULANCE	EMERGENCY MEDICAL EVACUATION SERVICES	10-Nov-24	30-Nov-24	108,955.00
CN4109366	JBS&G AUSTRALIA PTY LTD	Provision of specialist contaminated land auditor services - PFAS Airports Taskforce	1-Nov-24	31-Oct-26	334,576.00
CN4109367	COCOS ISLANDS CO-OPERATIVE SOCIETY CATERING DIVISION	Bathroom renovations	7-Nov-24	30-Jun-25	59,685.00
CN4109368	CHINTA AIR PTY LTD	Remote Air Services Subsidy Scheme air operator arrangements for Channel Country, SA and QLD, Region 3	1-Dec-24	30-Nov-26	1,199,870.00
CN4109369	LEXISNEXIS	Legal Research Services	1-Nov-24	1-Nov-25	149,450.00
CN4109370	MADDOCKS	Legal Services 2024-25 - Secondment	18-Nov-24	16-May-25	349,953.78

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CN4109371	ASHURST	Legal Services 2024-25 - Secondment	13-Nov-24	30-Apr-25	252,540.00
CN4109372	OPTUS NETWORKS PTY LIMITED OPTUS	Cisco Handsets	1-Nov-24	31-Dec-24	19,662.78
CN4109373	LIFELINE AUSTRALIA LTD	Training	1-Nov-24	30-Jun-25	27,482.40
CN4109374	Swift Digital	Swift Digital (DITRDCA licence)	5-Nov-24	4-Nov-25	12,705.00
CN4109375	VENTIA PROPERTY PTY LTD	Security Zone Upgrade	28-Oct-24	30-Jun-25	142,175.00
CN4109969	MAN ENERGY SOLUTIONS AUSTRALIA PTY	Machinery parts replacement	15-Nov-24	30-Jun-25	67,003.11
CN4109970	DR MYRA PATRICIA BROWN	Provision of Locum Doctor Services	21-Nov-24	31-Jan-25	39,000.00
CN4109971	HALL AND PARTNERS PTY LTD	Evaluation Research Services	21-Nov-24	30-Jun-25	160,776.00
CN4109972	Cultural Perspectives Pty Ltd T/A D DiverseWerks	Government Campaign Services	21-Nov-24	30-Jun-25	103,151.62
CN4109973	CUBELIC HOLDINGS PTY LTD	Purchase of Biodiversity Credits	8-Nov-24	4-Dec-24	326,700.00
CN4109974	GHD PTY LTD	Rock Fall Risk Review	7-Nov-24	30-Jun-25	168,471.00
CN4109975	NORTHERN TERRITORY AIR SERVICES PTY	RASS Region 5	1-Feb-25	31-Jan-27	4,102,191.00
CN4109976	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	13-Nov-24	28-Feb-25	18,453.95
CN4109977	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	12-Nov-24	28-Mar-25	22,948.20
CN4109978	HIVAC SERVICES PTY LTD	Streetlight Testing and Assessment on Cocos (Keeling) Islands	12-Nov-24	14-Nov-24	12,951.60
CN4109980	INDIAN OCEAN OIL COMPANY	Inspection and Reflooring Services	12-Nov-24	31-Jan-25	2,515,084.35
CN4109981	ENERGY SKILLS INTERNATIONAL PTY LTD ENERGY SKILLS SOLUTIONS	Electrical Network Training Services	11-Nov-24	31-Dec-24	22,724.00
CN4109982	REMOTE CONSTRUCTION AND ENGINEERING	Building Maintenance	4-Nov-24	31-Jan-25	27,160.10
CN4109983	Kent Moving and Storage	Relocation Services	15-Nov-24	28-Feb-25	125,000.00

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CN4109984	Hudson Global Resources (Aust) P/L	Labour hire services	6-Nov-24	30-Jun-25	11,440.00
CN4109985	SOL PEOPLE PTY LTD	Design Work for the Maritime Single Window Project	6-Nov-24	30-Jun-25	431,376.00
CN4109986	BLOOMBERG AUSTRALIA PTY	Specialist climate data and analysis	10-Nov-24	4-Sep-25	193,200.00
CN4109987	HAYS SPECIALIST RECRUITMENT (AUST)	non-ongoing placement fee	15-Nov-24	31-Mar-25	11,141.14
CN4109988	ABT Associates Pty Ltd	Transport Partnership Manager in PNG	1-Nov-24	30-Jun-26	729,231.80
CN4109989	Hudson Global Resources (Aust) P/L	Labour hire services	6-Nov-24	30-Jun-25	11,440.00
CN4109990	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Adversiting Services	12-Nov-24	24-Nov-24	10,668.33
CN4109991	Outstation	Artwork Acquisition	11-Sep-24	31-Jan-25	11,200.00
CN4109992	SDR NT Pty Ltd	Work of Art	5-Nov-24	5-Nov-25	10,300.00
CN4109993	NORTON ROSE FULBRIGHT	Legal Services 2024-25	31-Oct-24	30-Jun-25	275,851.50
CN4111196	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Media Services - Road Safety	27-Nov-24	15-Apr-25	8,140,000.00
CN4111197	McGrath Nicol Advisory Partnership	Financial Viability and Procurement Assistance services	18-Nov-24	30-Jun-25	67,913.05
CN4111198	AVID CERTIFICATION SERVICES LTD AGE CHECK CERTIFICATION SERVICES P/	Age Assurance Technology Trial	8-Nov-24	30-Jun-25	3,830,277.00
CN4111199	Carbon Media Pty Ltd	First Nations Creatives Services	22-Nov-24	30-Jun-25	160,600.00
CN4111200	Cox Inall Change	PR services	22-Nov-24	30-Jun-25	439,995.31
CN4111201	WATSON ISLAND CARPENTRY & EXCAVATIN T/A The	Replacement floor and subfloor in 59 Seaview Drive Christmas Island	22-Nov-24	30-Jun-25	31,179.28

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	Watson Island Family Trust				
CN4111202	VENTIA PROPERTY PTY LTD	New Townsville office and fitout	18-Nov-24	31-Dec-25	888,188.40
CN4111203	VENTIA PROPERTY PTY LTD	New Adelaide office and fitout	18-Nov-24	31-Dec-25	1,319,749.20
CN4111204	THE SOCIAL DECK PTY LTD	Advertising for the introduction of new minimum classifications for gambling-like content in video games	22-Nov-24	30-Jun-25	330,000.00
CN4111205	MTP SERVICES PTY LTD	IT development and sustainment services	2-Dec-24	28-Nov-25	3,553,836.00
CN4111206	Hudson Global Resources (Aust) P/L	Temporary Personnel Services	25-Nov-24	27-Jun-25	92,000.00
CN4111207	TRUSTEE FOR DC FAMILY TRUST EQUITY PARTNERS ACCOUNTANTS ADVISER	Financial Evaluation Support for the Strategic Fleet Pilot Program	18-Nov-24	30-Jun-25	225,000.00
CN4111472	AIRLINES OF TASMANIA PTY LTD T/A AEROTECHNOLOGY PTY LTD	RASS Region 4 AOT	1-Dec-24	30-Nov-26	1,137,628.80
CN4111473	DR LARRY ODIEST THOMPSON	Provision of Locum Doctor Services to CI	25-Nov-24	31-Jan-25	71,600.00
CN4111474	DR MYRA PATRICIA BROWN	Locum District Medical Officer for CKI	25-Nov-24	28-Mar-25	60,600.00
CN4111475	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising for the national 2024 Regional Development Australia Committee Chair position refresh	22-Nov-24	31-Dec-24	146,139.14
CN4111476	COMA GALLERY SYDNEY PTY LTD	Work of art	28-Nov-24	31-Jan-25	11,000.00
CN4111477	DATA#3 LTD	Provision of Cisco Networking Equipment	25-Nov-24	25-Nov-29	291,915.84
CN4111478	DELOITTE TOUCHE TOHMATSU	Service Design for the New Vehicle Efficiency Standard (NVES) Program	25-Nov-24	30-Jun-25	928,931.16

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CN4111479	ELYSIUM DIGITAL PTY LTD	Development of a future SaaS Platform Sustainment Model	20-Nov-24	31-Jan-25	69,080.00
CN4111480	PEPWORLDWIDE PTY LTD	Delivery of Personal Efficiency Program (Road and Vehicle Safety L&D)	26-Nov-24	31-Mar-25	58,301.10
CN4111481	Pursuit Technology	Learnhub Licences 2025	1-Jan-25	31-Dec-25	81,567.20
CN4111482	BRINDISI IMPORTERS PTY LTD	Lighting solutions for Artbank gallery space	25-Nov-24	28-Feb-25	23,967.57
CN4111754	ROSEMARY O'BRIEN (LEE)	Provision of Locum Doctor Services to Christmas Island	14-Jan-25	28-Feb-25	51,300.00
CN4111755	VENTIA PROPERTY PTY LTD	New Melbourne office and fitout	18-Nov-24	30-Jun-26	3,306,881.60
CN4111756	GLOBAL DATA UK LTD	Market Analysis Data Subscriptions 2024-25	12-Dec-24	11-Dec-25	51,743.74
CN4111757	AECOM AUSTRALIA PTY LTD	Governance review of accomodation project	30-Oct-24	31-Dec-24	124,000.00
CN4111758	INFO-TECH RESEARCH GROUP PTY LTD	Advisory Membership	25-Nov-24	24-Nov-26	105,099.50
CN4112447	WRECK BAY ABORIGINAL COMMUNITY CNL.	Local Council Support Services	20-Aug-24	31-Dec-24	14,687.31
CN4112448	WARWICK NORMAN	Commercial and Technical Evaluation Support for a tender process	18-Nov-24	22-Sep-25	112,500.00
CN4112449	MCGUIRE MARITIME PTY LTD	Commercial and Technical Evaluation Support for a tender process	18-Nov-24	22-Sep-25	110,880.00
CN4112450	BRETT WHITEOAK	Commercial and Technical Evaluation Support for a tender process	18-Nov-24	22-Sep-25	108,000.00
CN4112451	ALLAN SCHWARTZ	Evaluation Support for a tender process - specialised technique	18-Nov-24	22-Sep-25	121,423.00

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CN4112452	PROXIMITY ADVISORY SERVICES PTY LTD	Negotiation Support Services for a tender process	14-Nov-24	22-Sep-25	261,961.60
CN4112453	CBR RECRUITMENT PTY LTD	Provision of scribing services	24-Sep-24	10-Dec-24	17,023.05
CN4112454	THE TRUSTEE FOR CONSTECH UNIT TRUST CTDS AUSTRALIA PTY LTD	MobileIron and Exchange Migration Services	2-Dec-24	2-Jun-25	21,087.00
CN4112455	VENTIA PROPERTY PTY LTD	New Office and Fit-out	18-Nov-24	31-Dec-25	1,329,204.80
CN4113684	GRIFFIN LEGAL PTY LIMITED	Probity Advisory Services for the WSI Noise Insulation and Property Acquisition Program	23-Sep-24	30-Dec-25	75,000.00
CN4113685	JPS MEDICAL RECRUITMENT	Provision of Agency Nursing Services for the IOTs	2-Dec-24	31-Mar-25	208,000.00
CN4113686	WEST COAST AEROMEDICAL	EMERGENCY MEDICAL EVACUATION SERVICES	29-Nov-24	31-Dec-24	95,910.00
CN4113687	NORFOLK ELECTRICAL	KAVHA Fire Detection System Upgrades	3-Dec-24	30-Jun-25	223,659.00
CN4113688	MONASH UNIVERSITY	Monash University to re-calibrate their Baseline Road Trauma Model (BRTM) using more recent data.	22-Nov-24	24-Dec-24	32,450.00
CN4113689	CHALFONT CONSULTING PTY LTD	IT Application Services	2-Dec-24	1-Dec-25	1,888,744.00
CN4113690	ERNST & YOUNG	National Road Safety Progress Report	29-Nov-24	30-Jun-25	311,300.00
CN4113691	OPTUS NETWORKS PTY LIMITED OPTUS	Voice Telephony PABX/Cloud Calling	27-Nov-24	30-Oct-26	1,749,132.00
CN4115226	TECHSAFE AUSTRALIA PTY LTD	Provision of Supplementary Electrical Inspection Services in the IOTA	2-Dec-24	30-Jun-25	99,404.00
CN4115227	GEOSYNTEC CONSULTANTS PTY LTD	Provision of specialist contaminated land	1-Nov-24	31-Oct-26	219,551.75

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		auditor services - PFAS Airports Taskforce			
CN4115228	AVOCA CONTRACTING	NICS Exterior Painting of Blocks B,C,P	14-Dec-24	22-Jan-25	39,065.00
CN4115229	J.SANDERS CONSTRUCTION	NIHRACS Evac Path & Pathology Upgrade	6-Dec-24	30-Jun-25	260,616.85
CN4115230	R BIGG CONSTRUCTION	NICS Teachers Carpark Cattlestop and Associated Works	14-Dec-24	20-Jan-25	41,682.88
CN4115231	GLAEBA (07) PTY LTD T/A ENVIRONMENT ENVIRONMENTAL EARTH SCIENCES QLD	Specialist Contaminated Land Auditor Services	25-Nov-24	24-Nov-26	386,078.00
CN4115232	Hudson Global Resources (Aust) P/L	Contractor	11-Dec-24	30-Jan-26	665,000.00
CN4115233	HP PPS AUSTRALIA PTY LTD	ICT Equipments	5-Dec-24	4-Mar-25	311,542.00
CN4115363	GRIFFIN LEGAL PTY LIMITED	External Probity Advisor	19-Dec-24	30-Jun-26	23,288.75
CN4115364	PLATINUM FLOW PLUMBING SOLUTIONS	Emergency sewer work	28-Oct-24	31-Jan-25	20,350.00
CN4115365	WESTERN ENVIRONMENTAL PTY LTD	Provision of specialist contaminated land auditor services PFAS Airports Taskforce	1-Nov-24	31-Oct-26	296,980.75
CN4115366	GHD PTY LTD	Provision of specialist contaminated land auditor services PFAS Airports Taskforce	25-Nov-24	24-Nov-26	203,540.19
CN4115367	ELA EGIDY	Artbank publication	13-Nov-24	31-Jul-25	16,335.00
CN4115368	INTOPIA PPTY LTD	Digital accessibility maturity assessment	9-Dec-24	28-Feb-25	29,040.00
CN4115433	JPS MEDICAL RECRUITMENT	Agency Nursing Services for Indian Ocean Territories	10-Dec-24	31-Jan-25	33,000.00
CN4115434	THINKPLACE AUSTRALIA PTY LTD	Meeting facilitator	7-Oct-24	1-Nov-24	14,719.00

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CN4117272	DR HEATHER CONNORS	Provision of Locum Doctor Services	16-Dec-24	31-Mar-25	62,900.00
CN4117273	WORMALD AUSTRALIA PTY LTD	Fire Equipment Purchase	12-Dec-24	31-Mar-25	21,375.20
CN4117274	Hudson Global Resources (Aust) P/L	Senior Media Officer	27-Sep-24	27-Feb-25	11,440.00
CN4117275	RESOLVE MARITIME	specialist Advice to Inform Independent Reviews of Shipping Reg Act and Coastal Trading Act	9-Dec-24	28-Feb-25	44,000.00
CN4117276	AGORA CONSULTING PTY LTD	Lessons Learnt Review	30-Oct-24	31-Mar-25	99,032.00
CN4117277	Hudson Global Resources (Aust) P/L	Placement Fee	2-Sep-24	30-Aug-25	11,440.00
CN4117356	WEST COAST AEROMEDICAL	EMERGENCY MEDICAL EVACUATION SERVICES	14-Dec-24	31-Dec-24	162,042.80
CN4117357	St John Ambulance Australia (NSW)	Emergency care and transport ambulance services for Norfolk Island	1-Jan-25	31-Dec-27	1,317,217.00
CN4117358	INCONMAT AUSTRALIA	Glass Fibre Reinforcement Polymer Materials - Bounty Street Bridge	13-Dec-24	31-Mar-25	57,417.11
CN4117359	AECOM AUSTRALIA PTY LTD	Bounty Street Bridge Project Tender and Delivery Support	12-Dec-24	30-Jun-25	34,469.00
CN4117360	CRAFT ACT CRAFT AND DESIGN CENTRE I	ARtwork 16887	23-Sep-24	31-Dec-24	11,000.00
CN4117361	CASSANDRA BIRD GALLERY PTY LTD	Artwork 16874	13-Sep-24	31-Dec-24	16,500.00
CN4117362	PROXIMITY ADVISORY SERVICES PTY LTD	Probity Advisory Services	16-Dec-24	31-Dec-25	120,758.00
CN4117363	ROYAL MELBOURNE INSTITUTE OF TECHNO	Data subscription renewal with AUO portal	16-Dec-24	30-Jun-25	137,500.00
CN4117364	Calleo Indigeno Pty Ltd	Business Analyst	10-Jan-25	30-Jun-25	162,624.00

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CN4118589	PR POWER PTY LTD Project Rentals Pty Ltd	Part Replacement for a Generator	20-Dec-24	28-Feb-25	15,238.60
CN4118590	ST JOHN AMBULANCE AUSTRALIA WESTERN AUST) INC	Paramedic Support for Christmas Island	19-Dec-24	31-Jan-25	76,987.00
CN4118592	WRECK BAY ABORIGINAL COMMUNITY CNL.	Local Government Services Agreement 2021-2024	11-Dec-24	30-Jun-26	644,052.56
CN4118593	CBR RECRUITMENT PTY LTD	Scribe Services for a Bulk Round	5-Dec-24	31-Dec-24	11,126.50
CN4118594	INTERNATIONAL COUNCIL ON CLEAN TRAN	Specialised Writing Services	11-Dec-24	30-Jun-25	150,000.00
CN4118595	CBR RECRUITMENT PTY LTD	Scribe Services for a Bulk Round	19-Dec-24	31-Dec-24	20,158.05
CN4119289	JPS MEDICAL RECRUITMENT	Provision of Agency Nursing Services for the Indian Ocean Territories	24-Dec-24	30-Jun-25	288,000.00
CN4119290	ISLAND POWER CO PTY LTD	Trenching Works and Cable replacement WI	11-Dec-24	20-Dec-24	36,000.00
CN4119291	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	EMERGENCY MEDICAL EVACUATION SERVICES	24-Dec-24	31-Dec-24	99,778.87
CN4119292	GRACE REMOVALS (AUSTRALIA) PTY LTD	Exit Relocation of Personal Effects - Building and Works Supervisor	23-Dec-24	31-May-25	15,699.41
CN4119293	NORFOLK FORWARDING SERVICES PTY LTD	Freight for Glass Fibre Reinforcement Polymer Materials	20-Dec-24	31-Mar-25	24,000.00
CN4119294	HIVAC SERVICES PTY LTD	Faulty High Voltage Cable Replacement	19-Dec-24	20-Dec-24	60,292.06
CN4119295	DATACAMP INC	Data Subscription Services	5-Dec-24	27-Nov-25	27,500.00
CN4119296	WHON PTY LTD	Training Services	6-Feb-25	31-Dec-25	11,770.00
CN4119297	FACTOR TECH PTD LTD	ICT Professional Services	23-Dec-24	30-Jun-25	542,859.41
CN4119298	LULU JIJI INDIGENOUS DESIGN & CONSU	Committee member services	11-Dec-24	11-Dec-26	22,720.00

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CN4119299	Terri Janke & Company Pty Ltd	Committee member services	11-Dec-24	11-Dec-26	28,400.00
CN4119300	CHRISTINE GRANT	Committee member services	11-Dec-24	11-Dec-26	22,720.00
CN4119301	DEEN JUSTIN SANDERS	Committee member services	11-Dec-24	5-Jun-25	2,443.62
CN4119302	NATIONAL NATIVE TITLE COUNCIL LTD	Committee member services	11-Dec-24	11-Dec-26	22,720.00
CN4119303	JAMES M K MORGAN	Committee member services	11-Dec-24	11-Dec-26	22,720.00
CN4119304	ALANA GALL	Committee member services	11-Dec-24	11-Dec-26	22,720.00
CN4119305	ASPIRE (FIRST NATIONS) PTY LTD	Committee member services	11-Dec-24	11-Dec-26	22,720.00
CN4119471	ORTHO-CLINICAL DIAGNOSTICS AUSTRALI	Supply of Biochemistry Reagents to the Pathology Laboratory	2-Jan-25	30-Jun-25	25,000.00
CN4119472	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	19-Dec-24	20-Jun-25	20,962.80
CN4119473	ARA ELECTRICAL HIGH VOLTAGE SERVICE T/A TRANSELECT	Design for removal and installation of substations	17-Oct-24	31-Dec-24	10,345.50
CN4119787	ISLAND POWER CO PTY LTD	Electrical Services- Cable Replacement, West Island	11-Jan-25	30-Jan-25	19,000.00
CN4119788	HIVAC SERVICES PTY LTD	Replacement of Faulty HV Cable on Cocos (Keeling) Islands	10-Jan-25	31-Jan-25	95,158.40
CN4119789	SG FLEET AUSTRALIA PTY LTD	Light vehicles services for the Indian Ocean Territories	31-Oct-24	30-Jun-26	175,925.33
CN4119790	CONSULT MARINE PTY LTD	Engineering Services in Norfolk Island	20-Jan-25	31-Dec-26	912,138.00
CN4119791	BLUE FLAG PTY LTD	Automotive data	12-Dec-24	30-Jun-25	79,530.00
CN4119959	STARTECH IT CONSULTING PTY LTD	ICT Labour Hire Services	26-Nov-24	14-Mar-26	302,790.40

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CN4120319	JULIEMAN PTY LTD T/A COMPLETE BUILDING SUPPLIES WA	Supply of Materials for Staff Housing Verandah	8-Jan-25	31-Mar-25	14,769.95
CN4120320	AECOM AUSTRALIA PTY LTD	Provision of Electrical Design Services at Western Sydney International (WSI)	6-Jan-25	21-Sep-25	215,724.68
CN4120322	WATSON ISLAND CARPENTRY & EXCAVATIN T/A The Watson Island Family Trust	Building and Construction Services	3-Mar-25	30-Jun-25	40,642.00
CN4120323	TERRI JANKE & COMPANY PTY LTD	External probity adviser services	17-Dec-24	31-Dec-25	33,000.00
CN4120324	CBR RECRUITMENT PTY LTD	Scribe Services	17-Dec-24	31-Dec-24	15,077.43
CN4120325	HAYS SPECIALIST RECRUITMENT (AUST)	Labour hire services	11-Dec-24	30-Jun-25	39,384.80
CN4120326	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Graduate Program Advertising	24-Jan-25	27-Apr-25	49,866.25
CN4121171	HIGH ENERGY SERVICE PTY LTD	Generator Control System on Cocos (Keeling) Islands	8-Jan-25	31-Dec-25	294,448.00
CN4121172	S&P GLOBAL MARKET INTELLIGENCE	Market Analysis Data Subscriptions 2024-25	15-Dec-24	14-Dec-25	48,166.38
CN4121173	CBR RECRUITMENT PTY LTD	Scribe Services	20-Dec-24	20-Dec-24	12,859.28
CN4121615	AIR-MET SCIENTIFIC PTY. LTD	Water Quality Managing Equipment	6-Jan-25	28-Feb-25	16,927.90
CN4121616	Verian Group Australia Pty Ltd	Evaluation services for the School Student Broadband Initiative	14-Jan-25	30-Jun-26	317,317.00
CN4121617	Hudson Global Resources (Aust) P/L	Labour hire services (placement)	10-Dec-24	25-Dec-24	11,440.00
CN4122281	ADRIFT NUTRITION	Dietician Services	10-Jan-25	30-Jun-25	39,627.90

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CN4122282	INDIAN OCEAN GROUP TRAINING ASSOCIA	Power Service Apprenticeship Program	13-Jan-25	12-Jan-29	426,724.50
CN4122283	ERNST & YOUNG	Financial Statements Valuation	15-Jan-25	30-Sep-25	54,046.00
CN4122284	ELM COMMUNICATIONS CANBERRA PTY LTD	Workshop facilitating services for strategic brand, marketing and communications	13-Jan-25	21-Feb-25	11,990.00
CN4122285	Auslan Consultancy Pty Ltd	Auslan Translation Services	6-Jan-25	10-Jan-25	13,048.70
CN4122743	BARKLY REGIONAL COUNCIL	Business Support for delivering of Government Project	16-Jan-25	27-Jun-25	330,000.00
CN4122744	DELOITTE TOUCHE TOHMATSU	Cost Benefit Analysis Service	13-Jan-25	30-Dec-25	366,420.00
CN4122745	FACE2FACE RECRUITMENT	Scribing Services - Bulk Recruitment Rounds	4-Nov-24	8-Dec-24	41,912.31
CN4123342	VOITEC PTY LTD	Software Services	26-Jan-25	25-Jan-26	11,567.60
CN4123343	CHALFONT CONSULTING PTY LTD	Digital Solution Development Services	20-Jan-25	19-Jan-26	3,257,760.00
CN4123344	YARDSTICK ADVISORY PTY LTD	Internal Audit Services	13-Jan-25	30-Jun-26	250,000.00
CN4123345	KPMG	Internal Audit Services	13-Jan-25	30-Jun-26	250,000.00
CN4123346	Gillian Beaumont Recruitment Pty Li	End to end recruitment services	23-Dec-24	20-Jun-25	27,500.00
CN4124085	SG FLEET AUSTRALIA PTY LTD	Light vehicle purchase for the Indian Ocean Territories	22-Jan-25	30-Jun-26	111,433.34
CN4124086	GE HEALTHCARE AUSTRALIA PTY LIMITED TRADING AS: GE HEALTHCARE	Essential Specialised Medical Equipment	23-Jan-25	30-Jun-25	40,751.00
CN4124088	UNIVERSITY OF TECHNOLOGY SYDNEY	Controlled Test Facility	1-Jan-25	31-Dec-27	4,973,352.94
CN4124089	UNIVERSITY OF TECHNOLOGY SYDNEY	Research Program	1-Jan-25	31-Dec-27	1,413,706.47
CN4124090	COBALT CONSULTING SERVICES PTY LIMI	Internal Audit Services	13-Jan-25	30-Jun-26	250,000.00

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CN4124519	WOODWARD'S AGENCIES PTY LTD NORFOLK ISLAND BUILDING SUPPLIES	Supply of Construction Materials	3-Feb-25	30-Apr-25	150,995.00
CN4124520	SENVERSA PTY LTD	Norfolk Island PFAS Monitoring-Year 4	30-Jan-25	30-Aug-25	110,600.00
CN4124521	YARDSTICK ADVISORY PTY LTD	Infrastructure Investment Assurance Program	22-Jan-25	30-Jun-25	184,162.00
CN4124522	TERRACE SERVICES PTY LTD	IT Sourcing & Procurement Advisory Services	9-Dec-24	31-Dec-25	450,000.00
CN4125326	JAN HETENYI	Locum Doctor Services	22-Jan-25	30-Apr-25	56,700.00
CN4125327	EAST WEST CERAMICS (WA) PTY LTD	Supply of floor tiles to Christmas Island	24-Jan-25	30-Jun-25	178,316.10
CN4125328	LAB 3 PTY LTD	M365 Discovery and Implementation Services	20-Jan-25	30-Jun-26	3,200,605.50
CN4125329	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Services - Board Appointment	10-Feb-25	2-Mar-25	49,500.00
CN4125330	PUBLIC AFFAIRS NETWORK PTY LTD	Leading facilitation of roundtable discussions	30-Jan-25	28-Mar-25	39,600.00
CN4125349	LEX AUSTRALIA PTY LTD	Software Maintenance and Support Continuation of CN3953669	24-Mar-25	23-Feb-26	12,540.00
CN4126263	DEPARTMENT OF STATE DEVELOPMENT, IN	SEQ City Deal Governance Administration	31-Jan-25	30-Jun-25	165,000.00
CN4126264	DEPARTMENT OF STATE DEVELOPMENT, IN	Public Art Initiatives Administration	31-Jan-25	30-Jun-25	220,000.00
CN4126265	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	EMERGENCY MEDICAL EVACUATION SERVICES	19-Jan-25	20-Jan-25	71,766.91
CN4126266	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	EMERGENCY MEDICAL EVACUATION SERVICES	27-Jan-25	28-Jan-25	81,020.60

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CN4126267	Ian McPhee Consulting	Audit and Risk Committee member	1-Jan-25	31-Dec-26	120,000.00
CN4126268	DAVID BRYANT CONSULTING PTY LTD	Audit and Risk Committee member	1-Jan-25	31-Dec-26	65,000.00
CN4127435	DATA#3 LTD	Software Maintenance	6-Feb-25	19-Jan-26	37,165.26
CN4128454	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation of Personal Effects	12-Feb-25	30-Jun-25	19,170.33
CN4128455	ACKER PTY LTD	Supply of Construction Materials	3-Feb-25	30-Jun-25	27,860.00
CN4128456	Hudson Global Resources (Aust) P/L	Temporary Personnel Engagement	30-Jan-25	10-Mar-25	11,440.00
CN4128457	PROXIMITY ADVISORY SERVICES PTY LTD	Development of Portfolio and Program Guide	24-Feb-25	30-Jun-25	123,243.30
CN4128458	REFINITIVE AUSTRALIA PTY LIMITED	Vendor Due Diligence Data Service	24-Dec-24	24-Dec-25	39,600.00
CN4128973	JPS MEDICAL RECRUITMENT	Agency Nursing Services to the Indian Ocean Territories	17-Feb-25	30-Jun-25	137,000.00
CN4128974	JPS MEDICAL RECRUITMENT	Agency Nursing Services to the Indian Ocean Territories	18-Feb-25	25-Apr-25	100,000.00
CN4128975	BILL BURTON BUILDING	Carpentry services	17-Feb-25	30-Jun-25	33,000.00
CN4128976	Hudson Global Resources (Aust) P/L	Placement fee for staff engagement	13-Feb-25	30-May-25	11,440.00
CN4128977	Australian National University	Cost-Benefit Analysis Services	31-Jan-25	20-Jun-25	256,946.65
CN4131004	WATSON ISLAND CARPENTRY & EXCAVATIN T/A The Watson Island Family Trust	Construction Service on Cocos (Keeling) Island	1-Apr-25	27-Jun-25	49,860.00
CN4131005	HIVAC SERVICES PTY LTD	Replacement of Ring Main Units and Transformer	7-Mar-25	8-Apr-25	120,938.25
CN4131006	FUTURE POWER WA PTY LTD	Electrical Services	26-Feb-25	30-Jun-25	150,996.00
CN4131007	SHIRE OF CHRISTMAS ISLAND	Construction and Maintenance Service	25-Feb-25	30-Jun-25	35,000.00

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CN4131008	GHD PTY LTD	Biodiversity Offsets	24-Feb-25	21-Mar-25	66,889.12
CN4131009	GRACE REMOVALS (AUSTRALIA) PTY LTD	Exit Relocation of Personal Effects	21-Feb-25	30-Jun-25	28,484.55
CN4131010	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation of Personal Effects	21-Feb-25	30-Jun-25	13,563.00
CN4131011	AVOCA CONTRACTING	Asbestos Removal	10-Mar-25	30-Jun-25	48,100.00
CN4131012	ROD TWITCHIN MARINE PTY LTD	Safety Management System - Marine Rescue	20-Feb-25	30-Jun-25	15,000.00
CN4131013	ORIMA RESEARCH	Developmental Research Services	18-Feb-25	30-Jun-26	579,900.97
CN4131014	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor services	3-Feb-25	30-Jun-25	162,740.63
CN4131015	THE TRUSTEE OF KIRRA SERVICES UNIT	Purchase of computer related kits	21-Feb-25	21-May-25	10,063.35
CN4131016	Axiell Pty Ltd	Program Maintenance and support	1-Mar-25	28-Feb-26	29,605.65
CN4131017	IAS Logistics Pty Ltd	Crating Services	24-Feb-25	30-Apr-25	14,025.00
CN4131018	Australian National University	French Research Phase 2	18-Feb-25	30-Apr-25	76,610.60
CN4131019	INTOPIA PPTY LTD	Accessibility review of software system	17-Feb-25	16-Aug-25	65,340.00
CN4133363	WARTSILA AUSTRALIA PTY LTD	Technical Services - Christmas Island	7-Mar-25	29-Mar-25	219,968.00
CN4133364	FUTURE POWER WA PTY LTD	Electrician Services	7-Mar-25	29-Mar-25	42,896.00
CN4133365	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Service	6-Mar-25	6-Mar-25	71,766.91
CN4133366	SHIRE OF CHRISTMAS ISLAND	Fisheries Services	27-Feb-25	30-Jun-27	1,898,448.00
CN4133367	JPS MEDICAL RECRUITMENT	Provision of Locum Nursing Services to the Indian Ocean Territories	4-Mar-25	30-Jun-25	70,000.00
CN4133368	ACOR CONSULTANTS PTY LIMITED	Structure and Safety Report - Christmas Island	21-Feb-25	30-Jun-25	128,975.00
CN4133369	THE SOCIAL RESEARCH CENTRE	Television and Media Survey 2025	7-Mar-25	29-May-26	397,863.40

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CN4133370	THE SOCIAL RESEARCH CENTRE	Functional update of the Classification Guidelines	7-Mar-25	30-Sep-25	592,953.90
CN4133371	Hudson Global Resources (Aust) P/L	Labour Hire Services	3-Mar-25	30-Jun-25	48,206.16
CN4133454	GHD PTY LTD	Asbestos Management Services	28-Oct-24	30-Apr-25	95,209.40
CN4134942	FUTURE ENGINEERING AND COMMUNICATIO	Specialised Services - Telecommunication	20-Feb-25	30-Jun-25	409,800.00
CN4134943	BLUEBIRD ADVISORY PTY LTD	ICT Scoping and Design Services	3-Mar-25	30-Jun-25	549,827.00
CN4134944	35 SOUTH ADVISORS PTY LTD	Business Case Support Services	17-Feb-25	30-Jun-25	241,042.08
CN4135732	THE COUNCIL OF CAMDEN CAMDEN COUNCIL	Purchase of Biodiversity Offsets	7-Mar-25	26-Mar-25	156,531.64
CN4135733	INDIAN OCEAN GROUP TRAINING ASSOCIA	Indian Ocean Territories Health Service	17-Mar-25	31-Dec-27	150,000.00
CN4135734	GALLAGHER BASSETT PTY LTD	Insurance Broking Services	31-Mar-25	31-Mar-26	184,444.46
CN4135735	REXEL ELECTRICAL SUPPLIES PTY LTD	Supply of Electric Equipment	12-Mar-25	30-Apr-25	59,595.00
CN4135736	ALI CIVIL PTY LTD	Construction Services for Demolition and Remediation	11-Mar-25	30-Jun-25	444,562.00
CN4135737	MATTHEW REEVES	Invasive Weed & Land Management	7-Mar-25	30-Jun-25	60,000.00
CN4135738	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation of Personal Effects	12-Mar-25	30-Sep-25	31,543.86
CN4135739	GRIFFIN LEGAL PTY LIMITED	Probity Advisory Services	5-Mar-25	31-Dec-25	29,951.05
CN4135740	WEST COAST DENTAL	Supply of Essential Medical Equipment	6-Mar-25	30-Jun-25	12,500.00
CN4135741	HIGH ENERGY SERVICE PTY LTD	Labour Hire-Electrician	21-Feb-25	22-Apr-25	92,700.00
CN4135742	RDA - MID NORTH COAST	Norfolk Island Sheep Embryo Program	3-Feb-25	30-Aug-25	50,000.00
CN4135743	SPARKE HELMORE LAWYERS	Probity Services	30-Jan-25	19-Dec-25	55,399.00

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CN4135744	L&L DESIGN AND PRODUCTION PTY LTD	Annual Report Publication 2024-25	17-Mar-25	31-Dec-25	20,009.00
CN4135745	TELUS HEALTH (AUSTRALIA) PTY LTD	Employee Assistance Program	1-Jan-25	30-Jun-26	400,000.00
CN4135746	Wings Education	Executive Leadership Development Program-PNG Aviation Agencies	14-Mar-25	30-Jun-26	280,000.00
CN4135747	HAYS SPECIALIST RECRUITMENT (AUST)	Scribe services for interview panels	7-Mar-25	30-Jun-25	15,000.00
CN4135748	GHD PTY LTD	2024 Asbestos Management Services	7-Mar-25	30-May-25	180,004.00
CN4135749	ERNST & YOUNG	National Transport Agencies Review	5-Mar-25	6-Jun-25	311,850.00
CN4135750	KPMG	Financial Statements Valuation Services	10-Mar-25	30-Nov-27	234,000.00
CN4135751	ERNST & YOUNG	Financial Statements Valuation Services	10-Mar-25	30-Nov-27	299,250.00
CN4135752	ERNST & YOUNG	Financial Statements Valuation Services	10-Mar-25	30-Nov-27	119,700.00
CN4135947	COCOS (KEELING) ISLANDS SHIRE COUNCIL	Fisheries Services for the Cocos (Keeling) Islands	11-Mar-25	30-Jun-27	1,938,000.00
CN4135948	DELOITTE TOUCHE TOHMATSU	Mid-Term Measure Economic Analysis	17-Mar-25	31-Jul-25	351,919.70
CN4137658	OECD	International Transport Forum Membership	14-Feb-25	31-Dec-25	115,964.26
CN4137659	JVARA HEALTH (MATTHEW ECKERSLEY)	Provision of Locum Doctor Services	20-Mar-25	30-Jun-25	81,000.00
CN4137660	BRADLEY RAYMOND STRINGER T/A LEADERSHIP ANALYTICAL TECHNICAL	Indian Ocean Territories Management	19-Mar-25	25-Apr-25	27,500.00
CN4137661	CHRISTMAS ISLAND WATSTAR PTY LTD T/A GREGORY CI MAINTENANCE (GCIM)	Plumbing Services at Christmas Island	11-Dec-24	30-May-25	79,985.00
CN4137662	UNITED EQUIPMENT PTY LTD	Repair Faults on Elevated work Platform	18-Mar-25	30-May-25	24,631.88

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CN4137663	PLAIN ENGLISH FOUNDATION PTY LTD	English Training Services	24-Mar-25	30-Jun-25	71,714.86
CN4137665	VERIZON AUSTRALIA PTY LIMITED	Major Internet Connection Services	1-Jun-25	30-Jul-26	249,018.00
CN4137666	WALLIS CONSULTING GROUP PTY LTD T/A WALLIS MARKET & SOCIAL RESEARCH	Survey - National Road Safety Community Attitudes	1-Apr-25	30-Sep-25	183,094.00
CN4137667	PLAIN ENGLISH FOUNDATION PTY LTD	Writing Course	24-Apr-25	30-Jun-25	190,000.00
CN4137668	DELOITTE TOUCHE TOHMATSU	Local Content Costing	17-Mar-25	16-Jun-25	304,244.58
CN4138137	NORFOLK ELECTRICAL	Electrical Distribution Upgrades	1-Apr-25	30-Jun-25	56,536.80
CN4138138	HANDMARK GALLERY PTY LTD	Artwork Acquisition	12-Dec-24	6-Apr-25	15,000.00
CN4141116	GLOBAL SPECIALISED SERVICES PTY LTD	Freight logistics	11-Mar-25	4-Apr-25	36,031.71
CN4141117	THE SOCIAL DECK PTY LTD	Facilitation and professional services	31-Mar-25	19-Dec-25	395,031.60
CN4141118	WORLD ROAD ASSOCIATION (PIARC) MONDIALE DE LA ROUTE	Association Membership	1-Jan-25	31-Dec-25	50,000.00
CN4141119	MUNUPI ARTS & CRAFTS ASSN INC T/A Munupi Arts	Artwork Acquisition	17-Feb-25	17-Apr-25	15,000.00
CN4141120	KING STREET STUDIOS PTY LTD	Artwork Acquisition	4-Mar-25	30-Apr-25	13,500.00
CN4141177	FUTURE POWER WA PTY LTD	Labour Hire Services	18-Mar-25	26-Mar-25	30,883.27
CN4141178	COMMITTEE FOR ECONOMIC DEVELOPMENT OF AUSTRALIA (CEDA)	CEDA Membership 2025	1-Jun-25	31-May-26	12,210.00
CN4141180	CHRISTIAN BAILEY AGENCIES	Building materials	1-Apr-25	30-Apr-25	57,393.20
CN4141181	INFRASTRUCTURE NSW	Database services	26-Mar-25	31-Dec-25	100,000.00

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CN4141182	WARTSILA AUSTRALIA PTY LTD	Provision of Engineering Technical Services f	25-Mar-25	30-Jun-25	184,568.00
CN4141183	REMOTE CONSTRUCTION AND ENGINEERING	Supply, delivery and installation of shed	19-Mar-25	30-Jun-25	29,555.00
CN4141184	FAIRFAX MEDIA PUBLICATIONS PTY LIMI FAIRFAX MEDIA	Subscriptions	7-Mar-25	6-Mar-26	35,000.00
CN4141185	IAS Logistics Pty Ltd	Freight services	28-Mar-25	9-May-25	167,342.80
CN4141186	JB HI-FI GROUP PTY LTD	Computer Peripherals	27-Mar-25	26-Jun-25	33,900.00
CN4141187	Kordamentha Pty Ltd	Technical advice and valuation of program	25-Mar-25	16-Jun-25	182,585.00
CN4141188	RICOH AUSTRALIA PTY LTD	Major Office Machines	1-Apr-25	7-Jul-26	721,800.85
CN4141189	HEWLETT PACKARD AUST PTY LTD	Hardware Maintenance	1-Apr-25	31-Mar-26	23,472.52
CN4141190	CANPRINT COMMUNICATIONS PTY LTD T/A CANBERRA MAILING & ENVELOPES	Printing	31-Mar-25	26-Apr-25	12,254.00
CN4141191	Hudson Global Resources (Aust) P/L	Placement fee	24-Mar-25	20-Mar-26	11,440.00
CN4141192	SAP AUSTRALIA PTY LTD	SuccessFactors Recruitment Cloud Services 2025-26	28-Mar-25	27-Mar-26	79,492.14
CN4141193	CALLIDA PTY LTD	Review of regulatory charges	3-Apr-25	30-Sep-25	138,013.00
CN4141194	MTP SERVICES PTY LTD	Delivery of website services	21-Mar-25	20-Sep-25	458,304.00
CN4141195	COX ARCHITECTURE PTY LTD	Lead Design Consultant	25-Mar-25	30-Jun-29	2,716,127.35
CN4141219	INTEGRATED AIR T/A GOODSIGN INVESTM	Repairs to Medical Gases Pipeline System	4-Apr-25	30-Jun-25	27,320.00
CN4143210	TARRION HOLDINGS PTY LTD	Specialist Technical Advice	18-Dec-24	28-Feb-25	10,000.00
CN4143211	KAREN WILLIAMS	Audit and Risk Committee Membership	1-Jan-25	31-Dec-27	97,500.00
CN4143212	PFM ADVISORY SERVICES PTY LTD	Audit and Risk Committee Membership	1-Jan-25	31-Dec-27	120,000.00

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CN4143213	AUSTRALIAN INSTITUTE OF COMPANY DIRECTORS	Educations and training	5-Mar-25	18-Apr-25	44,704.00
CN4143216	WHON PTY LTD	Executive Learning Membership Fee	24-Mar-25	24-Mar-26	16,390.00
CN4143217	SCRD HOLDINGS PTY LTD	Hardware Disposal Services	21-Mar-25	21-Jun-25	40,650.40
CN4143218	TPG INTERACTIVE, LLC TGPI	Accessibility Resource Centre Tool	24-Mar-25	23-Mar-26	35,000.00
CN4143221	GML HERITAGE PTY LTD	Christian's Minde Historic Heritage Plan	31-Mar-25	30-Jun-25	74,256.60
CN4143222	REMOTE STRATEGY PLUS	Barkly Regional Deal Governance Review	26-Mar-25	16-Jun-25	40,414.00
CN4143223	STICKY TICKETS PTY LTD	Garma Tickets 2025	27-Mar-25	4-Aug-25	67,322.00
CN4143224	DOMAIN HOLDINGS AUSTRALIA LIMITED	Housing Affordability Data	28-Mar-25	31-Dec-25	38,764.00
CN4143254	HIGH ENERGY SERVICE PTY LTD	Electrical and Technical Support Services	4-Apr-25	30-Mar-27	214,030.00
CN4143255	R BIGG CONSTRUCTION	Building maintenance and repair services	1-Apr-25	30-Jun-25	51,100.00
CN4143256	MILLER AVIATION PARTNERS PTY LTD	Technical Adviser	4-Apr-25	31-Aug-25	13,750.00
CN4143289	GILBERT & TOBIN LAWYERS	Legal Services	8-Apr-25	30-Jun-26	168,000.00
CN4143290	COMPAS PTY LTD	Specialist role in the PFAS Program	5-May-25	30-Jun-26	632,399.63
CN4143291	Horizon One Recruitment Pty Ltd	Specialist role in the PFAS Program	28-Apr-25	30-Jun-26	496,192.13
CN4143292	Horizon One Recruitment Pty Ltd	Specialist roles in the PFAS Program	28-Apr-25	30-Jun-26	387,681.94
CN4143332	IBISWORLD PTY LTD	IBISWorld Data Subscription 2025-26	30-Apr-25	29-Apr-26	26,961.00
CN4143337	JPS MEDICAL RECRUITMENT	Agency Registered Nurse	9-Apr-25	8-Jul-25	100,000.00
CN4143343	HAYS SPECIALIST RECRUITMENT (AUST)	Specialist role in the PFAS Program	22-Apr-25	30-Jun-26	297,344.25
CN4144507	GP SERVICES GARRY GEORGE PARSONS	Emergency Remediation Works at Cascade Pier	15-Apr-25	30-Jun-25	183,041.00

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CN4144508	JULIEMAN PTY LTD T/A COMPLETE BUILDING SUPPLIES WA	Drumsite Village Paint Supply	7-Apr-25	30-Jun-25	29,207.00
CN4144509	SOL PEOPLE PTY LTD	Replacement option for the Coastal Trading Licencing System	4-Apr-25	30-Jun-25	220,000.00
CN4144510	THE NIELSEN COMPANY AUSTRALIA PTY L	Acquisition of data - specialised data	13-Mar-25	30-Apr-25	199,995.00
CN4144990	AZZOPARDI CIVIL PTY LTD	Property management services in Greendale NSW	18-Apr-25	18-Apr-26	75,000.00
CN4144991	PWC PRODUCT SALES LLC (US)	Data Subscription Service	31-Mar-25	30-Mar-26	32,000.00
CN4144992	Lex Australia Pty Ltd	LEX Matter Management System - Legal Services	16-Apr-25	30-Apr-26	10,560.00
CN4144993	COMMITTEE FOR ECONOMIC DEVELOPMENT OF AUSTRALIA (CEDA)	CEDA membership 2025-26	1-May-25	30-Apr-26	12,210.00
CN4146186	GRACE REMOVALS (AUSTRALIA) PTY LTD	*Relocation assistance community health nurse to cocos(Keeling) islands	24-Apr-25	30-Jun-25	10,926.28
CN4146187	JPS MEDICAL RECRUITMENT	Provision of Locum Nursing Services to the IOTs	16-Apr-25	31-Jul-25	130,000.00
CN4146188	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Service	2-Apr-25	2-Apr-25	71,766.91
CN4146189	WEST COAST AEROMEDICAL	Emergency Medical Evacuation Services	16-Apr-25	30-Apr-25	94,155.00
CN4146190	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Service	11-Apr-25	11-Apr-25	71,766.91
CN4146191	BIGG CONSTRUCTIONS GROUP PTY LTD	NIHRACS Building Firewall	15-Apr-25	30-Jun-25	45,930.60
CN4146192	TECHITUP PTY LTD	Contractor	28-Apr-25	19-Dec-25	307,000.00
CN4146193	GALLAGHER BASSETT PTY LTD	Insurance Advisory	16-Apr-25	30-Jun-25	77,984.00

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CN4146195	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation assistance	24-Apr-25	30-Jun-25	16,000.00
CN4146237	JPS MEDICAL RECRUITMENT	Provision of Locum Nursing Services to the IOTs	23-Apr-25	31-Jul-25	130,000.00
CN4146544	EVOLVE FM PTY LTD	TELEPHONY SERVICES OPERATORS	1-May-25	30-Jun-26	325,325.00
CN4148036	JULIEMAN PTY LTD T/A COMPLETE BUILDING SUPPLIES WA	Supply of CFC Sheeting	30-Apr-25	30-Jun-25	110,500.00
CN4148037	RLDATIX AUSTRALIA PTY LTD T/A RISKM	Software License	1-May-25	30-Apr-26	14,092.16
CN4148038	MINGARA AUSTRALASIA PTY LTD	Commonwealth Test Lead NMS	24-Apr-25	3-Apr-26	415,800.00
CN4148039	HIVAC SERVICES PTY LTD	Installation of SWRO RMU and Transformer on Cocos Islands	25-Apr-25	23-May-25	95,158.40
CN4148040	MILLS OAKLEY	External Probity Advice	29-Apr-25	31-Dec-25	75,000.00
CN4148041	JCP STUDIOS UNIT TRUST	Artwork Frames TF2M	2-Apr-25	2-May-25	13,676.29
CN4148042	lawyerbank Pty Ltd	Legal Services 2025-26	15-May-25	14-Nov-25	178,035.00
CN4148043	lawyerbank Pty Ltd	Legal Services 2025-26	12-May-25	28-Nov-25	272,415.00
CN4148044	MURAWIN PTY LTD	Procurement of a First Nations consultant to undertake targeted engagement	28-Apr-25	30-Jun-25	134,571.80
CN4148578	GHD PTY LTD	Independent Building Structural Assessment	24-Mar-25	30-Jun-25	64,843.90
CN4148579	JULIEMAN PTY LTD T/A COMPLETE BUILDING SUPPLIES WA	Supply of Skirting materials	1-May-25	30-Jun-25	26,656.00
CN4148580	EAST WEST CERAMICS (WA) PTY LTD	Supply of Tile Glue	30-Apr-25	30-Jun-25	67,944.15
CN4148581	CHARTER KECK CRAMER PTY LTD	Data for medium & high density dwellings	29-Apr-25	30-Jun-25	20,630.50
CN4148582	PROXIMITY ADVISORY SERVICES PTY LTD	Procurement and probity advisory services	5-May-25	30-Sep-25	78,000.00

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CN4148583	AUSTRALIAN LOCAL GOVERNMENT ASSOCIA	2025 ALGA-NGA Sponsorship Agreement with DITRDCA	23-Apr-25	30-Jun-25	33,000.00
CN4148584	ASPECT ORGANISATIONAL PSYCHOLOGISTS	Psychosocial Risk Management	4-Feb-25	4-Nov-25	79,000.00
CN4148585	INTOPIA PPTY LTD	Web Content Accessibility Guidelines	16-Apr-25	30-Jun-26	107,305.00
CN4148586	INFOCAPITAL PTY LTD	TM1/IBM Planning Analytics licences	17-Apr-25	30-Jun-26	58,277.66
CN4149351	RIYADS CATERING	Catering for Australian Universal Postal Union candidacies in Switzerland	17-Feb-25	21-Feb-25	21,000.00
CN4149353	WRECK BAY ABORIGINAL COMMUNITY CNL.	Local Government Services	1-May-25	30-Jun-25	37,611.64
CN4149354	JPS MEDICAL RECRUITMENT	Provision of Locum Nursing Services to the IOTs	2-May-25	30-Sep-25	110,000.00
CN4149355	ARA ELECTRICAL HIGH VOLTAGE SERVICE T/A TRANSELECT	Underground electricity supply Wreck Bay	7-Apr-25	30-Jun-25	34,452.00
CN4149356	DR LARRY ODIEST THOMPSON	Provision of Locum Doctor Services	2-May-25	30-Jun-25	41,000.00
CN4149357	WEST COAST DENTAL	Provision of Miele Washer Disinfector for the Oral Health Department	1-May-25	30-Jun-25	25,271.36
CN4149358	AUSTRALIAN GOVERNMENT SOLICITOR 9090 CENTRAL OFFICE	Legal Services 2025-26	5-May-25	14-Aug-25	126,347.50
CN4149359	GROUP 10 CONSULTING PTY LTD	Cloud Financial Benefits	9-Apr-25	30-Jun-25	39,089.33
CN4149454	R BIGG CONSTRUCTION	NIPS Roof Replacement	7-May-25	30-Jun-25	23,413.75
CN4149455	INDIAN OCEAN OIL COMPANY	CI Stairs and Walkways Replacement Rocky Point	6-May-25	14-Aug-25	276,390.00
CN4149456	HP PPS AUSTRALIA PTY LTD	ICT Hardware	5-May-25	5-Aug-25	3,214,200.00

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CN4149457	AUTO GRAB PTY LTD	Online vehicle sales odometer data	5-May-25	30-Jun-25	44,000.00
CN4149458	ALLYGROUP	Legal Services 2025-26	23-May-25	21-Nov-25	544,698.00
CN4149735	WATSON ISLAND CARPENTRY & EXCAVATIN T/A The Watson Island Family Trust	Replacement of Christmas Island Recreation Centre Shade sails	7-May-25	30-Sep-25	65,504.32
CN4149736	SAPERE RESEARCH GROUP LIMITED	Insurance market in the External Territories	7-May-25	30-Jun-25	103,570.00
CN4149737	ESRI AUSTRALIA PTY LTD	Software ArcGIS Access Agreement	28-May-25	27-May-28	1,026,132.80
CN4149738	KPJS CONSULTANCY PTY LTD	CRM Developer	19-Apr-25	30-Jun-26	484,704.00
CN4149740	THE TRUSTEE FOR CONSTECH UNIT TRUST CTDS AUSTRALIA PTY LTD	ICT Support Services	14-Apr-25	30-Jun-25	50,160.00
CN4150006	THE TRUSTEE FOR CONSTECH UNIT TRUST CTDS AUSTRALIA PTY LTD	Macbook Devices and Accessories	5-May-25	5-Aug-25	163,060.02
CN4150107	DELOITTE TOUCHE TOHMATSU	Risk advisory services	28-Apr-25	30-Jun-25	90,915.00
CN4150108	VEITCH LISTER CONSULTING PTY LTD	Technical Specialist	9-May-25	30-Jun-26	140,000.00
CN4150109	AUSTRALIAN INSTITUTE OF FAMILY STUD	MoU work	30-Oct-24	19-Nov-24	44,343.01
CN4150588	NSW RURAL FIRE SERVICES	Electronic Fire Danger Signs	16-Apr-25	30-Jun-25	53,449.66
CN4150589	JPS MEDICAL RECRUITMENT	Provision of Locum Nursing Services to the IOTs	12-May-25	30-Sep-25	90,000.00
CN4150593	ATYPICAL	Artbank X Atypical LF2267	1-May-25	30-Jun-25	11,000.00
CN4150971	STATEWIDE OIL DISTRIBUTOR	Supply of Mobilgrad Lubrication Oil for Generators at Power Station	14-May-25	30-Jun-25	61,484.64

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CN4150972	JONES LANG LASALLE C/-DEPT OF FOREIGN AFFAIRS & TRADE	Jervis Bay Territory Building Support Services	11-Feb-25	31-Dec-25	246,400.00
CN4150973	SHOALHAVEN CITY COUNCIL	Water & Waste Water Connection	15-Apr-25	30-Jun-25	14,763.10
CN4150974	ICOGNITION PTY LTD	Technical Support - Credit Hours	14-May-25	30-Sep-25	11,000.00
CN4150975	APPROACH CONSULTING PTY LTD	Technical - Vendor in the department's supplier list	17-Feb-25	9-Feb-26	11,000.00
CN4150976	WHON PTY LTD	Executive Learning Group membership	29-Apr-25	1-Jul-25	12,383.25
CN4150977	DELOITTE TOUCHE TOHMATSU	Risk advisory services	28-Apr-25	30-Jun-25	90,915.00
CN4150978	DATA#3 LTD	Hardware Equipment Office Fitout	12-May-25	12-Nov-25	39,865.77
CN4150979	MICROSOFT PTY LTD	Professional Services	6-May-25	14-Nov-25	758,065.00
CN4151711	PARTECH PTY LIMITED T/A BYTES 'N COLOURS	RTIRC report printing	2-Dec-24	10-Dec-24	10,359.82
CN4151712	9560 DEPARTMENT OF THE TREASURY	Employee provisions revaluation compliance in accordance with AASB 119 Employee Benefits and; Section 24 of the Public Governance, Performance and Accountability (Financial Reporting) Rule 2015 (FRR)	3-Jan-25	3-Jan-28	14,300.00
CN4151713	HAYS SPECIALIST RECRUITMENT (AUST)	Specialised staffing	16-Oct-24	21-Apr-25	13,492.86
CN4151984	COMMONWEALTH LOCAL GOVERNMENT FORUM	Membership Subscription	1-Apr-25	31-Mar-26	49,500.00
CN4152182	CHRIS WALLER CONSULTING PTY LTD ASISTIV	Only used for this employee	28-Aug-24	21-Oct-25	11,505.40
CN4152369	HAYS SPECIALIST RECRUITMENT (AUST)	Engagement of labour hire contractor	1-Apr-25	30-Jun-25	97,426.17

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CN4152370	HAYS SPECIALIST RECRUITMENT (AUST)	Engagement of labour hire contractor	1-Apr-25	30-Jun-25	53,304.10
CN4152375	PATRISHA MCDONALD	Consolidation of Museum Storage and Collection Planning	20-May-25	30-Jun-25	22,000.00
CN4152376	LAWSONS TREE LOPPING & CLEARING SER	Vegetation Control around Diesel Fuel Tanks and Ruston Radiators CI P. Station	16-May-25	30-Jun-25	66,400.00
CN4152378	IAS Logistics Pty Ltd	Indigenous Repatriation - Japan 2025	14-May-25	18-Jul-25	177,315.10
CN4153003	JAN HETENYI	Provision of Locum Doctor Services	19-May-25	30-Jun-25	44,100.00
CN4153004	SUPPLY NATION AUST INDIGENOUS MINORITY SUPPLIER O	Supply Nation Membership 2025-2026	26-May-25	25-May-26	16,500.00
CN4153005	lawyerbank Pty Ltd	Legal Services 2025-26	19-May-25	19-Sep-25	278,850.00
CN4153006	ELM COMMUNICATIONS CANBERRA PTY LTD	Facilitation services for branch planning days	23-May-25	27-Jun-25	16,830.00
CN4153340	Herron Todd White (Consolidated) Pt	Engagement of valuer to progress Ex-Gratia Land Tax (EGLT) deeds with Leased Federal Airports (LFAs). EGLT is necessitated by Airport Head Leases to ensure competitive neutrality between LFAs and similar businesses operating on state land.	17-Apr-25	30-Jun-27	240,000.00
CN4153868	Kordamentha Pty Ltd	Financial Assessment and Advisory	23-Apr-25	30-Sep-25	995,064.00
CN4154842	ROSEMARY O'BRIEN (LEE)	Provision of Locum Doctor Services	29-May-25	30-Jun-25	36,600.00
CN4154843	BIS OXFORD ECONOMICS	Cost Escalation Project 2025 update	27-May-25	30-Jun-26	127,633.00
CN4154844	GHD PTY LTD	Options report and support services for JBT	5-May-25	27-Feb-26	126,060.00

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		electrical network upgrade			
CN4154845	ST JOHN AMBULANCE WESTERN AUSTRALIA	Paramedic Support for Christmas Island	23-May-25	29-Aug-25	250,000.00
CN4154846	CHALFONT CONSULTING PTY LTD	Digital Solution Sustainment Services	20-May-25	19-May-26	1,203,840.00
CN4154847	AKKODIS CONSULTING PTY LTD	Digital Solution Sustainment Services	23-May-25	22-May-26	1,315,776.00
CN4154848	MTP SERVICES PTY LTD	Digital Solution Sustainment Services	20-May-25	19-May-26	1,520,640.00
CN4154849	THE AUSTRALIAN BOOK CONNECTION PTY	The Australian Book Connection	30-May-25	31-Jul-25	70,455.00
CN4154850	ROSSLYN COX AND MARK WILLIAMS CONSU	Building high performing teams	15-May-25	16-May-25	13,200.00
CN4154851	Nielsen Television Audience Measure Ltd	Regional TAM TV ratings reports 2025	29-May-25	30-Jun-25	20,113.50
CN4155136	AITHER PTY LTD	Identifies possible alternative points of compliance for the New Vehicle Efficiency Standard (NVES) and assesses the impact on the Australian automotive industry of each option to change the point of compliance, including timing implications.	12-May-25	30-Jun-25	296,047.25
CN4155632	CHRISTMAS ISLAND ENGINEERING & MAINTENANCE PTY LTD	Installation of Radiator Modules for Ruston Generator DA005	29-May-25	30-Jun-25	54,970.00
CN4155633	CHRISTMAS ISLAND ENGINEERING & MAINTENANCE PTY LTD	Removal of Decommissioned Exhaust Fans at the Generators Hall Power Station	2-Jun-25	30-Jun-25	18,580.00
CN4155634	AITHER PTY LTD	Identifies possible alternative points of compliance for the New	12-May-25	30-Jun-25	296,047.25

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		Vehicle Efficiency Standard (NVES) and assess the impact on the Australian automotive industry of each option to change the point of compliance, including timing considerations.			
CN4155636	EVOLVE FM PTY LTD	Relocations And Change Management Services	5-Jun-25	31-Oct-25	216,348.00
CN4155647	OzTAM Pty Ltd	OzTAM ratings reports 2025	4-Jun-25	30-Jun-25	15,485.80
CN4155648	PROTIVITI PTY LTD	Program/project management: assurance review, delivery confidence assessments	21-Apr-25	20-Apr-26	132,749.00
CN4155649	MON CHERI GIFTS PTY LTD	Aviation Image Libary Project	4-Jun-25	5-Jun-25	22,000.00
CN4155845	BRADLEY RAYMOND STRINGER T/A LEADERSHIP ANALYTICAL TECHNICAL	Provision of Emergency Management Officer services in the IOT's	30-May-25	30-Jun-26	80,000.00
CN4155870	AC3 PTYLTD	IT Services	28-May-25	29-Aug-25	33,000.00
CN4158321	Specialist Heat Exchangers Ltd	Replacement Radiator Modules for Ruston Generator	11-Jun-25	7-Apr-26	796,400.00
CN4158322	ACKER PTY LTD	concrete back fill for sink hole in Flying Fish Cove	11-Jun-25	30-Jun-25	25,000.00
CN4158323	NORTHERN TERRITORY AIR SERVICES PTY	RASS Tender Region 8	1-Jun-25	31-May-27	1,940,167.90
CN4158329	TECHITUP PTY LTD	Contractor	30-Jun-25	19-Dec-25	230,000.00
CN4158332	JB HI-FI GROUP PTY LTD	Headsets and Bags	6-Jun-25	6-Sep-25	22,800.00
CN4158333	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising services for RDA Logan & Redlands and Far West Committee Chair positions	5-May-25	26-May-25	18,588.56
CN4159158	MEDIABRANDS AUSTRALIA PTY LTD	Advertising services for RDA Logan & Redlands	5-May-25	26-May-25	18,588.56

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	(TRADING AS UNIVERSAL MCCANN)	and Far West Committee Chair positions			
CN4159159	Sports Entertainment Network	WSI - removal of radio tower intrusion	26-May-25	30-Sep-25	76,738.20
CN4159160	CHRISTIAN BAILEY AGENCIES	Supply of roofing materials	12-May-25	30-Jun-25	79,812.45
CN4159161	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	RDA Chair Advertising - Illawarra Shoalhaven Committee	2-Jun-25	23-Jun-25	14,444.67
CN4159162	AUSTRALIAN INSTITUTE OF HEALTH & WE	Transport related injury data	3-Dec-24	30-Jun-25	44,432.64
CN4159163	AUSTRALIAN INSTITUTE OF HEALTH & WE	Linked data services between AIHW and DITRDAS	19-Jun-25	18-Dec-26	1,104,882.90
CN4159164	Icon Agency Melbourne	Drupal Support and Services	28-May-25	27-Nov-25	374,460.90
CN4159165	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment placement fees for P Goodier - Sydney AEO	30-May-25	27-Apr-26	11,141.14
CN4159905	ACIL ALLEN CONSULTING	Review of Demand Forecast Modelling undertaken on the Tullamarine Freeway	30-May-25	30-Oct-25	80,000.00
CN4159906	CANPRINT COMMUNICATIONS PTY LTD T/A CANBERRA MAILING & ENVELOPES	Annual Mailout Services	26-Apr-25	30-Jun-25	29,370.00
CN4159909	Adam Chant Projectionist	Projectionist Services	19-Jun-25	18-Jun-26	140,000.00
CN4159911	McGrath Nicol Advisory Partnership	Financial Analysis for Leased Federal Airports	17-Jun-25	30-Jun-27	220,568.00
CN4159912	Hudson Global Resources (Aust) P/L	Contractor	23-Jun-25	19-Dec-25	200,000.00
CN4160187	PEOPLE WITH DISABILITY AUSTRALIA LT	Facilitation of Implementation Advisory Group for Equity	18-Jun-25	30-Jun-26	13,783.00
CN4160188	Bellgrove Advisory Pty Ltd	Cost assurance for MARL	14-May-25	11-Nov-25	50,000.00

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CN4160189	Hudson Global Resources (Aust) P/L	Recruitment placement fees for I Cowley - compliance officer	17-Jun-25	27-Apr-26	11,440.00
CN4160190	Hudson Global Resources (Aust) P/L	Recruitment placement fees for J Prest - Legal policy officer	17-Jun-25	21-Feb-26	11,440.00
CN4160871	DAVID EVANS	Bounty Street Bridge Repair and Conservation Works â€“ Construction and Materials	17-Jun-25	31-Dec-25	722,056.00
CN4160872	WEST COAST AEROMEDICAL	Emergency Medical Evacuation Services	12-Jun-25	30-Jun-25	126,765.00
CN4160873	CULTURAL FACILITIES CORPORATION	Venue and Audio Visual for an All Staff meeting	10-Jun-25	12-Jun-25	36,000.00
CN4160874	CAPITAL RECRUIT PTY LTD	Recruitment placement fees for B Jackson - senior compliance officer	19-Jun-25	30-Jun-25	16,576.00
CN4160993	EGON ZEHNDER INTERNATIONAL PTY LTD	SES executive coaching services	19-Jun-25	30-Jun-25	15,000.00
CN4162942	Horizon One Recruitment Pty Ltd	Contractor TCMP	23-Jun-25	23-Dec-26	370,507.50
CN4162943	D.A. CHRISTIE PTY LTD T/AS CHRISTIE PARKSAFE	Supply of Gas BBQ for KAVHA	20-Jun-25	30-Jun-25	14,516.00
CN4162944	BRENDON GARDNER	Building construction and support and maintenance and repair services	20-Jun-25	26-Apr-26	395,010.52
CN4162945	GLASS'S INFORMATION SERVICES P/L	Road Crash Vehicle Identification Number (VIN) matching 2025	23-Jun-25	31-Jul-25	55,161.26
CN4162946	ENIGMA INDIGENOUS PEOPLES PTY LTD	Data Storage Media	30-May-25	30-Aug-25	27,885.00
CN4162947	Esmond Management Consulting Pty Lt	Team planning Day Training	1-May-25	29-May-25	13,700.00
CN4164087	UNITED EQUIPMENT PTY LTD	Repairs to Froklift following Defects Identified	26-Jun-25	30-Sep-25	25,541.65
CN4164089	FIRE & SAFETY SERVICES CO PTY LTD	Fire and safety inspection of Christmas Island	24-Jun-25	30-Aug-25	50,000.00

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CN4164090	DELOITTE TOUCHE TOHMATSU	Lease Rental Valuations - CI Fuel Facilities - additional analysis	13-Dec-24	28-Feb-25	44,000.00
CN4164095	OPTUS NETWORKS PTY LIMITED OPTUS	Cloud Calling services	25-Jun-25	24-Jun-28	1,123,513.60
CN4164098	TELSTRA LIMITED	Hardware - Provision of iPhone and Accessories	5-May-25	5-Aug-25	104,601.00
CN4164262	SAPERE RESEARCH GROUP LIMITED	Report on Insurance affordability and accessibility in non-self-governing territories	7-May-25	30-Jun-25	103,570.00
CN4164604	SHIMADZU MEDICAL SYSTEMS (OCEANIA)	Cocos (Keeling) Islands X-Ray Machine	30-Jun-25	30-Jun-26	235,331.15
CN4164605	WARTSILA AUSTRALIA PTY LTD	Supply of 64000 hour engine overhaul parts	30-Jun-25	31-Oct-25	447,393.28
CN4164606	ACKER PTY LTD	Flying Fish Cove Stairwell footing	26-Jun-25	30-Jun-25	78,505.00
CN4164607	WORLEYPARSONS SERVICES PTY LIMITED	Maritime Subject Matter Review of Plant (crane) Operations	24-Jun-25	12-Sep-25	99,554.40
CN4164608	WEST COAST AEROMEDICAL	Emergency Medical Evacuation Services	19-Jun-25	30-Jun-25	86,937.00
CN4164610	Gillian Beaumont Recruitment Pty Li	Recruitment Services	27-Jun-25	27-Jun-26	22,000.00
CN4164611	CAMERON RALPH PTY LTD TRADING AS CR	Complaint Handling Review	16-Jun-25	31-Oct-25	146,025.00
CN4164612	THINK KNOW DO PTY LTD	Committee member services	6-Jun-25	11-Dec-26	20,276.38
CN4164613	DATA#3 LTD	Articulate software	19-Jun-25	18-Jun-26	24,557.50
CN4166266	PHILIPS MEDICAL SYSTEMS AUSTRALIA	Philips Ultrasound Maintenance Services IOTHS	30-Jun-25	13-Apr-29	265,254.00
CN4166269	LIFEFLIGHT COMMERCIAL LIMITED	Emergency Medical Evacuation Services	16-Jun-25	30-Jun-25	180,192.00
CN4166271	CALLEO RESOURCING PTY LTD	Short Term Labour Hire required to support the work of a Branch.	30-Jun-25	29-Aug-25	51,000.00
CN4166272	WHON PTY LTD	Training Services	30-Jun-25	30-Jun-26	13,035.00

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CN4170599	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation	19-May-25	30-Jun-25	207,350.00
CN4170600	TELUS HEALTH (AUSTRALIA) PTY LTD	2025 Flu Vaccination Program	7-Apr-25	1-Oct-25	60,000.00
CN4170601	KROLL AUSTRALIA PTY LTD	Financial Statements Valuation - ARTC	10-Jun-25	30-Sep-25	68,640.00
CN4170602	Hudson Global Resources (Aust) P/L	Placement Fee	16-Jun-25	30-Jun-25	11,611.60
CN4171823	ASPECT ORGANISATIONAL PSYCHOLOGISTS	Workplace Conflict analysis	27-May-25	14-Aug-25	25,000.00
CN4171824	TBWA MELBOURNE PTY LTD	Creative Services	29-May-25	30-Jun-26	1,155,000.00
CN4171825	MISSING BITS	Update ORS photos	27-May-25	30-Jun-25	150,000.00
CN4171830	CHRISTIAN BAILEY AGENCIES	Greenkeepers Shed - Materials	20-Jun-25	30-Jun-25	53,280.80
CN4171831	AUSTRALIAN HUMAN RESOURCE INSTITUTE	Leadership Training	19-Jun-25	29-Aug-25	16,830.00
CN4171837	GLOBAL SYNTHETICS PTY LTD	Sandbag procurement for external territories seawall repair	26-Jun-25	18-Sep-25	296,171.00
CN4171838	WINYA INDIGENOUS FURNITURE PTY LTD	Supply and delivery of sit/stand solutions for Reasonable Adjustments	27-Jun-25	30-Jun-26	50,000.00
CN4171839	MONASH UNIVERSITY	Professional training course	24-Jun-25	30-Nov-25	40,464.60
CN4172303	ANU ENTERPRISE PTY LTD	Professional Regulator Training	30-Jun-25	20-Aug-25	14,992.50
CN4173135	CHRISTMAS ISLAND ENGINEERING & MAINTENANCE PTY LTD	Crane Hire	18-Jun-25	30-Jun-25	45,000.00
CN4173138	SG FLEET AUSTRALIA PTY LTD	lease vehicle for Minister Anika Wells	6-Jun-25	6-Jun-28	57,076.08
CN4173802	GHD PTY LTD	Provision of technical report	15-Jun-25	26-Jun-25	11,000.00

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CN4177302	ALLEN AND CLARKE CONSULTING	Investigate opportunities to reduce aging vehicle fleet in regional areas	25-Jun-25	30-Sep-25	111,722.60
CN4178821	AIR RADIATORS PTY LTD	Replacement Radiators for Cocos Island Power Stations	21-Mar-25	30-Jun-25	109,563.30
CN4178825	REALSIDE 108 SGT PTY LTD AS TRUSTEE FOR SGT1 TRUST	Lease of office premises in Perth	13-Jun-25	12-Jun-35	6,435,941.00
CN4178827	HOBAN RECRUITMENT PTY LTD	2026 GDP recruitment provider.	28-Apr-25	31-Oct-25	80,000.00

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Attachment B: 2024-25 and 2025-26 YTD – All new Consultancy Contracts entered into since 1 July 2024

Contract Notice ID	Supplier Name	Description	Start Date	End Date	Value (GST Incl.)	Tender Process
CN4182487	MONASH UNIVERSITY	eMETS Stage 2	25-Jul-25	15-May-26	226,963.00	Open tender
CN4181950	ACIL ALLEN CONSULTING	Regulatory Impact Analyses to reduce default speed limits	25-Jul-25	6-Mar-26	627,731.50	Open tender
CN4172315	SENVERSA PTY LTD	Specialist technical advisory skills required to deliver the department's PFAS Airports Investigation Program	15-Jul-25	30-Jun-27	324,090.47	Open tender
CN4172312	BLUESPHERE ENVIRONMENTAL PTY LTD	Technical advisory services required for the delivery of the department's PFAS Investigation Program	15-Jul-25	30-Jun-27	151,371.00	Open tender
CN4172313	NATION PARTNERS PTY LTD	Technical advisory services required for the delivery of the department's PFAS Investigation Program	15-Jul-25	31-Dec-25	219,656.25	Open tender
CN4172314	AECOM AUSTRALIA PTY LTD	Technical advisory services required for the delivery of the department's PFAS Investigation Program	15-Jul-25	30-Jun-27	396,946.00	Open tender
CN4172301	ICA PARTNERS	Technical and Financial Advisory Services	10-Jul-25	31-Aug-25	285,000.00	Open tender
CN4177302	ALLEN AND CLARKE CONSULTING	Investigate opportunities to reduce aging vehicle fleet in regional areas	25-Jun-25	30-Sep-25	111,722.60	Open tender
CN4173802	GHD PTY LTD	Provision of technical report	15-Jun-25	26-Jun-25	11,000.00	Limited tender

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CN4171839	MONASH UNIVERSITY	Professional training course	24-Jun-25	30-Nov-25	40,464.60	Limited tender
CN4171831	AUSTRALIAN HUMAN RESOURCE INSTITUTE	Leadership Training	19-Jun-25	29-Aug-25	16,830.00	Limited tender
CN4171823	ASPECT ORGANISATIONAL PSYCHOLOGISTS	Workplace Conflict analysis	27-May-25	14-Aug-25	25,000.00	Limited tender
CN4170601	KROLL AUSTRALIA PTY LTD	Financial Statements Valuation - ARTC	10-Jun-25	30-Sep-25	68,640.00	Open tender
CN4164612	THINK KNOW DO PTY LTD	Committee member services	6-Jun-25	11-Dec-26	20,276.38	Open tender
CN4164611	CAMERON RALPH PTY LTD TRADING AS CR	Complaint Handling Review	16-Jun-25	31-Oct-25	146,025.00	Limited tender
CN4164607	WORLEYPARSONS SERVICES PTY LIMITED	Maritime Subject Matter Review of Plant (crane) Operations	24-Jun-25	12-Sep-25	99,554.40	Limited tender
CN4164262	SAPERE RESEARCH GROUP LIMITED	Report on Insurance affordability and accessibility in non-self-governing territories	7-May-25	30-Jun-25	103,570.00	Open tender
CN4164090	DELOITTE TOUCHE TOHMATSU	Lease Rental Valuations - CI Fuel Facilities - additional analysis	13-Dec-24	28-Feb-25	44,000.00	Open tender
CN4160993	EGON ZEHNDER INTERNATIONAL PTY LTD	SES executive coaching services	19-Jun-25	30-Jun-25	15,000.00	Limited tender
CN4160188	Bellgrove Advisory Pty Ltd	Cost assurance for MARL	14-May-25	11-Nov-25	50,000.00	Open tender
CN4159911	McGrath Nicol Advisory Partnership	Financial Analysis for Leased Federal Airports	17-Jun-25	30-Jun-27	220,568.00	Open tender
CN4159905	ACIL ALLEN CONSULTING	Review of Demand Forecast Modelling undertaken on the Tullamarine Freeway	30-May-25	30-Oct-25	80,000.00	Open tender

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CN4159163	AUSTRALIAN INSTITUTE OF HEALTH & WE	Linked data services between AIHW and DITRDAS	19-Jun-25	18-Dec-26	1,104,882.90	Limited tender
CN4155845	BRADLEY RAYMOND STRINGER T/A LEADERSHIP ANALYTICAL TECHNICAL	Provision of Emergency Management Officer services in the IOT's	30-May-25	30-Jun-26	80,000.00	Limited tender
CN4155648	PROTIVITI PTY LTD	Program/project management: assurance review, delivery confidence assessments	21-Apr-25	20-Apr-26	132,749.00	Open tender
CN4155634	AITHER PTY LTD	Identifies possible alternative points of compliance for the New Vehicle Efficiency Standard (NVES) and assess the impact on the Australian automotive industry of each option to change the point of compliance, including timing considerations.	12-May-25	30-Jun-25	296,047.25	Open tender
CN4155136	AITHER PTY LTD	Identifies possible alternative points of compliance for the New Vehicle Efficiency Standard (NVES) and assesses the impact on the Australian automotive industry of each option to change the point of	12-May-25	30-Jun-25	296,047.25	Open tender

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		compliance, including timing implications.				
CN4154843	BIS OXFORD ECONOMICS	Cost Escalation Project 2025 update	27-May-25	30-Jun-26	127,633.00	Open tender
CN4153868	Kordamentha Pty Ltd	Financial Assessment and Advisory	23-Apr-25	30-Sep-25	995,064.00	Open tender
CN4153340	Herron Todd White (Consolidated) Pt	Engagement of valuer to progress Ex-Gratia Land Tax (EGLT) deeds with Leased Federal Airports (LFAs). EGLT is necessitated by Airport Head Leases to ensure competitive neutrality between LFAs and similar businesses operating on state land.	17-Apr-25	30-Jun-27	240,000.00	Limited tender
CN4151712	9560 DEPARTMENT OF THE TREASURY	Employee provisions revaluation compliance in accordance with AASB 119 Employee Benefits and; Section 24 of the Public Governance, Performance and Accountability (Financial Reporting) Rule 2015 (FRR)	3-Jan-25	3-Jan-28	14,300.00	Open tender
CN4150977	DELOITTE TOUCHE TOHMATSU	Risk advisory services	28-Apr-25	30-Jun-25	90,915.00	Open tender
CN4150109	AUSTRALIAN INSTITUTE OF FAMILY STUD	MoU work	30-Oct-24	19-Nov-24	44,343.01	Limited tender
CN4150108	VEITCH LISTER CONSULTING PTY LTD	Technical Specialist	9-May-25	30-Jun-26	140,000.00	Limited tender

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CN4149736	SAPERE RESEARCH GROUP LIMITED	Insurance market in the External Territories	7-May-25	30-Jun-25	103,570.00	Open tender
CN4148584	ASPECT ORGANISATIONAL PSYCHOLOGISTS	Psychosocial Risk Management	4-Feb-25	4-Nov-25	79,000.00	Limited tender
CN4148582	PROXIMITY ADVISORY SERVICES PTY LTD	Procurement and probity advisory services	5-May-25	30-Sep-25	78,000.00	Open tender
CN4148578	GHD PTY LTD	Independent Building Structural Assessment	24-Mar-25	30-Jun-25	64,843.90	Open tender
CN4148044	MURAWIN PTY LTD	Procurement of a First Nations consultant to undertake targeted engagement	28-Apr-25	30-Jun-25	134,571.80	Open tender
CN4148040	MILLS OAKLEY	External Probity Advice	29-Apr-25	31-Dec-25	75,000.00	Open tender
CN4144509	SOL PEOPLE PTY LTD	Replacement option for the Coastal Trading Licencing System	4-Apr-25	30-Jun-25	220,000.00	Open tender
CN4143256	MILLER AVIATION PARTNERS PTY LTD	Technical Adviser	4-Apr-25	31-Aug-25	13,750.00	Limited tender
CN4143222	REMOTE STRATEGY PLUS	Barkly Regional Deal Governance Review	26-Mar-25	16-Jun-25	40,414.00	Limited tender
CN4143221	GML HERITAGE PTY LTD	Christian's Minde Historic Heritage Plan	31-Mar-25	30-Jun-25	74,256.60	Open tender
CN4143211	KAREN WILLIAMS	Audit and Risk Committee Membership	1-Jan-25	31-Dec-27	97,500.00	Limited tender
CN4143212	PFM ADVISORY SERVICES PTY LTD	Audit and Risk Committee Membership	1-Jan-25	31-Dec-27	120,000.00	Limited tender
CN4143213	AUSTRALIAN INSTITUTE OF	Educations and training	5-Mar-25	18-Apr-25	44,704.00	Limited tender

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	COMPANY DIRECTORS					
CN4143210	TARRION HOLDINGS PTY LTD	Specialist Technical Advice	18-Dec-24	28-Feb-25	10,000.00	Open tender
CN4141195	COX ARCHITECTURE PTY LTD	Lead Design Consultant	25-Mar-25	30-Jun-29	2,716,127.35	Open tender
CN4141193	CALLIDA PTY LTD	Review of regulatory charges	3-Apr-25	30-Sep-25	138,013.00	Open tender
CN4141187	Kordamentha Pty Ltd	Technical advice and valuation of program	25-Mar-25	16-Jun-25	182,585.00	Open tender
CN4137668	DELOITTE TOUCHE TOHMATSU	Local Content Costing	17-Mar-25	16-Jun-25	304,244.58	Open tender
CN4137666	WALLIS CONSULTING GROUP PTY LTD T/A WALLIS MARKET & SOCIAL RESEARCH	Survey - National Road Safety Community Attitudes	1-Apr-25	30-Sep-25	183,094.00	Open tender
CN4135948	DELOITTE TOUCHE TOHMATSU	Mid-Term Measure Economic Analysis	17-Mar-25	31-Jul-25	351,919.70	Limited tender
CN4135752	ERNST & YOUNG	Financial Statements Valuation Services	10-Mar-25	30-Nov-27	119,700.00	Open tender
CN4135750	KPMG	Financial Statements Valuation Services	10-Mar-25	30-Nov-27	234,000.00	Open tender
CN4135749	ERNST & YOUNG	National Transport Agencies Review	5-Mar-25	6-Jun-25	311,850.00	Open tender
CN4135751	ERNST & YOUNG	Financial Statements Valuation Services	10-Mar-25	30-Nov-27	299,250.00	Open tender
CN4134943	BLUEBIRD ADVISORY PTY LTD	ICT Scoping and Design Services	3-Mar-25	30-Jun-25	549,827.00	Open tender
CN4133370	THE SOCIAL RESEARCH CENTRE	Functional update of the Classification Guidelines	7-Mar-25	30-Sep-25	592,953.90	Open tender
CN4133369	THE SOCIAL RESEARCH CENTRE	Television and Media Survey 2025	7-Mar-25	29-May-26	397,863.40	Open tender
CN4133368	ACOR CONSULTANTS PTY LIMITED	Structure and Safety Report - Christmas Island	21-Feb-25	30-Jun-25	128,975.00	Limited tender

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CN4128457	PROXIMITY ADVISORY SERVICES PTY LTD	Development of Portfolio and Program Guide	24-Feb-25	30-Jun-25	123,243.30	Open tender
CN4126268	DAVID BRYANT CONSULTING PTY LTD	Audit and Risk Committee member	1-Jan-25	31-Dec-26	65,000.00	Limited tender
CN4126267	Ian McPhee Consulting	Audit and Risk Committee member	1-Jan-25	31-Dec-26	120,000.00	Limited tender
CN4124521	YARDSTICK ADVISORY PTY LTD	Infrastructure Investment Assurance Program	22-Jan-25	30-Jun-25	184,162.00	Open tender
CN4124520	SENVERSA PTY LTD	Norfolk Island PFAS Monitoring-Year 4	30-Jan-25	30-Aug-25	110,600.00	Limited tender
CN4124090	COBALT CONSULTING SERVICES PTY LIMI	Internal Audit Services	13-Jan-25	30-Jun-26	250,000.00	Open tender
CN4123345	KPMG	Internal Audit Services	13-Jan-25	30-Jun-26	250,000.00	Open tender
CN4123344	YARDSTICK ADVISORY PTY LTD	Internal Audit Services	13-Jan-25	30-Jun-26	250,000.00	Open tender
CN4122744	DELOITTE TOUCHE TOHMATSU	Cost Benefit Analysis Service	13-Jan-25	30-Dec-25	366,420.00	Open tender
CN4122283	ERNST & YOUNG	Financial Statements Valuation	15-Jan-25	30-Sep-25	54,046.00	Open tender
CN4120320	AECOM AUSTRALIA PTY LTD	Provision of Electrical Design Services at Western Sydney International (WSI)	6-Jan-25	21-Sep-25	215,724.68	Limited tender
CN4119305	ASPIRE (FIRST NATIONS) PTY LTD	Committee member services	11-Dec-24	11-Dec-26	22,720.00	Open tender
CN4119304	ALANA GALL	Committee member services	11-Dec-24	11-Dec-26	22,720.00	Open tender
CN4119303	JAMES M K MORGAN	Committee member services	11-Dec-24	11-Dec-26	22,720.00	Open tender
CN4119302	NATIONAL NATIVE TITLE COUNCIL LTD	Committee member services	11-Dec-24	11-Dec-26	22,720.00	Open tender
CN4119301	DEEN JUSTIN SANDERS	Committee member services	11-Dec-24	5-Jun-25	2,443.62	Open tender
CN4119299	Terri Janke & Company Pty Ltd	Committee member services	11-Dec-24	11-Dec-26	28,400.00	Open tender

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CN4119298	LULU JIJI INDIGENOUS DESIGN & CONSU	Committee member services	11-Dec-24	11-Dec-26	22,720.00	Open tender
CN4119300	CHRISTINE GRANT	Committee member services	11-Dec-24	11-Dec-26	22,720.00	Open tender
CN4118594	INTERNATIONAL COUNCIL ON CLEAN TRAN	Specialised Writing Services	11-Dec-24	30-Jun-25	150,000.00	Limited tender
CN4117362	PROXIMITY ADVISORY SERVICES PTY LTD	Probity Advisory Services	16-Dec-24	31-Dec-25	120,758.00	Open tender
CN4117275	RESOLVE MARITIME	specialist Advice to Inform Independent Reviews of Shipping Reg Act and Coastal Trading Act	9-Dec-24	28-Feb-25	44,000.00	Limited tender
CN4115366	GHD PTY LTD	Provision of specialist contaminated land auditor services PFAS Airports Taskforce	25-Nov-24	24-Nov-26	203,540.19	Limited tender
CN4115365	WESTERN ENVIRONMENTAL PTY LTD	Provision of specialist contaminated land auditor services PFAS Airports Taskforce	1-Nov-24	31-Oct-26	296,980.75	Limited tender
CN4115363	GRIFFIN LEGAL PTY LIMITED	External Probity Advisor	19-Dec-24	30-Jun-26	23,288.75	Open tender
CN4115231	GLAEBA (07) PTY LTD T/A ENVIRONMENT ENVIRONMENTAL EARTH SCIENCES QLD	Specialist Contaminated Land Auditor Services	25-Nov-24	24-Nov-26	386,078.00	Limited tender
CN4115227	GEOSYNTEC CONSULTANTS PTY LTD	Provision of specialist contaminated land auditor services - PFAS Airports Taskforce	1-Nov-24	31-Oct-26	219,551.75	Limited tender
CN4113690	ERNST & YOUNG	National Road Safety Progress Report	29-Nov-24	30-Jun-25	311,300.00	Open tender
CN4113688	MONASH UNIVERSITY	Monash University to re-calibrate their	22-Nov-24	24-Dec-24	32,450.00	Open tender

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		Baseline Road Trauma Model (BRTM) using more recent data.				
CN4113684	GRIFFIN LEGAL PTY LIMITED	Probity Advisory Services for the WSI Noise Insulation and Property Acquisition Program	23-Sep-24	30-Dec-25	75,000.00	Open tender
CN4111757	AECOM AUSTRALIA PTY LTD	Governance review of accomodation project	30-Oct-24	31-Dec-24	124,000.00	Open tender
CN4111478	DELOITTE TOUCHE TOHMATSU	Service Design for the New Vehicle Efficiency Standard (NVES) Program	25-Nov-24	30-Jun-25	928,931.16	Open tender
CN4111197	McGrath Nicol Advisory Partnership	Financial Viability and Procurement Assistance services	18-Nov-24	30-Jun-25	67,913.05	Open tender
CN4109985	SOL PEOPLE PTY LTD	Design Work for the Maritime Single Window Project	6-Nov-24	30-Jun-25	431,376.00	Open tender
CN4109366	JBS&G AUSTRALIA PTY LTD	Provision of specialist contaminated land auditor services - PFAS Airports Taskforce	1-Nov-24	31-Oct-26	334,576.00	Limited tender
CN4107718	ACIL ALLEN CONSULTING	Financial Management Advisory Services	28-Oct-24	27-Oct-25	1,656,311.00	Open tender
CN4104203	CPM REVIEWS PTY LTD	Investigation services	9-Sep-24	9-Mar-25	22,000.00	Open tender
CN4104202	KEN KANOFSKI ADVISORY PTY LTD	Advice on progressing Heavy Vehicle National Law reforms	3-Oct-24	31-Mar-26	32,670.00	Limited tender
CN4104195	DELOITTE TOUCHE TOHMATSU	Governance Assurance Advisory Service for WSI Noise Insulation and	4-Oct-24	30-Jun-28	100,000.00	Open tender

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		Property Acquisition Program				
CN4103357	FACTOR TECH PTD LTD	Short term consultancy to develop a Proof of Concept - specialist ICT skills required	3-Oct-24	31-Jan-25	170,610.00	Open tender
CN4099831	PROCUREMENT PROFESSIONALS	Probity Advisory Services	20-Sep-24	30-Jun-28	85,800.00	Open tender
CN4099272	PROXIMITY ADVISORY SERVICES PTY LTD	Evaluation Service for non-infrastructure road safety grant programs	5-Sep-24	30-Jun-25	282,639.90	Open tender
CN4099269	LAZARD AUSTRALIA PTY LTD	Commercial Advisor for Aviation Response Taskforce	5-Sep-24	31-Dec-25	3,317,500.00	Open tender
CN4099271	MARSH PTY LTD	Insurance advice to support the Strategic Fleet Pilot Program	26-Aug-24	4-Oct-24	49,610.00	Limited tender
CN4099267	THE SOCIAL RESEARCH CENTRE	Age Assurance Consumer Research	28-Aug-24	31-Dec-24	278,293.40	Open tender
CN4099260	BIS OXFORD ECONOMICS	Cost Escalation Project 2024	6-Sep-24	11-Oct-24	131,868.00	Open tender
CN4098173	LONERGAN RESEARCH PTY LTD	Market Research	18-Sep-24	30-Nov-24	75,977.00	Open tender
CN4097131	AUSTRALIAN INSTITUTE OF FAMILY STUD	Literature Review	22-Jul-24	11-Nov-24	93,706.23	Open tender
CN4092878	SENTENTIA CONSULTING PTY LTD	Update of VSOB Risk Register 2024	2-Sep-24	11-Nov-24	12,000.00	Open tender
CN4090705	Clayton Utz	Legal Services	19-Aug-24	30-Jun-25	167,599.25	Open tender
CN4090109	MONASH UNIVERSITY	Research and Analysis	1-Jul-24	11-Nov-24	67,579.38	Open tender
CN4090083	DELOITTE TOUCHE TOHMATSU	Economic Modelling Impact Analysis	14-Aug-24	20-Sep-24	280,597.90	Open tender
CN4090061	SCYNE ADVISORY PTY LTD	USO Technical Trials	21-Aug-24	30-Jun-25	5,972,482.00	Open tender
CN4089133	O'CONNOR MARSDEN & ASSOCIATES PTY L	Probity advice	2-Aug-24	29-Nov-24	58,839.00	Open tender

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CN4089134	McGrath Nicol Advisory Partnership	Financial Advice for Aviation Response Taskforce	1-Aug-24	31-Dec-25	7,500,000.00	Open tender
CN4088292	O'CONNOR MARSDEN & ASSOCIATES PTY L	Probity Advice	31-Jul-24	31-Dec-24	13,376.00	Open tender
CN4088287	L.E.K. CONSULTING AUSTRALIA PTY LTD	Market analysis advisory services	13-Aug-24	31-Oct-24	231,000.00	Open tender
CN4085142	DELOITTE TOUCHE TOHMATSU	SMS Sender ID Register Cost Benefit Analysis	12-Jul-24	30-Aug-24	149,878.00	Open tender
CN4084524	AECOM AUSTRALIA PTY LTD	Services relating to Biodiversity Offset Delivery Plan (CN3827102)	1-Jul-24	30-Jun-26	386,167.39	Open tender
CN4082282	DELOITTE TOUCHE TOHMATSU	Telecommunications advice and modelling	1-Jul-24	30-Jun-25	207,300.00	Open tender
CN4082268	STRACHAN LEGAL AND POLICY PTY LTD	Legal Services Training Support 2024-25	15-Jul-24	13-Dec-24	194,920.00	Limited tender
CN4082264	KROLL AUSTRALIA PTY LTD	Valuation Services	15-Jul-24	13-Sep-24	68,640.00	Limited tender
CN4082262	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Director of the Classification Board Recruitment	19-Jul-24	31-Aug-24	48,708.42	Open tender
CN4082257	Omera Partners Pty Ltd	Recruitment and search services	19-Jul-24	31-Oct-24	46,750.00	Open tender
CN4082258	MILLER AVIATION PARTNERS PTY LTD	External Technical Adviser	16-Jul-24	1-Nov-24	44,000.00	Limited tender
CN4082255	O'CONNOR MARSDEN & ASSOCIATES PTY L	External Probity Adviser	4-Jul-24	1-Nov-24	10,000.00	Open tender
CN4037311	KPMG	Social Benefits Remote Regional Roads 2	1-Jul-24	31-Dec-24	198,370.70	Open tender

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Georgia O'Cianain / s22(1)(a)(ii)

SB25-000284

SUBJECT: Transport and Infrastructure Net Zero Roadmap and Action Plan

Talking Points

- On 18 September 2025, the Australian Government released the Net Zero Plan, which details how Australia will reach its emissions reduction targets i.e. 43% below 2005 levels by 2030, 62-70% below 2005 levels by 2035, and net zero emissions by 2050.
- On 18 September 2025, the government also released 6 sectoral plans which detail how Australia will reduce emissions across key sectors of the economy to support the 2030, 2035 and 2050 targets. One of these is the Transport and Infrastructure Net Zero Roadmap and Action Plan, which is the transport sector plan.
- The transport sector contributes 22% of Australia's total emissions.
- The Transport and Infrastructure Net Zero Roadmap and Action Plan (Transport Sector Plan) provides a clear strategy to reduce emissions across the transport sector. It covers all transport modes and cross-cutting issues including low carbon fuels, freight and supply chains, system-wide efficiencies and transport infrastructure.
- The plan outlines the Roadmap to 2050, including the emissions outlook and the potential decarbonisation pathways for each transport mode and for transport infrastructure. The Action Plan sets out the actions the government is taking to reduce transport emissions.
- The Net Zero and sectoral plans were informed by Treasury modelling, also released on 18 September 2025. Detailed questions on the modelling should be directed to Treasury.
- The Transport and Infrastructure Net Zero Roadmap and Action Plan is backed in by new commitments, including a new $1.1 billion investment to drive production and use of low carbon liquid fuels while reducing demand for fossil fuels, and building on existing investments in electric vehicle charging infrastructure with a further $40 million accelerate rollout of kerbside and fast charging.
- The Transport and Infrastructure Net Zero Consultation Roadmap was released for public consultation on 22 May 2024. The consultation period closed on 6 August 2024. Stakeholders from across industry and communities broadly confirmed their support for the approach and the transport decarbonisation technology pathways.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Georgia O'Cianain / s22(1)(a)(ii)

SB25-000284

Key Issues

- Light vehicles (passenger and light commercial) make up 59% of all transport emissions. The switch to lower emitting vehicles facilitated by the New Vehicle Efficiency Standard will drive significant abatement in the transport sector.
- The decarbonisation of heavy commercial vehicles, rail, maritime and aviation is expected to progress at a slower pace compared to light vehicles as the technologies are less mature. The Government is investing $1.1 billion to drive domestic production and use of low carbon liquid fuels (LCLFs), which will reduce demand for fossil fuels, driving greater abatement from these transport modes from 2035 to 2050 (SB25-000380 refers).
- Treasury modelling indicates it is technically feasible to reduce transport emissions from 100 Million metric tons of carbon dioxide equivalent (Mt CO_2-e) in 2025 to 36 Mt CO_2-e in 2050.
- The plan contains 5 priority actions to ensure the transport sector makes its full contribution to Australia's emissions reduction goals. The actions are:
    1. Invest in enabling low and zero emissions transport infrastructure.
    2. Electrify and increase transport's energy performance.
    3. Switch to low carbon alternatives (low carbon liquid fuels) to power transport where electrification is not feasible.
    4. Innovate to expand cost competitive transport technology options.
    5. Scale up efforts to reduce embodied emissions in transport infrastructure.
- The Roadmap and Action Plan establishes a policy direction that builds on existing government initiatives and introduces new initiatives. New initiatives include:
    1. Expanding clean fuel options through $1.1 billion to stimulate production of low carbon liquid fuels in Australia (SB25-000380 refers).
    2. Building on existing investments in EV charging infrastructure with a further $40 million to accelerate rollout of kerbside and fast charging.
    3. Up to $2 billon of additional capital for the Clean Energy Finance Corporation (CEFC).
- The Transport and Infrastructure Net Zero Roadmap and Action Plan has been informed by feedback, insights and analysis provided through public and industry consultations, as well as the Climate Change Authority's Sector Pathways Review and analysis and modelling from the Treasury.
- A draft **Transport and Infrastructure Net Zero Consultation Roadmap** was released in May 2024. 284 written submissions were received and 28 targeted consultation sessions were held, with engagement from 166 organisations and over 400 participants.

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2025-2026 Supplementary Budget Estimates

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SB25-000284

Background

- In the 2023-24 Budget, the government committed $7.8 million to develop a comprehensive Transport and Infrastructure Net Zero Roadmap and Action Plan.
- The Roadmap outlines potential transport decarbonisation pathways for each transport mode. These involve a mix of electrification, low carbon liquid fuels (LCLFs) and alternatives, such as hydrogen-derived fuels or hydrogen, as well as productivity and efficiency improvements. A shift to sustainable, low emissions ways of moving people and goods, will further reduce transport emissions.

Connections with existing policy mechanisms

- The Roadmap and Action Plan establishes a policy direction that benefits all Australians. It will build on initiatives introduced by the government to reduce emissions in the transport and infrastructure sectors (SB25-000285 refers).
- These initiatives include: increasing the uptake of electric vehicles through the National Electric Vehicle Strategy and an Australian New Vehicle Efficiency Standard; as part of our Future Made in Australia plan, fast-tracking support for a low-carbon liquid fuel industry, with an initial focus on sustainable aviation fuel and renewable diesel to support emissions reduction in the aviation, heavy vehicle, rail and maritime sectors; establishing the Australian Jet Zero Council; developing a Maritime Emissions Reduction National Action Plan; the National Rail Manufacturing Plan and establishing the High Speed Rail Authority; supporting zero emissions travel with the Active Transport Fund; embedding sustainability as a key strategic theme in the Infrastructure Policy Statement; and working with the states and territories through the Infrastructure and Transport Ministers' Meeting to reduce transport and transport infrastructure emissions.

Consultation

- Engagement on the Consultation Roadmap occurred via the following.
  1. **Written submissions** – The government received **284** written submissions from individual and organisational stakeholders.
  2. **Roundtable and meetings** – the former Department of Infrastructure, Transport, Regional Development, Communications and the Arts held **28** targeted consultation sessions, with engagement from **166** organisation and over **400** participants. These consultations included:
     - workshops with the Australian Jet Zero Council, Freight Industry Reference Panel, Maritime Emissions Reduction National Action Plan Consultative Group and Regional Development Australia.
     - roundtables with industry bodies, academics, environmental organisations and unions. 3 roundtables were held on decarbonising road transport, active and public transport and decarbonising transport infrastructure.

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- meetings with state and territory governments through the Infrastructure Transport Ministers' Meeting decarbonisation working groups.
- 2 online public information sessions.

3. **Net Zero Plan consultation activities** – the department participated in consultation and engagement processes for the 6 sectoral decarbonisation plans that was led by the Department of Climate Change, Energy, the Environment and Water and the Climate Change Authority, with support from the Net Zero Economy Authority. These consultations included:
   - Priority cohort engagement with First Nations, young Australians, unions, workforce organisations, women and culturally and linguistically diverse multicultural communities.
   - Regional consultation workshops and information sessions held virtually.
   - Whole of economy stakeholder reference group.
   - State and territory workshops with senior officials.

Supporting Information

Relevant Media Reporting

- The Transport Sector Plan has received broad support from industry organisations, including:
  - Australian Trucking Association
  - Australasian Railway Association
  - Roads Australia
  - Cement Concrete & Aggregates Australia (CCAA).
- Criticism of the Transport Sector Plan is included in the following articles:
  - Alison Reeve of the Grattan Institute noted in *The Guardian* that there is no sector specific target to drive action, and that further policies are needed to implement the plan, especially in the heavy vehicle sector.
  - Chris Jones of the Australian Electric Vehicle Associate was quoted in *The Guardian* as calling for governments put more effort into encouraging and electrifying other forms of transport – electric motorbikes, bikes and scooters, for example, along with buses, trains and mass transit systems.
  - An article by Mike Foley in *The Age* and *The Sydney Morning Herald* notes that the Transport Sector Plan relies on green hydrogen for trucks, but that it does not state how the government can assume green hydrogen will be a commercially viable at scale by 2030. It further notes that the Transport Sector Plan sees low emissions sustainable aviation fuel starting to replace jet fuel from 2030 onwards, even though it currently costs up to five times more than conventional jet fuel.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Georgia O'Cianain / s22(1)(a)(ii)

SB25-000285

SUBJECT: Reducing greenhouse gas emissions: Summary of Portfolio Actions

Talking Points

1. This portfolio is making a significant contribution to the Australian Government's climate change agenda and the transition to net zero emissions by 2050.
2. To support our 2030 and 2035 interim emissions reduction targets and 2050 net zero target, the government has released the Net Zero Plan, which is supported by 6 sectoral plans across key sectors of the Australian economy. One of these sectors is the transport sector.
3. The transport sector plan was announced in the 2023-24 Budget, as the **Transport and Infrastructure Net Zero Roadmap and Action Plan**. The transport sector plan ties together existing actions and provides a clear strategy and supporting actions to reduce emissions across the transport and infrastructure sectors.
4. New measures announced alongside the Net Zero Plan included expanding clean fuel options through $1.1 billion to stimulate production of low carbon liquid fuels in Australia while reducing demand for fossil fuels.

Key Issues

1. In 2023-24 emissions from the transport sector accounted for 22% of Australia's direct greenhouse gas emissions.
   a. emissions from **road transport** (cars, trucks and buses) accounts for 85% of transport emissions
   b. emissions from **aviation** accounts for 9% of transport emissions
   c. emissions from **domestic maritime** accounts for 2% of transport emissions
   d. emissions from **rail** accounts for 4% of transport emissions.
2. The embodied emissions from **transport infrastructure** is estimated to account for 3% of Australia's total emissions.

New measures supporting the Transport and Infrastructure Net Zero Roadmap and Action Plan

1. A new $1.1 billion investment to drive domestic production of LCLF, while reducing demand for fossil fuels (SB25-000380 refers).

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Contact: s22(1)(a)(ii) **Cleared by:** Georgia O'Cianain, A/g First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 02 **Date:** 22/09/2025

New non-portfolio measures include:

1. Building on existing investments in electric vehicle charging infrastructure with a further $40 million to accelerate rollout of kerbside and fast charging.
2. Up to $2 billion more capital for the Clean Energy Finance Corporation.

Questions on these measures should be directed to the Department of Climate Change, Energy, the Environment and Water.

Reducing emissions

Significant government initiatives led by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts to reduce emissions over the past 12 months include:

1. The Transport Sector Plan – The government has released the **Transport and Infrastructure Net Zero Roadmap and Action Plan**. It is a comprehensive plan to reduce emissions across all forms of transport (SB25-000284 refers).
2. New Vehicle Efficiency Standard - The **New Vehicle Efficiency Standard (NVES)** incentivises the supply of more fuel-efficient petrol, diesel, hybrid and electric vehicles by regulating carbon dioxide emissions of new light vehicles. The *New Vehicle Efficiency Act 2024* commenced on 1 January 2025, and the initial reporting period began on 1 July 2025. The government is providing $84.5 million over 5 years (and $12.6 million per year going forward) to establish the **New Vehicle Efficiency Standard Regulator**, build the required IT systems and operations moving forward (SB25-000388 refers).
3. Low carbon liquid fuels – As part of the Future Made in Australia plan, the government will fast-track support for a low carbon liquid fuel industry, with an initial focus on sustainable aviation fuel and renewable diesel. This supports emissions reduction in the aviation, heavy vehicle, rail and maritime sectors. The government consulted on options for production incentives and demand side measures to support the establishment of a made in Australia low carbon liquid fuel industry. The government is currently considering feedback on the optimal policy mix to support the industry (SB25-000380 refers).

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The government has already invested:

a. $250 million over the next decade to commercialise innovations accelerating a low-carbon liquid fuels industry in Australia, as part of the $1.5 billion in grant funding available through the Future Made in Australia Innovation Fund.
b. $18.5 million over 4 years from 2024-25 to develop a certification scheme for low-carbon liquid fuels by expanding the Guarantee of Origin scheme.
c. $1.5 million over 2 years from 2024-25 to undertake a regulatory impact analysis of the costs and benefits of introducing mandates or other demand-side measures for low carbon liquid fuels.

4. **Aviation White Paper** – The government released the **Aviation White Paper** on 26 August 2024, which sets out the government's vision for aviation towards 2050 and will deliver a range of initiatives to ensure a safe, competitive, productive and sustainable sector (SB24-000193 refers).

5. **Australian Jet Zero Council** – The government established the **Australian Jet Zero Council**, to provide advice to government on issues related to the aviation industry's transition to net zero emissions (SB25-000378 refers).

6. Airports – The government committed an additional $40 million over 3 years from 2024-25 to extend the **Regional Airports Program** to support improving safety and accessibility and/or the transition of aviation services to net zero at eligible regional airports.

7. Emerging aviation technologies – Drones and advanced air mobility (AAM) are rapidly evolving, presenting new opportunities to reduce emissions and improve productivity across a range of critical industries. A **whole-of-government AAM strategy** will be released in 2025 to provide long-term policy settings and encourage investment. This will complement the government's support to the sector through the $30.5 million **Emerging Aviation Technology Partnerships Program**, which enables government to understand policy and regulatory issues while encouraging deployment to address priority needs in regional, remote and First Nations communities (SB24-000375 refers).

8. Maritime policy – As part of the Transport Sector Plan, the government is developing a **Maritime Emissions Reduction National Action Plan (MERNAP)** to set the strategic direction and commitments to actions to decarbonise our maritime transport sector (SB24-000293 refers).

9. **Active Transport Fund** – The government committed $100 million over 5 years from 2024-25 to build bicycle and walking paths to encourage the use of active transport across Australia. Applications closed on 13 January 2025 with a total of 81 projects approved (refer questions to the Road and Vehicle Safety division).

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10. Working with states and territories – The **Infrastructure and Transport Ministers' Meetings (ITMM)** provides a forum for progressing priorities of national importance. ITMM has set decarbonisation of transport and infrastructure as a priority and has established 2 working groups to deliver supporting work programs.
11. Further portfolio actions that contribute to the government's climate change agenda and the transition to net zero emissions by 2050 is at **Attachment A**.

Attachments

- A: Further portfolio actions that contribute to the Australian Government's climate change agenda and the transition to net zero emissions by 2050

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Georgia O'Cianain / s22(1)(a)(ii)

SB25-000285

Attachment A – Further portfolio actions that contribute to the Australian Government's climate change agenda and the transition to net zero emissions by 2050

Reducing emissions

1. International engagement (aviation) – Australia is supporting initiatives to reduce emissions from international aviation. This includes supporting the **International Civil Aviation Organization's (ICAO) long term aspirational goal (LTAG)** for international aviation to reach net zero carbon emissions by 2050. In November 2023, to support the LTAG, ICAO agreed to strive for a collective global aspirational vision to reduce CO_2 emissions in international aviation by 5% by 2030 through the use of sustainable aviation fuel, lower carbon aviation fuel and other aviation cleaner energies.

2. Noxious emissions standards – The government has implemented stricter noxious emissions standards for both heavy vehicles (**Euro VI**) and for light vehicles (**Euro 6d**). While targeted at reducing noxious emissions, the standards also lead to lower Carbon Dioxide emissions with more efficient engines being supplied in new vehicles. The government has mandated:
   a. Euro 6d noxious emission standards for newly approved light vehicle models supplied from 1 December 2025 and all new light vehicles supplied from 1 July 2028.
   b. Euro VI noxious emission standards for newly approved heavy vehicle models supplied from 1 November 2024 and all new heavy vehicles supplied from 1 November 2025.

3. International engagement (maritime) – The Portfolio represents Australia at the **International Maritime Organization (IMO)**, which in 2023, agreed a Strategy for the Reduction of GHG emissions from international shipping to net zero 'by, or around i.e. close to 2050'. Australia is actively working in the IMO to set in place the regulatory framework of technical and economic measures to achieve that trajectory. The government is also working to establish **Green Shipping Corridor partnerships**, the first being a Memorandum of Understanding (MoU) with Singapore signed in March 2024 and a MoU with South Korea signed in February 2025.

4. Infrastructure decarbonisation – The Commonwealth **Infrastructure Policy Statement (IPS)** was released in 2023 to guide the government's investment decisions in land transport infrastructure by focusing on 3 strategic themes – productivity and resilience, liveability and sustainability. Examples of Infrastructure Investment Program projects that support the theme of sustainability include the government's commitments of:
   a. $125 million to **fund electric bus charging infrastructure in Western Australia** to support increased use of electric buses; and
   b. $115 million **to fund a Zero Emission Bus Depot in New South Wales** (Tranche 1 Infrastructure – Macquarie Park Depot) to support the housing and use of Zero Emission Buses.

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Supporting sustainable road projects

1. The **Safer Local Roads and Infrastructure Program** commenced on 1 July 2024. The program provides at least $200 million each year to support eligible projects which address current and emerging priorities in road infrastructure needs, with focus areas including road safety, productivity, road resilience, bridge renewal, heavy vehicle rest area upgrades and road sustainability.
2. Road sustainability projects contribute to decarbonisation goals by minimising or avoiding embodied, operational and/or enabled emissions.
3. Applications are open year-round and typically batched 3 times a year for assessment.
4. Over the first 2 tranches, 52 projects have been approved for $134.9 million in Australian Government funding.

Supporting adaptation and resilience to climate change impacts

1. The **Telecommunications Disaster Resilience Innovation (TDRI)** program promotes the development of new technologies to provide solutions for telecommunications disaster resilience.
    a. The government is funding 33 projects for $17.4 million through the TDRI program to strengthen resilience during and following power outages and natural disasters.
    b. TDRI includes projects which pilot renewable and hydrogen power alternatives and, if successful, contribute to reducing carbon emissions in the telecommunications sector.

Supporting regional transition to a net zero economy

1. The government committed in the October 2022-23 Budget funding to a range of projects to support regional transition and development outcomes across various states and regions, including:
    a. $100 million to support the Port of Newcastle and the Hunter region to become hydrogen-ready. When fully constructed, the Clean Energy Precinct is expected to facilitate clean energy production, storage, transmission, domestic distribution and international export for clean energy products.
    b. $440 million in planned equity investment to support the development of Regional Logistic Hubs along key transport links in the Northern Territory. These upgrades will provide productive and efficient logistics and resilient supply chains to the regional and remote communities through Central and Northern Australia (SB25-000059 refers).
    c. $1.5 billion in planned equity investment to support the development of common-user marine infrastructure at the **Middle Arm Sustainable Development Precinct**. The precinct will provide opportunities for a range of

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industries including green hydrogen and renewable storage, advanced manufacturing, minerals processing, carbon capture and storage, gas processing and other land uses (SB25-000059 refers).

d. $565 million for common-user port infrastructure upgrades at Port Lumsden and Dampier in the Pilbara. This project is well underway and will support the import and export capability to grow the critical minerals, hydrogen and renewable energy industry.

2. The **Northern Australia Infrastructure Facility (NAIF)** will continue to provide concessional financing for the development of economic infrastructure in northern Australia that delivers economic and social benefits. The **NAIF's 2022 Statement of Expectations and 2023 Investment Mandate** include supporting the transition to net zero.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lil Gordon

SB25-000392

SUBJECT: First Nations Partnerships

Talking Points

1. Our portfolio has a significant role in proactively contributing to the Australian Government's commitment to National Agreement on Closing the Gap. Progressing the 4 Priority Reforms and socio-economic targets across the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts supports meaningful change and outcomes with Aboriginal and Torres Strait Islander peoples and communities.
2. Under the National Agreement on Closing the Gap, the department has Commonwealth responsibility for 3 socio-economic targets (9b – Essential Community Infrastructure; 16 – Languages; and 17 – Digital Inclusion).
3. Any specific questions regarding Targets 16 or 17 should be directed to the appropriate departmental line areas appearing at the Environment and Communications Committee Senate estimates hearing.
4. The First Nations Partnerships Division leads the implementation of the Our Stories on Country Agreement. The Agreement is based on the aspirations of Aboriginal and Torres Strait Islander employees, and drives the department's internal transformation to embed the Priority Reforms and the broader APS Reform agenda.
5. On 23 June 2025, the Central Australia Plan community infrastructure package, and the Barkly Regional Deal administration moved to the First Nations Partnerships Division, utilising the Division's First Nation's engagement and delivery expertise.

Key Issues

Staffing and funding arrangements for the First Nations Partnerships Division

1. The First Nations Partnerships Division (the Division) was established in August 2023.
2. The Division's budgeted ASL is 16.8, including one Band 2 and two Band 1 SES, with a total staffing cost of $3.171 million for financial year 2025-26.
3. The total annual budget for the Division is currently $3.372 million for financial year 2025-26.
4. Establishment of the Division has contributed to the department's First Nations employment and retention, and aligns with commitments made by the government to reach 5% First Nations employment in the APS by 2030.
5. As at 31 August 2025, the department had 70 First Nations employees, representing 3% of the workforce. Questions relating to First Nations employment should be directed to the Corporate Group.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lil Gordon

SB25-000392

Current work of the First Nations Partnerships Division

1. Progressing the Closing the Gap Priority Reforms through the Our Stories on Country Agreement
   a. The Our Stories on Country Agreement is central to embedding the Closing the Gap (CtG) Priority Reforms, which focuses on transforming the way governments work with Aboriginal and Torres Strait Islander peoples and communities.
   b. The Our Stories on Country Agreement:
      i. is the department's Transformation Strategy, which was a recommendation of the Productivity Commission's three-yearly review of the National Agreement on CtG.
      ii. contributes to the APS Reform Agenda through supporting effective relationships and partnerships with First Nations peoples (Outcome 4) and setting the standard for First Nations employment and cultural competency (Outcome 7).
   c. Key initiatives under the Agreement, include:
      i. Partnership and engagement guidance to give effect to Priority Reform 1.
      ii. Cultural safety guidance and training to give effect to Priority Reform 3.
      iii. Embedding Our Stories on Country Agreement Principles and Aspirations into both divisional business planning and SES and staff myTHRIVE to give effect to Priority Reform 3.
      iv. Developing a Racial Discrimination Policy and Anti-Racism Strategy to give effect to Priority Reform 3.
      v. Collaboration Circles with senior executive and the First Nations Network to support policy development and shared decision making to give effect to Priority Reforms 1 and 3.
      vi. Implementation of the Governance of Indigenous Data Framework within the department in line with Priority Reform 4.
   d. The Division provides advice and secretariat support to the First Nations Steering Committee, which provides accountability and oversight of the Our Stories on Country Agreement, CtG Priority Reforms and socio-economic targets and broader First Nations initiatives.
      i. The Steering Committee is chaired by the Secretary and has a shared leadership model with a majority First Nations membership.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lil Gordon

SB25-000392

2. Commonwealth lead on the CtG 9b socio-economic target (Essential Community Infrastructure)
   a. The Division is the government lead for progressing work towards achieving Target 9b (Essential Community Infrastructure).
   b. Target 9b was included in the National Agreement in 2022, with the agreement of all signatories.
   c. The department is currently negotiating data indicators for 9b, and the subsequent establishment of a data discovery and collection approach to develop baseline data to measure progress on the target.
   d. The department is committed to working in partnership with First Nations Peak Bodies, communities and jurisdictions through the Housing Policy Partnership (HPP) and associated sub working group to set data indicators and inform approaches to progressing outcomes under Target 9b.
      i. The HPP sub working group is co-chaired by the National Aboriginal and Torres Strait Islander Housing Association (NATSIHA) and the department.
      ii. The first 9b sub working group meeting was held on 5 August 2025.
   e. Questions on specific programs contributing to 9b, such as energy, water and waste services, are best directed to the relevant agency.

3. Barkly Regional Deal
   a. The Barkly Regional Deal is an $100.5 million, 10-year commitment to 2029, funded by the 3 levels of government.
   b. The Division took over oversight of the Barkly Regional Deal from the Partnerships and Programs Branch following a recent restructure in the department.
   c. The Commonwealth Government's $51.7 million contribution is approximately 51% of the total Deal funding.
      i. As at 30 June 2025, the Commonwealth Government has expended $17.1 million or approximately 33.2% of its $51.7 million contribution.
   d. There are 28 commitments under the Deal: 8 commitments are complete with the remaining 20 underway.
   e. 12 of the 28 initiatives have Commonwealth Government funding.
      i. The department directly funds or has funded 9 of the 12 Commonwealth funded initiatives.
      ii. Of the 9 Departmental funded initiatives: 2 are complete; 2 are ongoing; and 5 are in progress.
   f. *Refer to the Barkly Regional Deal Backpocket Brief for further information on the Deal and its initiatives.*

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lil Gordon

SB25-000392

4. Central Australia Plan – Community Infrastructure Package (full brief at SB25-000396)
   a. The 2024-24 Budget provided $50.0 million for a Community Infrastructure Package under the A Better, Safer Future for Central Australia initiative.
   b. The Package is supporting the construction of new, or upgrades to existing, community infrastructure that fills an identified need for the community or for projects that provide economic and social benefits by improving community amenity and liveability in Central Australia.
   c. The Package has been developed in partnership with community elders via the Central Australia Plan Aboriginal Leadership Group and the Office of the Central Australia Regional Controller.

5. Whole of Government First Nations Reporting, Coordination and Initiatives
   a. The Division is the central strategic advice, reporting and coordinating function for the department's response to whole-of-government First Nations policy initiatives. As part of this work, the Division monitors progress and provides advice and recommendations to the executive on departmental First Nations commitments.
      i. A recent example is the Division's coordination of the department's contributions towards developing the National Strategy for Food Security in Remote First Nations Communities. The Division represents the department as a member of the whole-of-government Remote Food Security Working Group, led by the NIAA (which is responsible for this work).
      ii. The National Strategy was released on 5 March 2025 and the Division continues to work across the department, with NIAA and other stakeholders, to develop action plans and implement initiatives to progress the goals of the Strategy.
      iii. Another focus, in line with the WoG work being led by Treasury, is First Nations economic opportunities. The Division is one of the departmental representatives on the Economic Opportunities IDCs and is coordinating the department's internal approach to this work.

6. Internal First Nations Strategic Policy Advice and Guidance
   a. The Division collaborates with policy areas across the department on their work from a First Nations policy perspective, including in identifying and reporting First Nations impacts and opportunities to further embed First Nations outcomes within policy and programs.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lil Gordon

SB25-000392

Background

National Agreement on Closing the Gap

1. Target 9b: *By 2031, all Aboriginal and Torres Strait Islander households:*
   - *i. within discrete Aboriginal or Torres Strait Islander communities receive essential services that meet or exceed the relevant jurisdictional standard;*
   - *ii. in or near to a town receive essential services that meet or exceed the same standard as applies generally within the town (including if the household might be classified for other purposes as a part of a discrete settlement such as a "town camp" or "town-based reserve").*
2. Target 16: *By 2031, there is a sustained increase in number and strength of Aboriginal and Torres Strait Islander languages being spoken.*
3. Target 17: *By 2026, Aboriginal and Torres Strait Islander people have equal levels of digital inclusion.*
4. The National Agreement on Closing the Gap contains 4 Priority Reforms:
   a. Priority Reform 1 – Partnership and Shared Decision-Making
   b. Priority Reform 2 – Building the Community-Controlled Sector
   c. Priority Reform 3 – Transforming Government Organisations
   d. Priority Reform 4 – Shared Access to Data and Information at a Regional Level

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lil Gordon / Bek Hendriks

SB25-000396

SUBJECT: Central Australia Plan – Community Infrastructure Package

Talking Points

1. The 2023-24 Budget provided $50.0 million for a Community Infrastructure Package under the *A Better, Safer Future for Central Australia* initiative.
2. The Package is supporting the construction of new, or upgrades to existing, community infrastructure that fills an identified need for the community or for projects that provide economic and social benefits by improving community amenity and liveability in Central Australia.
3. The Package has been developed in partnership with community Elders via the Central Australia Plan Aboriginal Leadership Group and the former Office of the Central Australia Regional Controller.
4. There are 3 tranches of funding:
   a. Tranche 1 – 9 projects representing $5.3 million, announced on 8 March 2024;
   b. Tranche 2 – 23 projects representing $28.2 million announced on 24 July 2024;
   c. Tranche 3 – $16.5 million for future projects to be identified through collaboration with the Aboriginal Leadership Group, Northern Territory Government, Office of the Central Australia Regional Controller and Regional Councils.
5. As at 31 July 2025, the Australian Government has provided $9.7 million to the Northern Territory Government under the Federation Funding Agreement Schedule.
6. All figures represented in this document are approximate values.

Key Issues

Tranche 1 projects

1. On 8 March 2024, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, and then Deputy Chief Minister of the Northern Territory (NT) announced the first 9 projects (representing $5.3 million) under the Package:
   a. Playground works in Atitjere, Engawala and Nturiya.
   b. Change rooms in Pmara Jutunta.
   c. A half basketball court in Wilora.
   d. Oval lights in Ti Tree, Laramba, Kintore and Titjikalaa.
2. As at 31 July 2025, 2 of the 9 projects in Tranche 1 have provided completion reports (playground upgrades in Atitjere and a new play system in Nturiya).
3. Remaining Tranche 1 projects are estimated to be completed within 2025-26.

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Tranche 2 projects

4. On 24 July 2024, the Minister for Infrastructure, Transport, Regional Development and Local Government and then Deputy Chief Minister of the NT announced the second tranche of projects (23 projects representing $28.2 million) under the Package:
   a. Cultural centres for Ti-Tree and Yuendumu.
   b. A stage/outside auditorium and public toilet in Laramba.
   c. New visitor camps, oval upgrades including changerooms and grandstands, and a men's shed refurbishment at Yuelamu.
   d. Changeroom and lighting upgrades at Atitjere Oval.
   e. A new public toilet near the softball oval in Engawala.
   f. Oval relocation and grandstands, and re-establishing a farm in Willowra.
   g. A community store in Pmara Jutunta.
   h. A new recreational hall for Nturiya.
   i. Community laundries with toilets and shower facilities for Docker River, Kintore and Areyonga.
   j. New BMX pump tracks and refurbishing the recreational hall in Titjikala.
   k. Splash pads for Papunya and Ntaria.
   l. BMX pump tracks and a farm/community garden in the Luritja Pintubi region.
   m. A new orchard/garden for Finke.
5. As at 31 July 2025, initial funding of 50% for 16 of the 23 Tranche 2 projects has been provided to the NT Government. Project plans remain under development for 7 of the Tranche 2 projects.

Tranche 3

6. A future Tranche 3 of projects will utilise the remaining funds provided to the Central Australia Plan Community Infrastructure Package - approximately $16.5 million.
7. Work to develop Tranche 3, in partnership with the community, will commence in late 2025, in readiness for funding being available for Tranche 3 projects in 2026-27.

Background

1. The Package – part of *A Better, Safer Future for Central Australia* initiative – is delivered through a partnership with the NT Government Department of the Chief Minister and Cabinet, via a Schedule to the *Federation Funding Agreement (FFA) – Infrastructure*.
2. The FFA Schedule was signed by the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, on 19 December 2023 and the then Deputy Chief Minister of the NT on 15 January 2024.
3. The FFA Schedule was amended and signed by both ministers in July 2024 to enable clarification of delegations and arrangements for variations in funding allocations.

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4. The FFA Schedule makes funding available to the NT Government at key project milestones.
   a. The first payment (50% of approved funding) is paid to the NT Government when Project Plans are approved by the NT and Australian Governments.
   b. Remaining funding is paid to the NT Government when the Project Completion Report (and where applicable the Interim Project Completion Report) for each project is accepted and approved by the Australian Government.
5. The NT Government has entered into separate agreements with the MacDonnell and Central Desert Regional Councils to facilitate the identification and delivery of agreed projects within the package.

Financial Information as at 31 July 2025

1. The FFA Schedule commits a maximum of $50.0 million over 4 financial years under three tranches:
   a. An initial Tranche of specified projects of up to $5.3 million ($5.3 million committed).
   b. A second Tranche of medium-term projects anticipated over 2024-25 and 2025-26 of up to $30 million ($28.2 million has been committed).
   c. A third Tranche of long-term projects anticipated in 2026-27, including the use of residual funding from previous tranches ($16.5 million currently available).

Program/Project Start Date:	**15 January 2024**					
Program/Project End Date:	**31 December 2027**					
	2023-24 $m	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	**TOTAL $m**
Appropriation Budget	2.6	16.8	14.1	16.5	0.0	**50.0**
Less:						
Actual Expenditure YTD at 31 July 2025	2.6	7.1	0			**9.7**
Total Committed Funds at 31 July 2025	0	9.7	14.1	0.0	0.0	**23.8**
Total Uncommitted Funds (balance)	0	0	0	16.5	0.0	**16.5**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Amanda Milczarek/Melissa Cashman

SB25-000287

SUBJECT: Road Vehicle Safety Regulation

Talking Points

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is responsible for regulating the first provision of road vehicles to the Australian market to confirm they meet safety, anti-theft and environmental standards.
- Over the 2024-25 financial year 1,588,222 road vehicles were entered on the Register of Approved Vehicles (RAV), enabling them to be supplied to the market for the first time.

Key Issues

Recent activity

- In May 2025, the department updated ROVER, the supporting IT system, including changes to facilitate capturing data in the RAV for the New Vehicle Emissions Standard (NVES).
- Further enhancements will be delivered in the 2025-26 financial year.
- The department publishes quarterly statistics on key regulatory activities on its website. The 2025 Q2 Regulatory Report (Apr-Jun) is at **Attachment A**.

Application assessments

- The department is currently receiving and deciding approximately 800 applications per week.
- From 1 April to 31 July 2025:
  - 14,484 applications were received, up 10% on the previous 4 months; and
  - 13,137 applications were decided, up 0.6% on the previous 4 months.
- As at 31 July 2025, the average processing time for an application is 9 days, up from 6 days at the end of previous four months.

Compliance and enforcement

- The department has access to a modern suite of compliance monitoring and enforcement powers via the *Regulatory Powers (Standard Provisions) Act 2014*.
- From 1 April 2025 to 31 July 2025:
  - 2 Enforceable Undertakings (EUs) were accepted by the department, 1 approval was revoked as an enforcement outcome and 1 advisory letter was issued as an enforcement outcome.

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Phone: s22(1)(a)(ii) **Version Number:** 2 **Date:** 15/09/2025

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- 15 separate domestic field activities were conducted. These field activities were undertaken to monitor the compliance of various approval holders and /or progress active investigations (i.e. taking witness statements).
- 58 formal Cases were created.
- 44 formal Cases were closed.
- 118 Vehicle Safety or Non-Compliance Reports (VSNCRs) were received.
- 122 VSNCRs were closed. The average time to close a VSNCR during the period was 54 calendar days.

Recalls

- As at 31 July 2025, 5,286 voluntary recalls were published on the vehicle recalls website.
- From 1 April 2025 to 31 July 2025:
  - 63 voluntary recalls were notified and published on the vehicle recalls website, a decrease from 93 in the previous 4 months; and
  - the department published an average of 4 voluntary recalls per week.
- The department has not published a compulsory recall since assuming responsibility for the function from the Australian Competition and Consumer Commission on 1 July 2021. Compulsory recalls are only implemented if voluntary recalls do not achieve the necessary outcome.

Stakeholder engagement

- Through a comprehensive communications plan, the department continues to engage with and support industry to understand their regulatory obligations under vehicle safety legislation.
- Key communication activities include: social media; regular emails; newsletters; guidance materials and resources (guides, videos and flyers); attending industry conferences and events; and hosting regular “open-mic” industry and jurisdiction webinars, as well as topic-specific webinars.
- As at 31 July 2025, the department has participated in 25 formal stakeholder engagement activities.
- To receive news and information about vehicle safety legislation, including notifications about upcoming events, anyone can subscribe to the RVS News Update found at www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/road-vehicle-standards-laws.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Amanda Milczarek/Melissa Cashman

SB25-000287

ROVER

- ROVER is the IT system that supports applications, approvals, recalls and compliance activities under the road vehicle safety legislation.
- Approximately 32,000 people use ROVER each week.
- Since ROVER was initially deployed, there have been 16 updates that have added to ROVER's features and functionality. Industry has been closely engaged during the development and deployment of these updates.
- The most recent update in May 2025 delivered a new payment system, improved embargo functionality and changes to Model Reports applications
- The RVSA/ROVER Implementation Project closed on 30 June 2025. The regulatory function is now operating as 'business as usual' and ROVER has moved into sustainment environment (which includes ongoing incremental development).

Background

- The department administers the *Road Vehicle Standards Act 2018* and the *Road Vehicle Standards Rules 2019* (together the road vehicle safety legislation), which:
  - sets vehicle standards for all new road vehicles entering the Australian market;
  - establishes a RAV;
  - regulates the first supply of road vehicles to the market, including all compliance and enforcement activities; and
  - establishes arrangements for voluntary and compulsory recalls of road vehicles and approved road vehicle components that are unsafe or are non-compliant with national road vehicle standards.
- The road vehicle safety legislation identifies two pathways to enter road vehicles on the RAV, the type approval pathway and the concessional approval pathway.
- The road vehicle safety legislation also sets regulatory requirements for approved entities to test, modify and verify road vehicles to be entered on the RAV.

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Australian Government

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

The Regulatory Report – Issue 4

Road Vehicle Standards legislation

July 2025

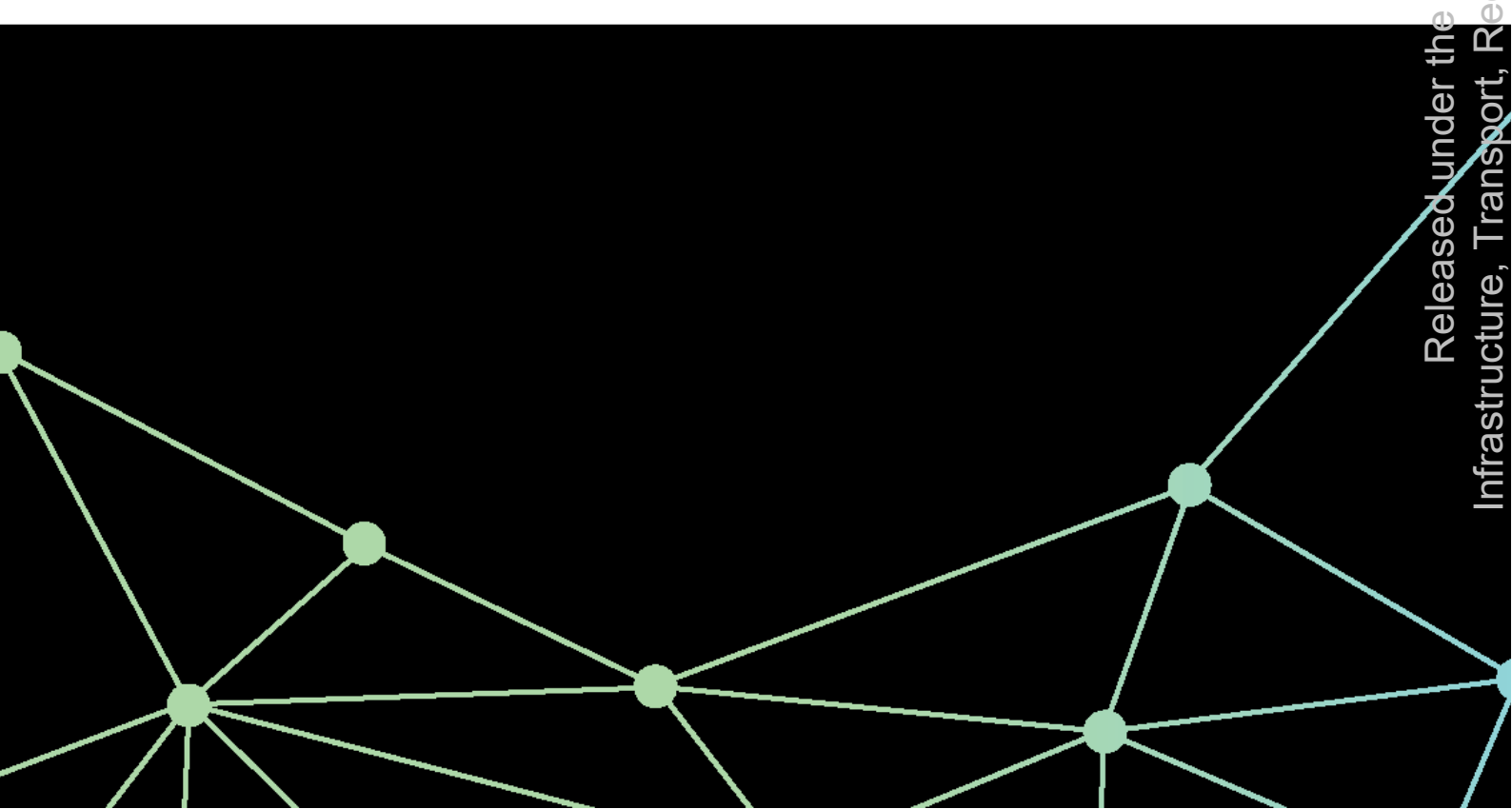

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Table of contents

The Regulatory Report 5

Report highlights 5

Register of Approved Vehicles 6

Applications and assessment timeframes 7

Assessment timeframes overview 7

Application and assessment timeframes in this quarter 8

Application numbers 8

Assessment timeframes compared to the legislated timeframes 9

Assessment timeframes for new applications 10

Assessment timeframes for applications to vary an approval 11

Compliance and enforcement matters 13

Voluntary approval revocations and suspensions 15

Recalls 16

Stakeholder engagement and management 17

Appendix A – Explanatory notes 18

Register of Approved Vehicles 18

Applications and assessment data source and reporting period 18

New and variation applications 18

Application assessment day and legislated timeframes 18

Application decision types 18

Compliance and enforcement 19

Compulsory and voluntary recalls 19

Published recalls 19

Recalls identified in performance reviews 19

Risk Assessment Reviews 19

Enquiries 20

Stakeholder engagement activities 20

Appendix B – Assessment timeframes compared to legislated timeframes by application type in this quarter 21

Applications with a 30-day legislated timeframe 21

Applications with a 60-day legislated timeframe 25

List of figures and tables

Table 1: Vehicles entered on the Register of Approved Vehicles 6

Figure 1: Total number of applications decided by legislated timeframe.....7

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Figure 2: Median processing days for application types with a 30-day legislated timeframe 7
Figure 3: Median processing days for application types with a 60-day legislated timeframe 8
Table 2: Total number of applications decided by application type in this quarter 8
Figure 4: Processing days for all application types with a 30-day legislated timeframe in this quarter 9
Figure 5: Processing days for all application types with a 60-day legislated timeframe in this quarter 9
Table 3: Processing days for new applications from final submission to decision in this quarter 10
Table 4: Processing days to decide new applications, including all previous submissions in this quarter 10
Table 5: Percentage of withdrawn and resubmitted new applications in this quarter 11
Table 6: Processing days to decide variation applications in this quarter 11
Table 7: Non-compliance reports, investigation cases and field activities 13
Table 8: Compliance and enforcement outcomes 13
Table 9: Enforceable Undertakings received and accepted by approval type 13
Table 10: Enforced approval revocations and suspensions by approval type 14
Table 11: Voluntary approval revocations and suspensions by approval type 15
Table 12: Recall activities for road vehicles and vehicle components 16
Table 13: Enquiries managed by the ROVER Level 1 Support team 17
Table 14: List of stakeholder engagement activities in this quarter 17
Figure 6: Processing days for concessional RAV entry approval applications in this quarter 21
Figure 7: Processing days for authorised vehicle verifier approval applications in this quarter 21
Figure 8: Processing days for registered automotive workshop approval applications in this quarter 22
Figure 9: Processing days for Specialist and Enthusiast Vehicles Register entry applications in this quarter 22
Figure 10: Processing days for testing facility approval applications in this quarter 23
Figure 11: Processing days for non-RAV entry import approval applications in this quarter 23
Figure 12: Processing days for re-importation import approval applications in this quarter 24
Figure 13: Processing days for advisory notice (not a road vehicle) applications in this quarter 24
Figure 14: Processing days for vehicle type approval applications in this quarter 25
Figure 15: Processing days for component type approval applications in this quarter 25
Figure 16: Processing days for Model Report approval applications in this quarter 26

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The Regulatory Report

The Regulatory Report provides statistics on Road Vehicle Standards (RVS) regulatory activities conducted by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (the department).

This report provides information on regulatory activities that occurred between April and June 2025. It also provides data on some activities that occurred during the past 12 months. Regulatory activities include the number of vehicles on the Register of Approved Vehicles (RAV), application assessment timeframes, recalls, compliance and enforcement matters, and stakeholder engagement and enquiries.

We recommend you read our findings in conjunction with the explanatory notes provided at Appendix A.

Report highlights

- 435,222 vehicles were added to the RAV in this quarter, bringing the total number to 5,365,025.
- The majority of applications were decided in the first third of the legislative timeframes, similar to the previous reporting period. Two applications were decided outside of the legislated timeframes; one for a re-importation import approval and one for a Specialist and Enthusiast Vehicle.
- There were double the number of applications decided for testing facilities (34) compared to the previous quarter. This can be explained by the first RVS testing facility approvals (which are valid for 5 years) expiring in June 2025 and approval holders reapplying to enable their operations to continue.
- The most resubmitted application type in this quarter was for Model Report approvals at 64.3%. Twenty-three per cent of testing facility approval applications were resubmitted, compared to none in the previous quarter. All registered automotive workshop, authorised vehicle verifier and re-importation import approval applications were submitted only once.
- The ROVER Level 1 Support team actioned a total of 15,246 enquiries (made by telephone and email) in this quarter.
- The department attended a total of 13 RVS stakeholder engagement events.

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Register of Approved Vehicles

Table 1: Vehicles entered on the Register of Approved Vehicles

Date	Vehicles on the RAV
1 April to 30 June 2025	435,222
Total number of vehicles	**5,365,025**

Source notes.

1. Number of vehicles entered on the RAV include active vehicles only.
2. Total number of vehicles on the RAV is from 1 July 2021 to 30 June 2025.
3. See Explanatory notes for details.

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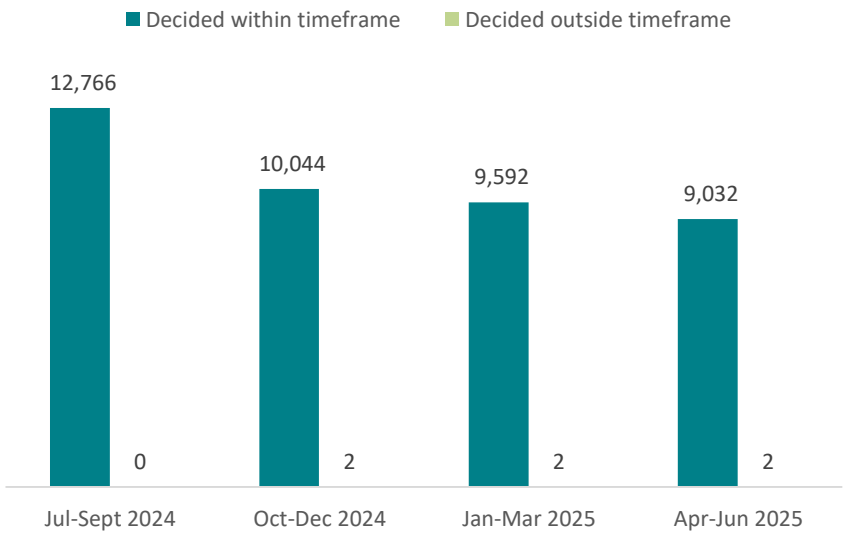
Applications and assessment timeframes

Assessment timeframes overview

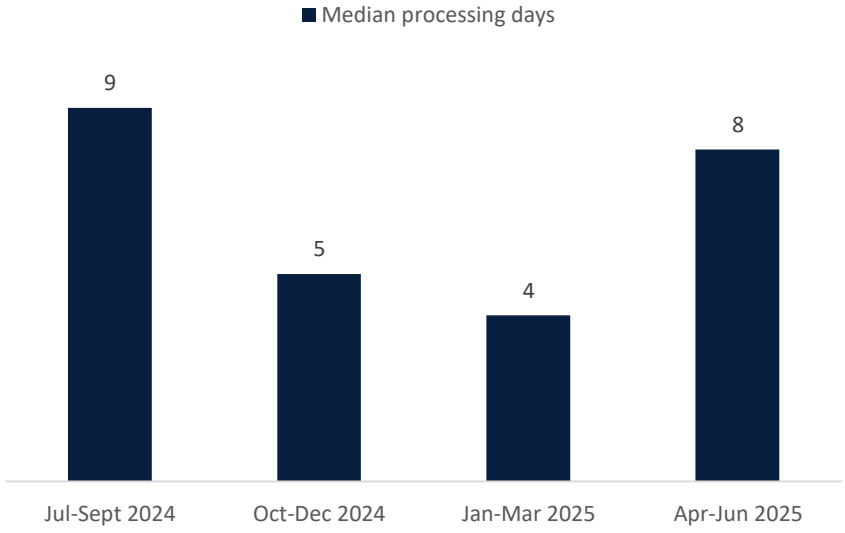
Figure 1: Total number of applications decided by legislated timeframe



Source notes.

1. Total number of all applications decided from 1 July 2024 to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details.

Figure 2: Median processing days for application types with a 30-day legislated timeframe



Source notes.

1. Total number of all application types with a 30-day legislated decision timeframe and decided from 1 July 2024 to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details.

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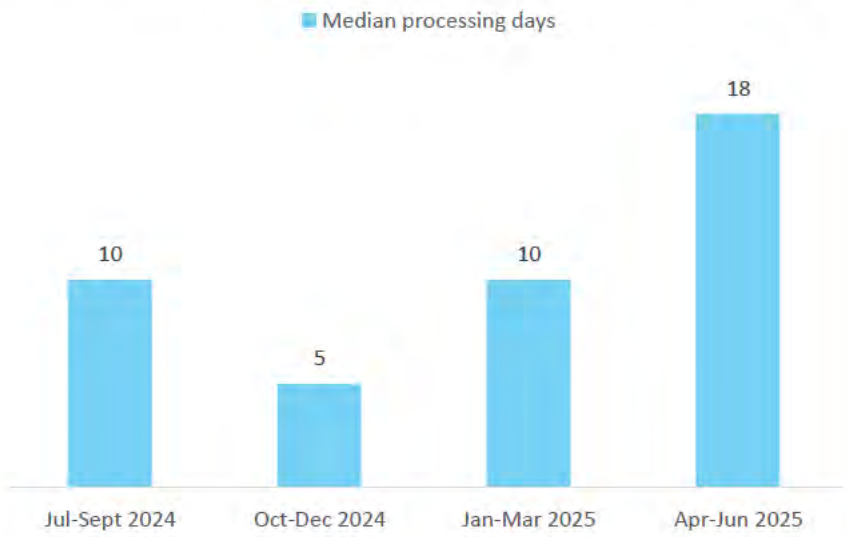
Figure 3: Median processing days for application types with a 60-day legislated timeframe



Source notes.

1. Total number of all application types with a 60-day legislated decision timeframe and decided from 1 July 2024 to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details.

Application and assessment timeframes in this quarter

Application numbers

Table 2: Total number of applications decided by application type in this quarter

Application type	Applications decided
Vehicle type approval	935
Concessional RAV entry approval	6,999
Component type approval	68
Authorised vehicle verifier approval	4
Model Report approval	131
Registered automotive workshop approval	9
Specialist and Enthusiast Vehicles Register entry	84
Testing facility approval	34
Non-RAV entry import approval	346
Re-importation import approval	100
Advisory notice (not a road vehicle)	324
Total	**9,034**

Source notes.

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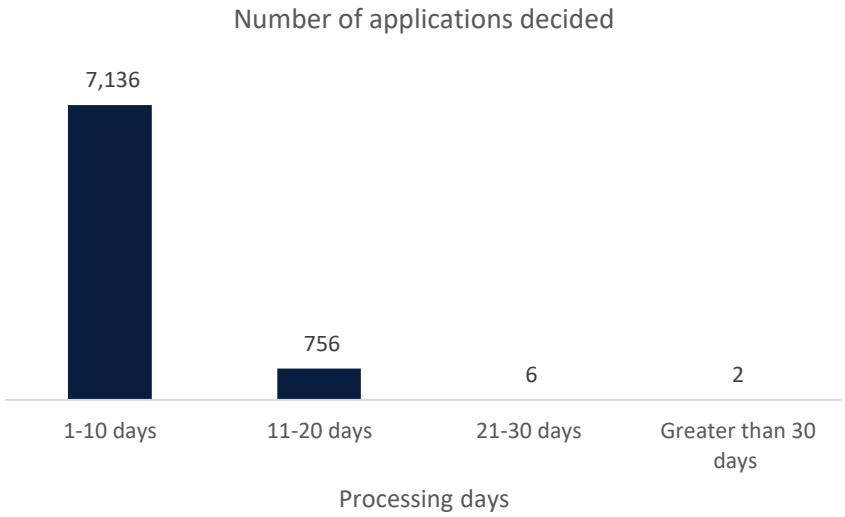
1. Total number of all applications decided from 1 April to 30 June 2025.
2. See Explanatory notes for details.

Assessment timeframes compared to the legislated timeframes

For a breakdown by application type, see Appendix B.

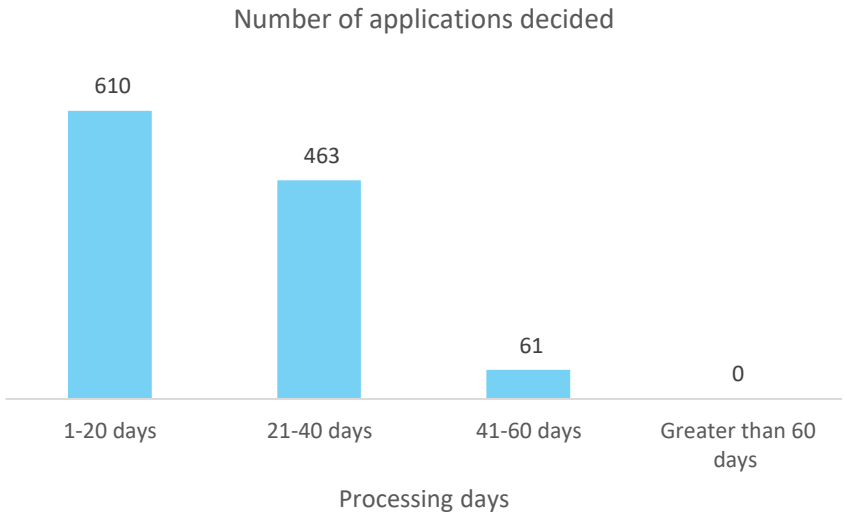
Figure 4: Processing days for all application types with a 30-day legislated timeframe in this quarter



Source notes.

1. Total number of all application types with a 30-day legislated decision timeframe and decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details.

Figure 5: Processing days for all application types with a 60-day legislated timeframe in this quarter



Source notes.

1. Total number of all application types with a 60-day legislated decision timeframe and decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details.

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Assessment timeframes for new applications

Table 3: Processing days for new applications from final submission to decision in this quarter

Application type	Applications decided	Average processing days	Median processing days
Vehicle type approval	340	13.8	5
Concessional RAV entry approval	6,823	7.5	8
Component type approval	59	4.7	4
Authorised vehicle verifier approval	3	3.3	3
Model Report approval	42	13.2	8.5
Registered automotive workshop approval	8	2.9	2
Specialist and Enthusiast Vehicles Register entry	84	10.6	10.5
Testing facility approval	13	5.7	5
Non-RAV entry import approval	285	5.1	5
Re-importation import approval	99	7.2	7
Advisory notice (not a road vehicle)	324	6.4	7
Total	**8,080**	**7.6**	**8**

Source notes.

1. Total number of applications decided from 1 April to 30 June 2025.
2. Processing days only include from the last submission to the decision date and exclude any previous submissions for the same application.
3. Median processing days is the mid-point or middle value of processing days for the application type.
4. See Explanatory notes for details.

Table 4: Processing days to decide new applications, including all previous submissions in this quarter

Application type	Applications decided	Average processing days	Median processing days
Vehicle type approval	340	19.2	6
Concessional RAV entry approval	6,823	7.6	8
Component type approval	59	5.2	4
Authorised vehicle verifier approval	3	3.3	3
Model Report approval	42	31.2	28.5
Registered automotive workshop approval	8	2.9	2
Specialist and Enthusiast Vehicles Register entry	84	12.1	10.5
Testing facility approval	13	6.8	5
Non-RAV entry import approval	285	5.1	5
Re-importation import approval	99	7.2	7

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Application type	Applications decided	Average processing days	Median processing days
Advisory notice (not a road vehicle)	324	6.5	7
Total	**8,080**	**8.1**	**8**

Source notes.

1. Total number of applications decided from 1 April to 30 June 2025.
2. Processing days include from the first submission to a decision.
3. Median processing days is the mid-point or middle value of processing days for the application type.
4. See Explanatory notes for details.

Table 5: Percentage of withdrawn and resubmitted new applications in this quarter

Application type	Applications submitted only once	Applications withdrawn and resubmitted
Vehicle type approval	82.1%	17.9%
Concessional RAV entry approval	96.3%	3.7%
Component type approval	88.1%	11.9%
Authorised vehicle verifier	100%	0%
Model Report	35.7%	64.3%
Registered automotive workshop	100%	0%
Specialist and Enthusiast Vehicles Register entry	82.1%	17.9%
Testing facility approval	76.9%	23.1%
Non-RAV entry import approval	97.5%	2.5%
Re-importation import approval	100%	0%
Advisory notice (not a road vehicle)	98.1%	1.9%
Total	**95.3%**	**4.7%**

Source notes.

1. Total number of applications decided from 1 April to 30 June 2025.
2. Applications for an advisory notice could not be withdrawn and resubmitted in ROVER during this period.
3. See Explanatory notes for details.

Assessment timeframes for applications to vary an approval

Table 6: Processing days to decide variation applications in this quarter

Application type	Applications decided	Average processing days	Median processing days
Vehicle type approval	595	24	31
Concessional RAV entry approval	176	1.3	1
Component type approval	9	8.2	9

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Application type	Applications decided	Average processing days	Median processing days
Authorised vehicle verifier	1	3	3
Model Report	89	16.4	19
Registered automotive workshop	1	1	1
Specialist and Enthusiast Vehicles Register entry	0	0	0
Testing facility approval	21	7	5
Non-RAV entry import approval	61	1.2	1
Re-importation import approval	1	1	1
Advisory notice (not a road vehicle)	0	0	0
Total	**954**	**17.1**	**12.5**

Source notes.

1. Total number of variation applications decided from 1 April to 30 June 2025.
2. Processing days only include from the last submission to a decision and exclude any previous submissions for the same application.
3. Median processing days is the mid-point or middle value of processing days for the application type.
4. See Explanatory notes for details.

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Compliance and enforcement matters

Table 7: Non-compliance reports, investigation cases and field activities

Activity	Jan-Mar 2025	Apr-Jun 2025
Reports of non-compliance received	112	77
Non-compliance reports closed	107	76
New investigation cases opened	49	37
Investigation cases closed	17	40
Separate field activities undertaken	15	15

Source notes.

1. See Explanatory notes for details.

Table 8: Compliance and enforcement outcomes

Activity	Jan-Mar 2025	Apr-Jun 2025
Infringement notices issued	2	0
Enforceable Undertakings received and accepted	0	2
Approval revocations – enforced	1	1
Approval suspensions – enforced	1,410	0

Source notes.

1. See Explanatory notes for details.

Table 9: Enforceable Undertakings received and accepted by approval type

Activity	Jan-Mar 2025	Apr-Jun 2025
Vehicle type approval	0	2
Concessional RAV entry approval	0	0
Component type approval	0	0
Authorised vehicle verifier approval	0	0
Model Report approval	0	0
Registered automotive workshop approval	0	0
Testing facility approval	0	0
Non-RAV entry import approval	0	0
Re-importation import approval	0	0
Total	**0**	**2**

Source notes.

1. See Explanatory notes for details.

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Table 10: Enforced approval revocations and suspensions by approval type

	Jan-Mar 2025		Apr-Jun 2025	
Approval type	**Enforced revocations**	**Enforced suspensions**	**Enforced revocations**	**Enforced suspensions**
Vehicle type approval	0	1409	0	0
Concessional RAV entry approval	0	0	1	0
Component type approval	0	0	0	0
Authorised vehicle verifier approval	0	0	0	0
Model Report approval	0	0	0	0
Registered automotive workshop approval	1	1	0	0
Testing facility approval	0	0	0	0
Non-RAV entry import approval	0	0	0	0
Re-importation import approval	0	0	0	0
Total	**1**	**1,410**	**1**	**0**

Source notes.

1. See Explanatory notes for details.

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Voluntary approval revocations and suspensions

Table 11: Voluntary approval revocations and suspensions by approval type

	Jan-Mar 2025		Apr-Jun 2025	
Approval type	**Voluntary revocations**	**Voluntary suspensions**	**Voluntary revocations**	**Voluntary suspensions**
Vehicle type approval	71	10	9	1
Concessional RAV entry approval	96	0	62	0
Component type approval	0	0	2	0
Authorised vehicle verifier approval	2	1	0	0
Model Report approval	0	0	0	1
Registered automotive workshop approval	3	0	4	1
Testing facility approval	1	0	2	0
Non-RAV entry import approval	2	0	3	0
Re-importation import approval	0	0	1	0
Total	**175**	**11**	**83**	**3**

Source notes.

1. Voluntary revocations and suspensions are made by the approval holder and not by the department.
2. See Explanatory notes for details.

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Recalls

Table 12: Recall activities for road vehicles and vehicle components

Activity	Jan-Mar 2025	Apr-Jun 2025
Voluntary recalls published	69	44
Risk assessment reviews	407	631
Recalls identified and escalated to suppliers in performance review	51	30
Vehicle Identification Number list updates	38	24

Source notes.

1. See Explanatory notes for details.

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Stakeholder engagement and management

Table 13: Enquiries managed by the ROVER Level 1 Support team

Enquiry type	Jan-Mar 2025	Apr-Jun 2025
Emails	9,140	8,918
Phone calls	6,883	6,328
Total	**16,023**	**15,246**

Source notes.

1. See Explanatory notes for details.

Table 14: List of stakeholder engagement activities in this quarter

Activity	Date
RVSA Jurisdictions Webinar	1 April 3 June
NEVDIS/Austroads regular meeting	30 April 11 June
National Heavy Vehicle Regulator regular meeting	16 April 26 May 24 June
Caravan Industry Association of Australia National Conference 2025	14-16 May
Bus Industry Confederation meetings	27 May
RVSA Industry Webinar	29 May 26 June
Australian Imported Motor Vehicle Industry Association Annual General Meeting	11 June
Autocare 2025 Modifications Summit	20 June

Source notes.

1. See Explanatory notes for details.

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Appendix A – Explanatory notes

Register of Approved Vehicles

Data on the RAV was sourced from ROVER on 1 July 2025.

The number of vehicles entered on the Register of Approved Vehicles (RAV) includes active vehicles only. The term 'active vehicles' refer to vehicles on the RAV at the time the data is sourced from ROVER.

Occasionally, vehicles are requested to be removed from the RAV and when this happens they are made inactive. Therefore, this report includes data on active vehicles only to provide a more accurate representation of the number of vehicles on the RAV.

Applications and assessment data source and reporting period

Data on applications and their assessment was sourced from ROVER via the department's Ready Access to Data Analytics and Reporting (RADAR) data management system on 3 July 2025. It includes data on decided applications (new, varied and resubmitted) and excludes data on applications still under assessment.

New and variation applications

A new application is an application that has been submitted for the first time.

A variation application is when an approval holder applies to make a change to an existing approval.

Application assessment day and legislated timeframes

An assessment day is counted as a business day in the Australian Capital Territory. A business day under section 5 of the Road Vehicle Standard Rules 2019 means a day that is not a Saturday, Sunday or public holiday in the Australian Capital Territory.

The processing time starts the day after the date the application is submitted and paid. However, if an application was submitted, assessed and decided on the same day, it is counted as one processing day.

The assessment clock pauses when the department makes a request for information (RFI) and then resumes after the applicant responds to the RFI.

The RVS legislation does not apply a formal timeframe for the department to assess variation applications. However, the department assesses variation applications in line with the legislated timeframe for each applications type.

The legislated timeframe for processing vehicle type approval, component type approval and Model Report approval applications is 60 business days. All other application types are 30 business days, including advisory notices, which are subject to a service charter timeframe of 30 business days.

Application decision types

The types of decisions that can be made on an application include the following:

- grant an approval
- refuse to grant an approval
- enter a vehicle on the Specialist and Enthusiast Vehicles Register
- refuse to enter a vehicle on the Specialist and Enthusiast Vehicles Register

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- issue an advisory notice that a thing is not a road vehicle
- refuse to issue an advisory notice that a thing is not a road vehicle
- refuse to consider an application.

Compliance and enforcement

Data on compliance and enforcement activities was sourced from ROVER on 2 July 2025.

An approval revocation or suspension can be enforced or voluntary.

An enforced revocation or suspension occurs when the department decides, in certain circumstances, that an approval should be revoked or suspended.

An approval holder may voluntarily request to have their approval suspended or revoked for a number of reasons. An approval holder may decide to suspend or revoke their approval after having discussions with the department, if they are making substantial changes to their business operations or decide not to continue with the purchase or import of a vehicle.

Compulsory and voluntary recalls

Data on compulsory and voluntary recalls was sourced from ROVER on 2 July 2025.

A compulsory recall occurs (rarely) when the Minister exercises the power to issue a compulsory notice for road vehicles or approved road vehicle components of a particular kind where it appears such vehicles or components:

- will or may cause injury to any person through use (or misuse), or
- do not or it is likely that they do not comply with relevant standards, and
- one or more suppliers of such vehicles or such components have not taken satisfactory action to prevent injury or resolve non-compliance.

A voluntary recall is usually undertaken by the entity, whether an individual in business or a company, responsible for the supply of a vehicle or component for the first time to the Australian market through trade or commerce. However, it may also be appropriate for another entity in the supply chain to undertake the recall action.

Published recalls

Data on published recalls was sourced from ROVER on 2 July 2025.

Recalls are notified to the department, the hazard and defect wording is negotiated with (and agreed to by) suppliers, and the recall is prioritised based on a risk assessment to establish performance benchmarks that inform performance monitoring until closed.

Recalls identified in performance reviews

Sections of the industry are audited to establish recall underperformance and conduct performance discussions. The data has been drawn from the audit findings.

Risk Assessment Reviews

Risk assessments for open recalls are periodically reviewed to maintain their current priority, which informs performance review action.

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Enquiries

Enquiries include those received by the ROVER Level 1 Support team. Enquiry data was sourced from ROVER, the department's telephony system and emails on 2 July 2025.

Stakeholder engagement activities

Stakeholder engagement activities include events that were either hosted by the Vehicle Safety Operations Branch or Vehicle Safety Policy and Partnerships Branch, or organised by an external RVS stakeholder. This report does not include stakeholder consultation activities relating to specific activities, for example, vehicle standards being made or amended or framework reviews.

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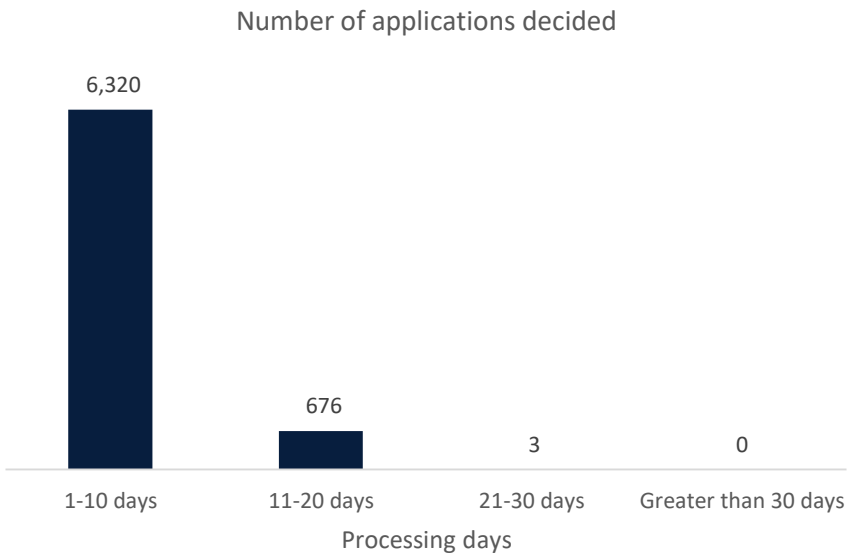
Appendix B – Assessment timeframes compared to legislated timeframes by application type in this quarter

Applications with a 30-day legislated timeframe

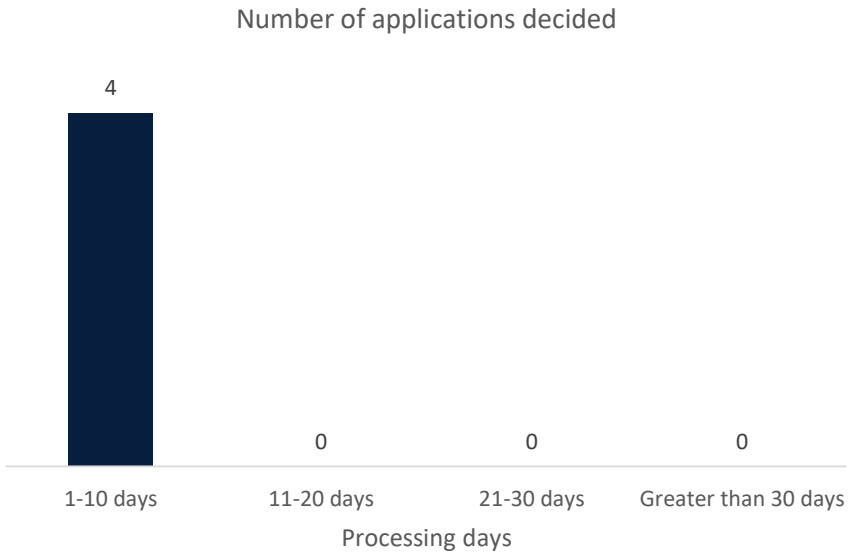
Figure 6: Processing days for concessional RAV entry approval applications in this quarter



Source notes.

1. Total number of concessional RAV entry approval applications decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details.

Figure 7: Processing days for authorised vehicle verifier approval applications in this quarter



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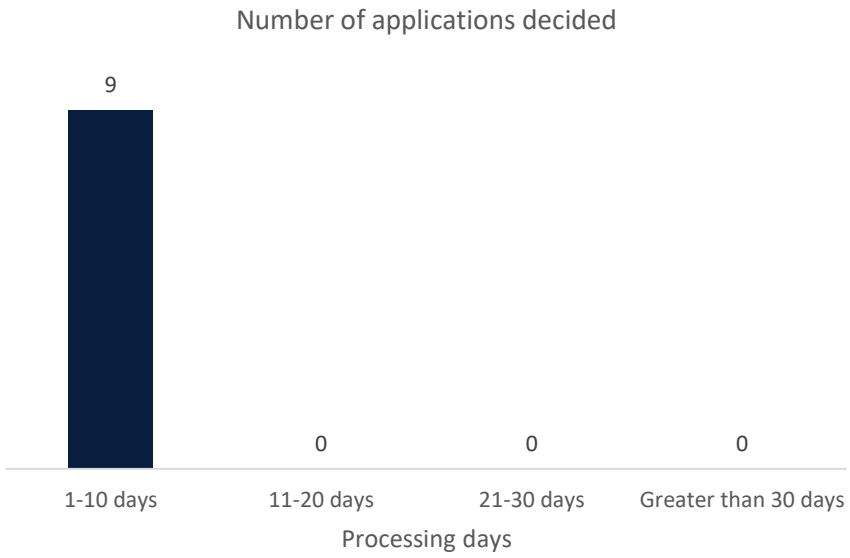
Source notes.

1. Total number of authorised vehicle verifier approval applications decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details

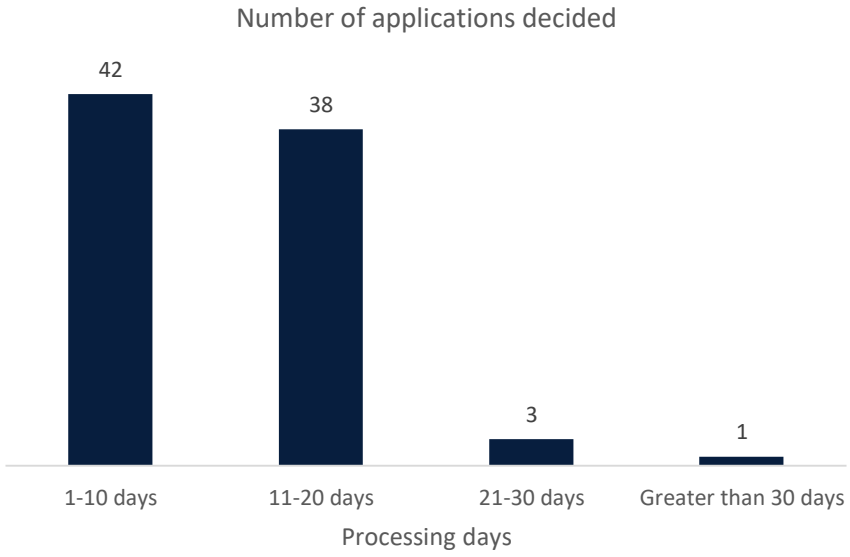
Figure 8: Processing days for registered automotive workshop approval applications in this quarter



Source notes.

1. Total number of registered automotive workshop approval applications decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details

Figure 9: Processing days for Specialist and Enthusiast Vehicles Register entry applications in this quarter



Source notes.

1. Total number of Specialist and Enthusiast Vehicles Register entry approval applications decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details

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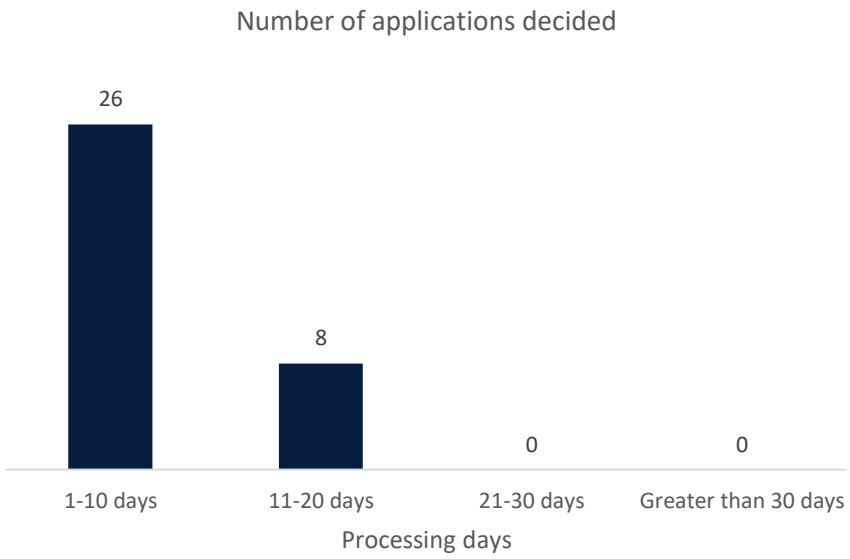
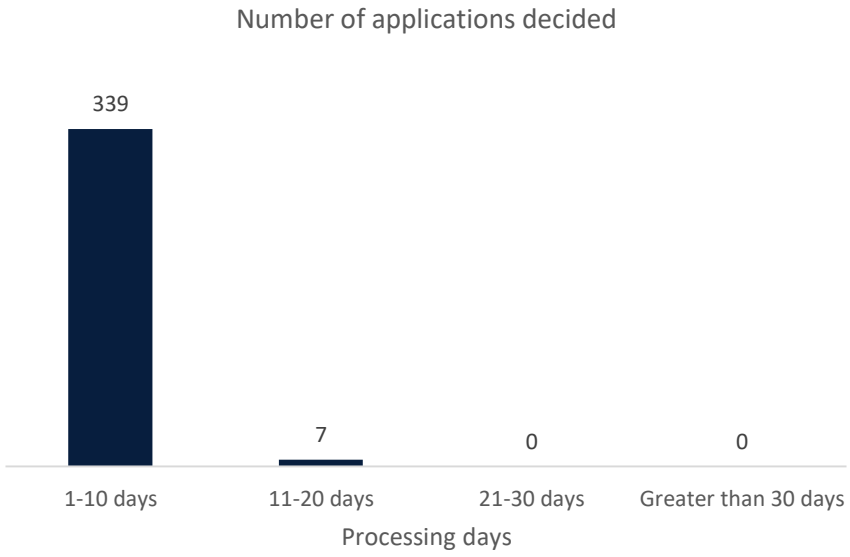
Figure 10: Processing days for testing facility approval applications in this quarter



Source notes.

4. Total number of Specialist and testing facility applications decided from 1 April to 30 June 2025.
5. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
6. See Explanatory notes for details

Figure 11: Processing days for non-RAV entry import approval applications in this quarter



Source notes.

1. Total number of non-RAV entry import approval applications decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details

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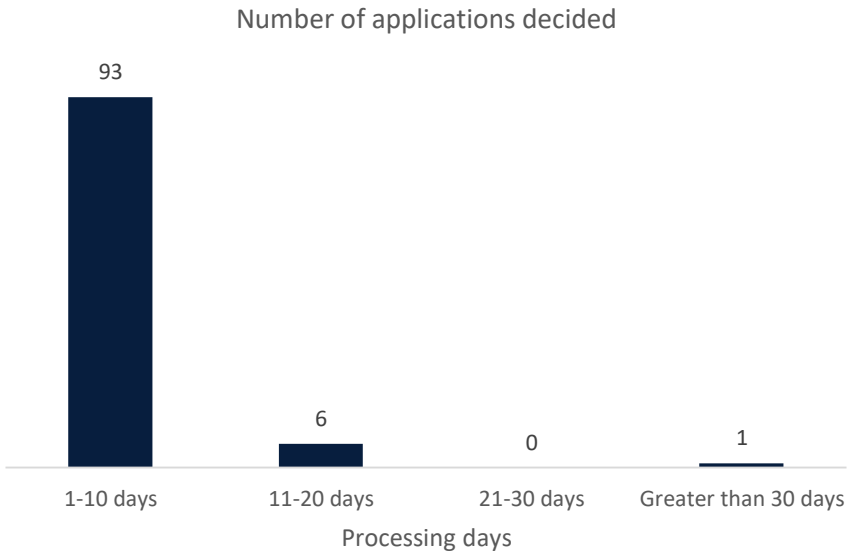
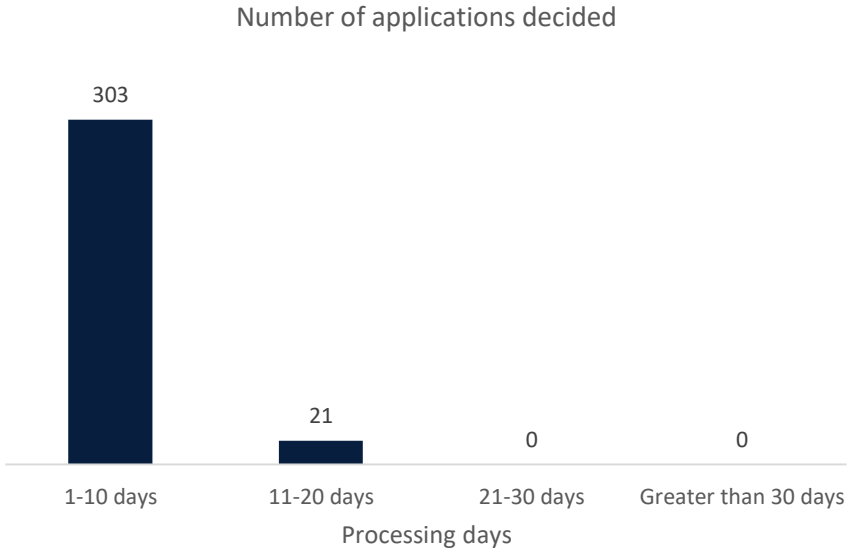
Figure 12: Processing days for re-importation import approval applications in this quarter



Source notes.

4. Total number of re-importation import approval applications decided from 1 April to 30 June 2025.
5. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
6. See Explanatory notes for details

Figure 13: Processing days for advisory notice (not a road vehicle) applications in this quarter



Source notes.

1. Total number of advisory notice applications decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details

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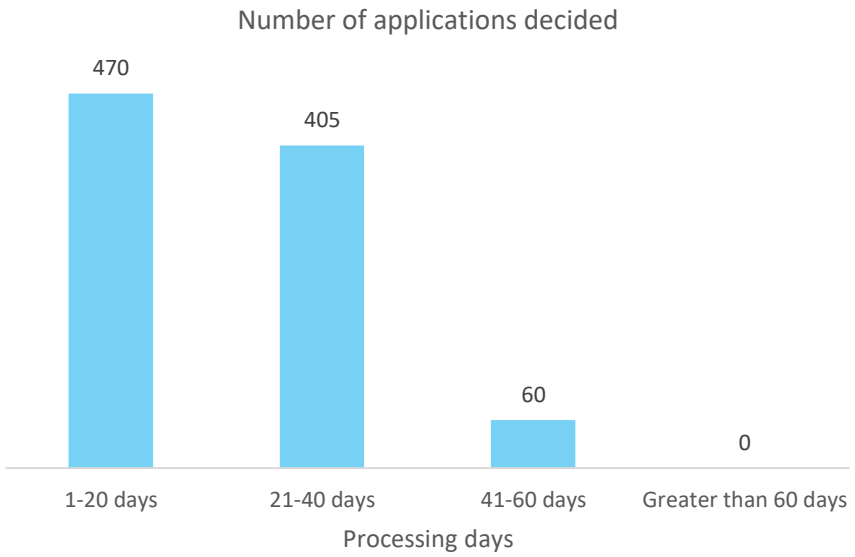
Applications with a 60-day legislated timeframe

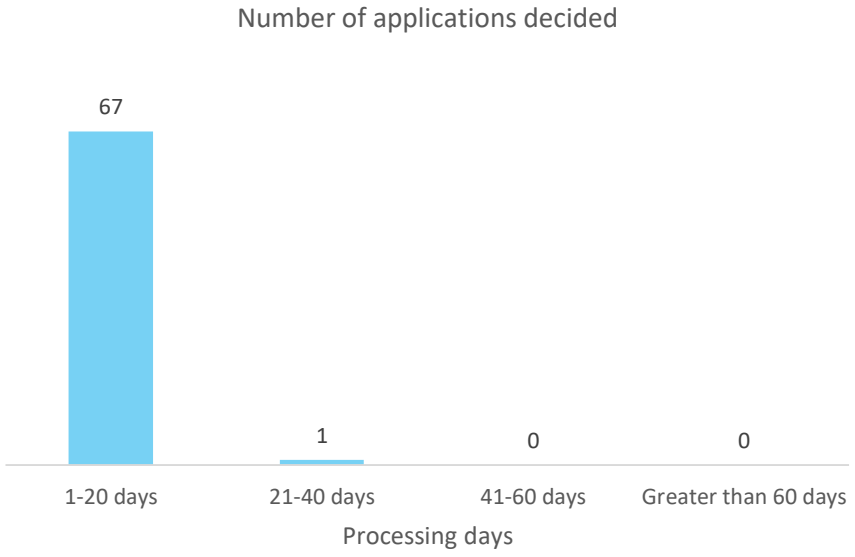
Figure 14: Processing days for vehicle type approval applications in this quarter



Source notes.

1. Total number of vehicle type approval applications decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details

Figure 15: Processing days for component type approval applications in this quarter



Source notes.

1. Total number of component type approval applications decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details

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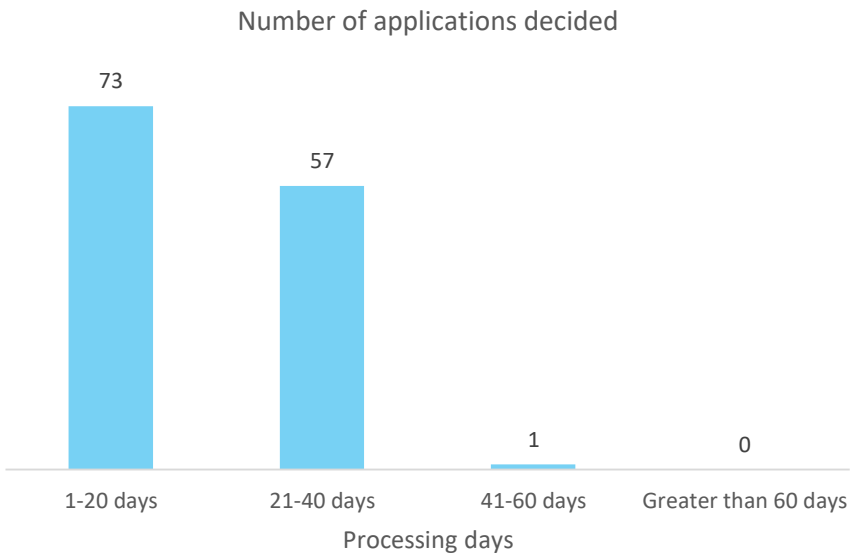
Figure 16: Processing days for Model Report approval applications in this quarter



Source notes.

1. Total number of Model Report applications decided from 1 April to 30 June 2025.
2. Timeframe only includes processing days from the last submission to the decision date and excludes any previous submissions for the same application.
3. See Explanatory notes for details

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Melony Czajor

SB25-000288

SUBJECT: Infrastructure Sub-programs

Talking Points

- The Australian Government will invest $19.4 billion over 10 years from 2025-26 to 2034-35[1] through sub-programs of the Infrastructure Investment Program to deliver road infrastructure projects in partnership with state, territory and local governments.
- This is a significant investment designed to target infrastructure projects across Australia that support local economic growth and regional development, make travel safer, and increase community and freight access.
- This investment is in addition to the $265.4 million[2] in 2025-26 for local governments for road and community infrastructure projects under the temporary **Local Roads and Community Infrastructure Program.**

Key Issues

- At the 2025-26 Budget, the government:
  - brought forward $27.4 million from 2027-28 and 2028-29 to enable **Roads to Recovery** funding recipients to deliver projects earlier in the 5-year funding period
  - moved $155 million into the 4 years from 2025-26 to 2028-29 to enable the **Safer Local Roads and Infrastructure Program** to have a more sustainable pipeline of funding over the Forward Estimates to support new projects and deliver existing projects
  - agreed a further 12-month extension to the **Road Safety Program** to 30 June 2027 to accommodate project delays resulting from severe weather events, labour shortages and market constraints.

Background

- Infrastructure Investment Program (IIP) sub-programs are authorised by the *National Land Transport Act 2014* and listed in the Federation Funding Agreement Schedule (FFA Schedule) on the Land Infrastructure Projects (2024-2029). They include:
  - Active Transport Fund (ATF)*
  - Black Spots Program (BSP)*
  - Regional Level Crossing Upgrade Fund (RLCUF)*

[1] 10-year funding figure includes: $90 million Active Transport Fund; $1,541.8 million Black Spots Program; $5,282.4 million National Land Transport Network Maintenance; $126.2 million RLCUF; $27.6 million Remote Roads Upgrade Pilot Program; $520.9 million Road Safety Program; $9,750.0 million Roads to Recovery; $2.101.2 million Safer Local Roads and Infrastructure Program.

[2] A movement of funds of $165.4 million from 2024-25 has been requested for MYEFO 25-26 to meet the remaining $430.8 million in grant agreement commitments for 2025-26.

Contact: Melony Czajor **Cleared by:** Anita Langford, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 09/09/2025

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- Remote Roads Upgrade Pilot Program (RRUPP)*
- Roads to Recovery (RTR) Program
- Road Safety Program (RSP)*
- National Land Transport Network (NLTN) Maintenance Program
- Safer Local Roads and Infrastructure Program (SLRIP), which includes the Heavy Vehicle Rest Area (HVRA) initiative. SLRIP consolidated the former Bridges Renewal Program (BRP) and the former Heavy Vehicle Safety and Productivity Program (HSVPP)*.

** Indicates sub-programs that operate in accordance with their own program guidelines.*

- The Local Roads and Community Infrastructure (LRCI) Program is administered under section 32B of the *Financial Framework (Supplementary Powers) Act 1997*, and listed in Schedule 1AB to the Financial Framework (Supplementary Powers) Regulations 1997. It was designed to provide temporary financial assistance directly to all local governments for infrastructure development and to support local communities.

Financial Information as at 29 August 2025

In the following tables:

- FEs Total refers to the total budget over the Forward Estimates 2025-26 to 2028-29 (i.e. excluding 2024-25).
- Committed Funds refers to amounts committed by the government under a funding agreement, contract or program of works where the project, profile and conditions have been agreed to or a formal offer has been made to a funding recipient.
- Uncommitted Funds refers to the appropriation budget less actual expenditure and committed funds.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Melony Czajor

SB25-000288

Program	**Active Transport Fund**					
Program Start Date:	October 2024					
Program End Date:	June 2029					
Financial Year	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**FEs TOTAL $m**
Appropriation Budget	10.0	15.0	25.0	25.0	25.0	**90.0**
Less:						
Actual Expenditure YTD at 29 August 2025	0.1	0.0	0.0	0.0	0.0	**0.0**
Committed Funds at 29 August 2025	-	29.7	28.0	25.5	13.0	**96.2**
Uncommitted Funds (balance)	9.9	-14.7	-3.0	-0.5	12.00	**-6.2**

Notes:

- An underspend of $9.9 million occurred in 2024-25 because budget was appropriated prior to project funding being finalised and formally committed.
- A Movement of Funds has been requested for MYEFO 2025-26 to reflect the funding profiles of the 81 projects approved over the Forward Estimates.
- Committed funds refer to amounts committed to recipients by the government through project approval instruments made under the *National Land Transport Act 2014*.
- Uncommitted funds include $3.7 million in program funds unallocated and set aside in the event projects encounter cost overruns.

Program delivery status:	• 81 projects have been approved to receive funding from 2024-25 to 2028-29.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Melony Czajor

SB25-000288

Program	**Black Spots Program**					
Program Start Date:	1996-97					
Program End Date:	Ongoing					
Financial Year	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**FEs TOTAL $m**
Appropriation Budget	131.6	150.0	150.0	150.0	150.0	**600.0**
Less:						
Actual Expenditure YTD at 29 August 2025	115.9	25.4	0.0	0.0	0.0	**25.4**
Committed Funds at 29 August 2025	0.0	124.6	155.0	155.3	155.3	**590.2**
Uncommitted Funds (balance)	15.6*	0.0	-5.0	-5.3	-5.3	**-15.6**

**rounding correction*

Notes:

- The underspend of $15.6 million in 2024-25 is due to project delays, resulting in payments not occurring as per initial 2024-25 forecasts.
- A Movement of Funds has been requested for MYEFO 2025-26 to meet commitments over the Forward Estimates.
- Committed Funds refers to amounts allocated to each state and territory by government through the Federation Funding Agreement Schedules on Land Transport Infrastructure Projects, and is a combination of funding for approved projects and allocations based on crash data, population and vehicle kilometres travelled.

Program delivery status:	• There are currently 495 active Black Spots projects. • Tasmania, Victoria, Queensland and Western Australia have had their 2025-26 Black Spots packages approved, to the sum of $90 million for 180 projects. • Panel meetings in New South Wales, South Australia, Northern Territory and the Australian Capital Territory for 2025-26 have been delayed while Panel Chair nominations were finalised post-election.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Melony Czajor

SB25-000288

Program	**Roads to Recovery Program**					
Program Start Date:	2000-01					
Program End Date:	Ongoing					
Financial Year	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**FEs TOTAL $m**
Appropriation Budget	650.0	821.9	955.5	990.0	982.6	**3750.0**
Less:						
Actual Expenditure YTD at 29 August 2025	480.8	87.5	0.0	0.0	0.0	**0.0**
Committed Funds at 29 August 2025	0.0	884.6	993.9	1027.3	1013.4	**3919.2**
Uncommitted Funds (balance)	169.2	-62.7	-38.4	-37.3	-30.8	**-169.2**

Notes:

- An underspend of $169.2 million occurred in 2024-25 because it is the first year of the new five-year funding period and a large number of funding recipients are still planning works to deliver throughout the five years.
- A Movement of Funds has been requested for MYEFO 2025-25 to meet commitments over the Forward Estimates.
- Committed funds refer to amounts committed to recipients by the government through the *National Land Transport (Roads to Recovery List) Determination 2024*.

Program delivery status:	• Since 1 July 2024, 4,332 projects have been approved to receive funding over the current five-year funding period. • Of these 2,716 projects were delivered during the 2024-25 financial year.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000288

Program	**Safer Local Roads and Infrastructure Program**					
Program Start Date:	July 2024					
Program End Date:	Ongoing					
Financial Year	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**FEs TOTAL $m**
Appropriation Budget	196.2	310.0	250.0	215.0	215.0	**990.0**
Less:						
Actual Expenditure YTD at 29 August 2025	147.6	0.0	0.0	0.0	0.0	**0.0**
Committed Funds at 29 August 2025	0.0	264.2	131.0	47.7	18.0	**460.9**
Uncommitted Funds (balance)	48.6	45.8	119.0	167.3	197.0	**529.1**

Notes:

- An underspend of $48.6 million occurred in 2024-25 because a number of projects have had milestones moved due to weather events, market conditions, and other unforeseen events resulting in payments not occurring as per initial 2024-25 forecasts.
- A Movement of Funds has been requested for MYEFO 2025-26 to meet commitments over the Forward Estimates.
- Committed funds refer to amounts committed to recipients by the government through project approval instruments made under the *National Land Transport Act 2014*.
- Uncommitted funds include $52.8 million in program funds that has come from cost savings on previous projects. This is unallocated in the event projects encounter cost overruns.

Program delivery status:	• Across the first two tranches of SLRIP funding applications assessed, 52 projects have been approved for $134.8 million in program funding. • Across the first five tranches of HVRA initiative funding applications assessed, 25 projects have been approved for $39.9 million in program funding.

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2025-2026 Supplementary Budget Estimates

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SB25-000288

Program status information as at 29 August 2025

RLCUF	• In 2024-25 $12.97 million in payments were made. The 2024-25 underspend of $19.4 million primarily relates to Round 2 projects that had not yet commenced and funding allocations that have not been committed to projects. • To date $102.6 million has been approved for 167 projects under Rounds 1 and 2 of the program. • South Australia requested an extension to submit a Round 2 application, and that is currently being assessed. • $57.4 million of the program's $160 million remains available. • The review of unspent funds, outlined in the Program Guidelines, is currently underway, with options being prepared for the Minister's consideration. • The program is scheduled to close on 30 June 2027.
RRUPP	• In 2024-25, $38.8 million in payments were made. The 2024-25 underspend of $18 million is primarily the result of a small number of delayed projects, and will be moved into 2025-26 at MYEFO. • Of the 33 approved projects, 22 have now been completed. • The 11 remaining projects are on track for completion by the program end date of 30 June 2026.
RSP	• Over 500 projects are being delivered nationally to reduce the risk of fatal and serious injuries on our roads, and improve protections for vulnerable road users. • Over $330 million was paid to jurisdictions in 2024-25 for milestones achieved to date under the 2023-27 Program.
NLTN Maintenance Program	• Each jurisdiction has been allocated its share of program funding for the 2025-26 financial year based on road maintenance formula data. • First milestone payments for 2025-26 (25% of allocated share) will be made to all jurisdictions in September 2025.
LRCI Program	• To date 12,702 projects have been delivered under the program. • 161 projects are scheduled for completion in 2025-26 as an extension was granted to the relevant funding recipients given delivery delays due to weather events, market conditions, and workforce shortages. • The program is scheduled to end on 30 June 2026.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Melony Czajor

SB25-000288

Financial Information – Full program envelope as at PEFO 2025

BSP	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	TOTAL
	$m	$m	$m	$m	$m	$m	$m	$m	$m	$m	$m	$m
Opening Appropriation	130.0	140.0	140.0	150.0	150.0	150.0	150.0	155.0	158.9	-	-	1,193.9
Movements/decisions (Budget 2024-25)	1.6	-	-	-	-	-	-	-	-1.6	150.0	-	150.0
Movements/decisions (MYEFO20 24-25)	-	10.0	10.0	-	-	-	-	-	-	29.5	-	49.5
Movement/decisions (Budget 2025-26)	-	-	-	-	-	-	-	-	-	-	150.0	150.0
Current Appropriation	**131.6**	**150.0**	**150.0**	**150.0**	**150.0**	**150.0**	**150.0**	**155.0**	**157.3**	**179.5**	**150.0**	**1,541.8**

RTR Program	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	TOTAL
	$m	$m	$m	$m	$m	$m	$m	$m	$m	$m	$m	$m
Opening Appropriation	650.0	800.0	950.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	-	-	7,750.0
Movement/decisions (Budget 2024-25)	-	-	-	-	-	-	-	-	-	1000.0	-	1,000.0

Contact: Melony Czajor **Cleared by:** Anita Langford, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 09/09/2025

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2025-2026 Supplementary Budget Estimates

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SB25-000288

Movement/decisions (MYEFO 2024-25)	-	-	-	-	-	-	-	-	-	-	-	-
Movement/decisions (Budget 2025-26)	-	21.9	5.5	-10.0	-17.4	-	-	-	-	-	1000.0	**1,000.0**
Current Appropriation	**650.0**	**821.9**	**955.5**	**990.0**	**982.6**	**1000.0**	**1000.0**	**1000.0**	**1000.0**	**1000.0**	**1000.0**	**9,750.0**

SLRIP	**2024-25**	**2025-26**	**2026-27**	**2027-28**	**2028-29**	**2029-30**	**2030-31**	**2031-32**	**2032-33**	**2033-34**	**2034-35**	**TOTAL**
	$m	$m	$m	$m	$m	$m	$m	$m	$m	$m	$m	**$m**
Opening Appropriation	195.0	195.0	191.5	203.3	203.3	203.3	203.3	203.3	246.8	-	-	**1,649.8**
Movements/decisions (Budget 2024-25)	5.0	5.0	8.5	1.7	2.7	3.7	4.7	4.7	-35.9	200.0	-	**195.0**
Movements/decisions (MYEFO 2024-25)	-	7.0	7.0	7.0	7.0	7.0	7.0	7.0	3.5	-	-	**52.5**
Movements/decisions (Other)	65.0	28.0	-7.0	-12.0	-13.0	-14.0	-15.0	-15.0	-17.0	-	-	**-65.0**
Movements/decision (Budget 2025-26)	-68.8	75.0	50.0	15.0	15.0	-10.0	-20.0	-20.0	-17.4	-18.8	200.0	**268.8**
Current Appropriation	**196.2**	**310.0**	**250.0**	**215.0**	**215.0**	**190.0**	**180.0**	**180.0**	**180.0**	**181.2**	**200.0**	**2,101.2**

Contact: Melony Czajor **Cleared by:** Anita Langford, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 09/09/2025

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2025-2026 Supplementary Budget Estimates

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SB25-000288

Supporting Information

Questions on Notice (QoNs)

- SQ25-000267 Safer Local Roads and Infrastructure Program - Funding allocation and projects announced
- SQ25-000034 Safer Local Roads and Infrastructure Program - Application from Toowoomba Regional Council
- SQ25-000349 Funding for the Safer Local Roads and Infrastructure Program
- SQ25-000295 Local Roads and Community Infrastructure Program
- SQ25-000282 Government actions taken to address rising road toll and National Road Safety Strategy goals (including road infrastructure program funding)
- SQ25-000330 Safety analysis of divided roads (including Road Safety Program in WA)

Freedom of Information (FOI) Requests

- FOI 26-032 - Request to access documents related to Roads to Recovery project 121725-22NSW-RTR—Meroo Road Pavement Rehabilitation at Meroo Meadow, Shoalhaven, NSW.

Recent Ministerial Comments

- The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, 15 August 2025 https://minister.infrastructure.gov.au/c-king/media-release/rest-area-funding-delivers-regional-truckie-safety
- Minister King, 11 August 2025 https://minister.infrastructure.gov.au/c-king/media-release/tasmania-track-life-saving-level-crossing-upgrades
- The Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP, 6 August 2025 https://minister.infrastructure.gov.au/mcbain/media-release/63-million-life-saving-road-upgrades-across-australia

Relevant Media Reporting

- "No new funding for councils in Federal Budget", Australian Local Government Association, 25 March 2025 - https://alga.com.au/no-new-funding-for-councils-in-federal-budget/
- "Our plan to make Australians safer on our roads", Liberal Party of Australia, 1 May 2025, www.liberal.org.au/policy/our-plan-to-make-australians-safer-on-our-roads

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Susan Cattermole

SB25-000290

SUBJECT: Road Safety Overview

Talking Points

- We know that the number of deaths and serious injuries caused by road crashes continues to rise, despite efforts by all levels of government as well as non-government stakeholders.
  - there are a number of factors that continue to influence the likelihood and severity of road crashes across Australia. This includes behavior such as excessive speed, impaired driving, distracted driving and the non-use of seatbelts.
- The Australian Government remains committed to working with state, territory and local governments to improve road safety. This work is informed by the National Road Safety Strategy and the National Road Safety Action Plan.
- The government continues to provide significant investment into road safety through funding measures including:
  - $120 billion over the next 10 years through a rolling infrastructure plan;
  - $21.2 million over 6 years from 2024-25 to improve the reporting of national road safety data via the National Road Safety Data Hub; and
  - $16.5 million over five years from 2023-24 for the Car Safety Ratings Program.
- Road safety requires partnership as many of the levers for road safety sit with the states, territories and local government.
- The government is primarily responsible for infrastructure co-investment with state, territory and local governments to build and maintain safer roads, and for overseeing the entry of new, safer vehicles into the Australian market.
- The government also provides a coordination role to facilitate information sharing and encourage best practice across jurisdictions.

Key Issues

<u>Road deaths Australia - statistics</u>

- For the 2025 calendar year to 31 August there have been 900 road deaths. This is 7.4% higher than the same period for 2024.
- During the 2024 calendar year, there were 1,294 road deaths. This was an increase of 3.5% from 2023.
- In 2024, the rate of annual deaths per 100,000 population was 4.8. This was a 1.4% increase compared to the rate of 4.7 per 100,000 population in 2023.

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- From the data we can see that:
  - the rate of annual road deaths per 100,000 population declined over the 5 years to 2020, but since then has increased at an average of 3% per year.
  - the number of hospitalised injuries has decreased by 9.6% per 100,000 population.
    - we are still waiting for the next year of data from the Australian Institute of Health and Welfare to confirm whether this represents a downward trend.
  - on a per capita rate for road deaths, major city areas have lower risk than regional and remote areas. Rates in inner and outer regional areas are 4 to 5 times higher than in major cities, and rates in remote and very remote areas are 10-15 times higher than in major cities.
  - in 2024, males accounted for 75% of all road deaths. This was an increase from 72% 10 years earlier.
  - in 2024, drivers accounted for 46% of all road deaths. This proportion has remained consistent over the last decade.
  - over the past 4 years, significant increases in road deaths have been seen in drivers (+12%), motorcyclists (+49%) and pedestrians (+21%).

Non-infrastructure grants

- The government provides funding towards non-infrastructure road safety projects under the National Road Safety Action Grants Program (NRSAGP) to support delivery of the government's commitments and priorities outlined in the Action Plan.
- The NRSAGP is providing funding towards 81 projects across 5 key streams, including:
  - 13 projects for a total value of $4.89 million under the Community Education and Awareness stream, including workplace road safety;
  - 10 projects for a total value of $3.98 million under the Vulnerable Road Users stream;
  - 12 projects for a total value of $6.14 million under the First Nations Road Safety stream;
  - 16 projects for a total value of $6.47 million under the Technology and Innovation stream; and
  - 30 projects for a total value of $17.3 million under the Research and Data stream.
- All projects have commenced and are scheduled for completion by January 2027.

National Road Safety Strategy and next Action Plan

- The government is committed to conducting a mid-term review of the National Road Safety Strategy 2021-30 (the Strategy) as required by the Strategy.
- The National Road Safety Action Plan 2023-25 will finish at the end of 2025.

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- the mid-term review of the Strategy will inform development of the next Action Plan.

- The government will continue to work with the states and territories to ensure road safety actions undertaken by all governments are evidence based and targeted at reducing road trauma.

Progress against the current Action Plan

- The Australian, state and territory governments continue to implement actions outlined in the National Road Safety Action Plan 2023-25.
  - as at 29 August 2025, 43 of 58 (74%) of the government actions in the current Action Plan have been completed and the remaining 15 actions continue to be actively progressed.
- The 2024 National Road Safety Annual Progress Report has been prepared and is progressing through the clearance process.

Road Safety Data

- State and territory governments have agreed to share road safety data as part of the Federation Funding Agreement Schedule.
- Road safety data is reported on the Road Safety Data Hub website and includes national and jurisdiction information about fatalities, hospitalisations, police enforcement and crash factors.
- The government committed $21.2 million over 6 years as part of the 2023-24 Federal Budget to maintain the Hub.

National Road Safety Education and Awareness Activities

- The 2024-25 Budget provided $10.8 million for national road safety education and awareness activities.
- The activities were developed by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts in accordance with the *Australian Government Guidelines on Information and Advertising Campaigns by non-corporate Commonwealth entities*. State and territory counterparts were also consulted as part of this process.
- On 15 December 2024, the government launched the national 'Safer Driving Starts with You' road safety campaign, which ran until May 2025.

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- The campaign highlighted and reinforced the importance of road safety and safer driving behaviours for all drivers, reminding them that everyone has a role to play in reducing crashes, injuries and fatalities on our roads.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Susan Cattermole

SB25-000292

SUBJECT: Road Safety Data

Talking Points

- The Australian Government is working with all states and territories to improve road safety through the collection and use of data.
- A large amount of quality data is already publicly available on the National Road Safety Data Hub's (Hub) website.
- Collecting data for data's sake does not by itself improve road safety outcomes. It is important that we are deliberate in what we collect, and that we have a purpose for its collection.

Federation Funding Agreement Schedule

- The Federation Funding Agreement Schedule (FFAS) on Land Transport Infrastructure Projects has been signed by all jurisdictions, and includes a commitment for them to work with the government towards improving nationally consistent road safety data.

Road Safety Data Hub

- The National Road Safety Data Hub (the Hub) provides public access to nationally consistent, timely and accessible data, and received an additional $21.2 million over 6 years from the 2024-25 Budget.
- The Hub comprises data on fatalities, injuries and enforcement including the Hospitalised Injuries for Road Crashes Dashboard and National Crash Dashboard.

Data Sharing Agreement

- A Data Sharing Agreement (DSA) was agreed by all governments on 12 April 2024, to formalise existing data sharing arrangements for road crash data currently collected from jurisdictions, and outline clear terms of use and processes for on-sharing of road safety data.
- The DSA, as well as the processes for requesting access to data, is available online.

National Data Collection and Reporting Framework and National Road Safety Dataset

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts has worked with jurisdictions to develop a National Data Collection and Reporting Framework (Framework) and a National Road Safety Dataset (NRSD).

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/Susan Cattermole

SB25-000292

- The Framework and NRSD focus and prioritise data collection and reporting efforts nationally to inform future planning and policy development, and are available online.
- These road safety data arrangements and tools complement each other.
  - the Hub serves as the repository for the data collected and provided by states and territories as well as a variety of analytical reports.
  - the NRSD establishes the foundation for shared national road safety data.
  - the Framework provides a way to develop and improve the NRSD over time.
  - new and relevant datasets are expected to be added to the NRSD and DSA over time.

Key Issues

Use of road safety data

- Data from the Hub forms a useful input to the development of other government policy and programs. For example:
  - Hub data underpinned the development of the targeted national road safety campaign, *Don't Let a Car Change Who You Are*. The demographic, geographic, and sociographic data relating to road fatalities challenged the prevalent assumption that young male drivers were involved in the majority of road fatalities, and instead led the campaign team to focus on a target audience of male drivers between 40-65. Additionally, the data received on road fatality locations has allowed the campaign to geo-locate social media posts to reach specific areas and audiences.

National Road Safety Data Hub

- The Hub was established through the 2020-21 Budget.
- The Hub provides a repository for road safety data and analytical products including:
  - the road safety Data Catalogue;
  - Hospitalised Injuries for Road Crashes Dashboard and Data Tables;
  - Monthly Road Deaths Dashboard; and
  - the National Crash Dashboard.
- Over the last 12 months, the following information has been released through the Hub:
  - Road Safety Monthly Bulletin on Australian road deaths, with July 2025 being the latest data available (released 14 August 2025);
  - Road Safety Heavy Vehicle Quarterly bulletin with October-December 2024 being the latest release (released 2 May 2025); and

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- Road safety enforcement data and dashboard for 2024 data (released 20 August 2025 and includes data consistency improvements from previous issues).

Data Sharing Agreement

- The DSA sets out Approved Purposes that govern the on-sharing of restricted data to non-government researchers and other organisations.
- The Road Safety Data Working Group administers the DSA and will review it annually to ensure it remains fit for purpose.

Federation Funding Agreement Schedule

- The FFAS sets out and formalises a broad agreement for state and territory governments to provide road safety data.
  - Section 28 of the FFAS outlines the commitment to responsible, secure and seamless sharing of road safety data.
  - Section 29 lists the data that will be shared by jurisdictions, including in relation to deaths, injuries, risky behaviour, crash factors, road inventory and road usage. These data inform a national view on where and when fatalities and serious injuries are occurring, contributing factors and demographic information.
  - Section 30 acknowledges the continually evolving nature of road safety data and requires States to report annually on road safety data improvements.

National Data Collection and Reporting Framework and National Road Safety Dataset (formerly the National Minimum Data Set)

- The Framework and NRSD are part of the commitment under the Road Safety Action Plan 2021-25 to prioritise continuous improvement for road safety data holdings.
  - data identified in the NRSD, but not currently provided consistently, will be prioritised for collection.
  - as high-priority gaps are filled over time, additional requirements, sources and data use cases will be explored.
- The NRSD contains a mix of open and restricted access data and includes data from a range of sources including governments, industry and purchased data.

Road Safety Data Working Group

- The Road Safety Data Working Group is part of the formal governance structure for the National Road Safety Action Plan 2021-25 and comprises representatives from the Australian and all state and territory governments.
- It reports to the Intergovernmental Steering Committee on Road Safety and is focused on making data available for measuring progress towards the National Road Safety

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Strategy 2021-30, focusing and prioritising data collection and reporting efforts in line with the Framework and NRSD, and also considering third-party access requests under the DSA.

National Road Safety Strategy's Safety Performance Indicators (SPIs)

- Some of the SPIs introduced for the current Strategy have proven challenging to define and measure in practice. There are data gaps and differences in the way each jurisdiction captures the data that need to be reported.
- The Road Safety Data Working Group has made progress towards making data available for the SPIs. Some data against most of the SPIs was published in the National Road Safety Annual Progress Report. Where data sources are incomplete, an alternative measure was used to provide the most comparable set of national data available for what the SPI is seeking to measure.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000294

SUBJECT: Infrastructure Investment Program – Budget Overview

Talking Points

- The Australian Government remains committed to a 10-year, over $120 billion infrastructure investment pipeline (pipeline).
- The Infrastructure Investment Program (IIP) is largest part of the pipeline. The IIP is a 10-year rolling program of transport infrastructure investment.
- As part of the 2025-26 Budget and PEFO 2025, the government provided $4.9 billion over the forward estimates and $18 billion over 10 years for new and existing projects.
  - **Attachment A** provides detail on the movement in the IIP from 2024-25 MYEFO to PEFO 2025, as well as YTD spend and profile information as at PEFO 2025.
- A slippage adjustment to national IIP payments has also been applied in the 2025-26 Budget and PEFO 2025 (the slippage adjustment was first applied in the 2024-25 MYEFO). This adjustment has not reduced the allocation of funding towards specific infrastructure projects nor to states and territories.

Key Issues

- The IIP is the largest component of the over $120 billion 10-year infrastructure investment pipeline. As at PEFO 2025, the IIP consists of $101.0 billion in infrastructure investments, including:
  - $87.4 billion towards major projects; and
  - $13.7 billion for smaller projects through programs such as Roads to Recovery, Black Spots and Safer Local Roads and Infrastructure programs.
- The pipeline also includes:
  - $12.2 billion for equity and loans, such as for Western Sydney International (Nancy-Bird Walton) Airport, Intermodal Terminals and Inland Rail; and
  - $12.9 billion for other grants, such as Financial Assistance Grants (Local Roads Component) and Local Roads and Community Infrastructure.

New Projects - $16.1 billion for 57 projects announced as part of the Budget 2025-26 and PEFO 2025 (**Attachments B and D)**

- The 2025-26 Budget and PEFO 2025 provided $16.1 billion over 10 years from 2024-25 for 57 new state and territory infrastructure projects:
  - $7.6 billion for projects in Queensland, including $7.2 billion for targeted safety upgrades on the Bruce Highway.

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- $3.5 billion for projects in Victoria, including $2 billion to upgrade Sunshine Station (subsequently included as part of the Melbourne Airport Rail Link project) and a $1 billion Road Blitz.
- $3.0 billion for projects in New South Wales, including $115 million to upgrade Terrigal Drive and the following projects in Western Sydney: $1 billion to preserve the corridor for the South West Sydney Rail Extension, $580 million for upgrades to Townson Road, Burdekin Road and Garfield Road West to support housing growth and flood resilience and $500 million to upgrade Fifteenth Avenue.
- $690 million for projects in South Australia, including $125 million for the Curtis Road Level Crossing Removal.
- $740 million for projects in Western Australia, including $350 million to upgrade the Kwinana Freeway and $295 million for the Reid Highway - Erindale Road Grade Separation.
- $345.2 million for projects in Tasmania, including $200 million for upgrades to the Arthur Highway.
- $200 million for the duplication of priority sections of the Stuart Highway (Darwin to Katherine) in the Northern Territory.
- $20 million for the Monaro Highway Upgrade Stage 2 planning works in the Australian Capital Territory.

Additional Funding - $1.9 billion between Budget 2025-26 and PEFO 2025 (**Attachments C and D**).

- The 2025-26 Budget and PEFO 2025 provided $1.9 billion over 9 years from 2024-25 for existing projects and corridors including:
  - $1.2 billion for existing projects and corridors in Victoria, including $1.1 billion for the Western Freeway.
  - $309.7 million for the METRONET: Byford Extension in Western Australia.
  - $200 million for the Rockhampton Ring Road on the Bruce Highway in Queensland.
  - $50 million for Homebush Bay Drive in New South Wales.
  - $33.5 million for projects in the Australian Capital Territory, including $30 million for the Monaro Highway Upgrade.

2025 Election Commitments (**Attachment E**).

- The government committed $487.5 million for 6 2025 Election Commitments, s47B(a) [redacted]

Slippage

- Infrastructure expenditure slippage occurs when project milestone payments have not been achieved as planned, leading to a delay in expenditure.

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- To help account for this slippage and improve the accuracy of forecast estimates, the Australian Government has applied a slippage adjustment to national IIP estimates.
  - the slippage adjustment takes account of historical experience, including the timing of states claiming payments against milestones, the complexity of delivery and market capacity constraints.
- The slippage adjustment has not reduced the allocation of funding towards specific infrastructure projects and is not applied to state and territory funding. Where the states and territories meet all project milestones in-line with project profiles in their Federation Funding Agreement Schedule Funding Tables, the Government has committed to make the associated payments in full.
  - in 2024-25, the government fulfilled this commitment in June 2025 through a movement of funds to provide sufficient funding to meet milestone payment requests from states and territories. The 2025-26 Budget estimate for 2024-25 was $12.6 billion and 2024-25 expenditure was $13.1 billion.
- The slippage adjustment is included in the 2025-26 Budget Statement of Risks and in footnotes to the Commonwealth-State infrastructure payments tables in the 2025-26 Budget papers.

Major Projects Business Case Fund

- As part of the 2025-26 Budget, 5 new projects ($40.3 million) were funded from the Major Projects Business Case Fund, including $20 million for New Tamar Crossing Planning and Design (Tas.), $10 million for Freight Productivity Business Case (Vic.) and $7.1 million for Melbourne Northern Suburbs Rail Upgrades – Planning (Vic.). The $200 million provided as part of the 2023-24 Budget has been fully exhausted.

Other

- The government created 2 new corridors in the 2025-26 Budget, with these corridors grouping new projects along strategic national freight routes in WA and Tas. The total number of corridors as at PEFO 2025 is 37, increasing from 35 at the 2024-25 MYEFO.
- In the 2025-26 Budget, unallocated funding of $1.7 billion for NSW and $642.5 million for WA was provided to fund future priorities.
- Total state and corridor unallocated funding as at PEFO 2025 amounted to $4.2 billion, comprising $2.1 billion in state unallocated (predominately NSW and WA) and $2.0 billion in corridor unallocated, including $1.1 billion for the Western Highway, $544 million for corridors in QLD and $212.9 million for corridors in the NT.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000294

- In regional Australia, as part of the 2025-26 Budget and PEFO 2025, the Government provided IIP funding of $8.6 billion towards 22 new major road and rail projects and an additional $312.6 million for the delivery of existing projects.

Attachments:

- A: IIP Summary Movement: 2024-25 MYEFO to PEFO 2025
- B: 2025-26 Budget - IIP Major Projects: New Projects
- C: 2025-26 Budget - IIP Major Projects: Additional Funding
- D: PEFO 2025 - IIP Major Projects: New Projects and Additional Funding
- E: 2025 Election Commitments

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Simon Milnes/s22(1)(a)(ii)

SB25-000294

Attachment A: 2024-25 MYEFO to the PEFO 2025 / IIP summary by financial year

IIP Summary – Movement: 2024-25 MYEFO to PEFO 2025 ($b)

Period	2024-25 MYEFO ($m)	2025-26 Budget ($m)	PEFO 2025 ($m)	Net change: 2024-25 MYEFO vs PEFO 2025 ($m)
2025-26	13,033.1	13,174.2	13,232.2	199.2
Forward Estimates 2024-25 MYEFO: 2024-25 to 2027-28 2025-26 Budget / PEFO 2025: 2025-26 to 2028-29	52,378.1	53,505.1	53,705.1	1,327.0
10 Year Investment 2024-25 MYEFO: 2024-25 to 2033-34 2025-26 Budget / PEFO 2025: 2025-26 to 2034-35	98,866.7	100,384.9	101,039.6	2,172.9

IIP by financial years – Summary (2025-26 to 2034-35), with YTD spend

Payments ($m)	Current Year^ ($m)	Forecasts^ ($m)				
2025-26 Paid to Date*	2025-26	2026-27	2027-28	2028-29	2029-30 to 2034-35	Total 10 year
618.4	13,232.2	13,435.1	13,408.2	13,629.5	47,334.5	101,039.6

* Payments as at 31 August 2025.
^ Current Year and forecasts as at PEFO 2025.
Figures are for the total IIP, whereas the forecast figures in the budget papers (for example: Budget Paper No. 3: Payments to support state infrastructure services) focus on the payments to the state's component only. The additional component (for the total IIP) relates to payments to non-state entities (predominantly relates to Grants to the ARTC and Research and Evaluation).

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2025-26 Budget - IIP Major Projects: New Projects

State / Terr.	Project name	Corridor	Regional Status	Total Project Cost ($m)	AGC ($m)	State ($m)	Other ($m)	Funding Split
ACT	Monaro Highway Upgrade Stage 2 – Planning		Urban	20.0	20.0			100:0:0
NSW	Wagga Wagga Freight Bypass - Planning		Regional	30.0	30.0			100:0:0
NSW	South West Sydney Rail Extension - Bradfield to Leppington and Macarthur – corridor preservation		Urban	2,000.0	1,000.0	1,000.0		50:50:0
NSW	Liverpool to Airport Transit Corridor, Fifteenth Avenue		Urban	1,000.0	500.0	500.0		50:50:0
NSW	Henry Lawson Drive Stage 1B		Urban	220.0	110.0	110.0		50:50:0
NSW	Hawkesbury Nepean Valley Flood Resilience and Housing Growth Package - Townson Road and Burdekin Road Upgrade		Urban	690.6	345.3	345.3		50:50:0
NSW	Hawkesbury Nepean Valley Flood Resilience and Housing Growth Package - Garfield Road West Upgrade		Urban	469.4	234.7	234.7		50:50:0
NSW	Empire Bay Drive Intersection Strategy – Planning		Urban	15.0	15.0			100:0:0
NSW	Western Sydney Heavy Vehicle Rest Area		Urban	80.0	40.0	40.0		50:50:0
NSW	Toongabbie Bridge enabling works		Urban	25.0	25.0			100:0:0
NSW	Barton Highway Upgrade Program - Future Stages - planning		Regional	50.0	25.0	25.0		50:50:0
NSW	Cessnock Bypass – Northern alternative route planning		Regional	10.0	5.0	5.0		50:50:0
NSW	M1 Pacific Motorway – Tweed Heads and Byron Bay Network Improvements		Regional	30.0	15.0	15.0		50:50:0
NSW	Mona Vale Road West - Mona Vale Road Upgrade		Urban	500.0	250.0	250.0		50:50:0
NSW	Devonshire Link Road and Bradfield Metro Link Road - Planning		Urban	25.0	12.5	12.5		50:50:0
NSW	Cumberland, South and Inner West Rail Upgrades and Housing Enablement – Planning		Urban	40.0	20.0	20.0		50:50:0
NSW	Dapto Ramps - planning		Regional	20.0	10.0	10.0		50:50:0
NSW	Terrigal Drive Upgrade		Urban	115.0	115.0			100:0:0
NT	Duplication of Stuart Highway (Darwin to Katherine)	Stuart, Victoria and Barkly Highways	Regional	250.0	200.0	50.0		80:20:0
QLD	Story Bridge Renewal Business Case		Urban	4.5	2.3		2.3	50:0:50
QLD	Bridges for Brisbane: Toowong/St Lucia to West End Bridge Business Case		Urban	2.0	1.0		1.0	50:0:50
QLD	Outback Way - Kennedy Development Road (Winton to Boulia)	Outback Way - QLD	Regional	34.1	27.3	6.8		80:20:0
QLD	Brisbane Metro Expansion Business Case		Urban	150.0	50.0	50.0	50.0	33:33:33
QLD	Bruce Highway – Targeted Safety Package	Bruce Highway Safety Package	Regional	9,000.0	7,200.0	1,800.0		50:50:0
QLD	Additional Funding for the Bruce Highway		Regional	175.0	52.5	35.0	87.5	30:20:50
QLD	Kennedy Highway - Barron River Bridge		Regional	450.0	225.0	225.0		50:50:0
SA	Curtis Road Level Crossing Removal		Urban	250.0	125.0	125.0		50:50:0
SA	High Productivity Vehicle Network (HPVN) – Stage 1		Regional	1,025.0	525.0	525.0		50:50:0
SA	Main South Road Upgrade - Myponga to Yankalilla		Regional	80.0	40.0	40.0		50:50:0
Tas.	Arthur Highway Sorell Rivulet Bridge	Arthur Highway	Urban	5.0	4.0	1.0		80:20:0
Tas.	Brooker Highway Safety and Efficiency Improvements - planning	Brooker Highway	Urban	5.0	4.0	1.0		80:20:0
Tas.	New Tamar Crossing Planning and Design		Regional	25.0	20.0	5.0		80:20:0
Tas.	Esk Main Road at St Marys Pass Upgrade		Regional	12.5	10.0	2.5		80:20:0
Tas.	Ridgley Highway		Regional	34.0	27.2	6.8		80:20:0
Tas.	Southern Outlet Transit Lane Extension		Urban	100.0	80.0	20.0		80:20:0
Tas.	Arthur Highway Upgrades	Arthur Highway	Both	250.0	200.0	50.0		80:20:0
Vic.	Western Highway Corridor Bridge Upgrades	Western Highway	Regional	12.2	6.1	6.1		50:50:0
Vic.	Princes Highway Corridor Upgrades	Princes Highway - Vic	Regional	44.7	22.4	22.4		50:50:0
Vic.	Goulburn Valley Link Freight Precinct		Regional	22.5	8.5		14.0	38:0:62
Vic.	Melbourne Western Suburbs Rail Upgrades – Planning		Urban	41.0	20.5	20.5		50:50:0
Vic.	Melbourne Northern Suburbs Rail Upgrades – Planning		Urban	14.1	7.1	7.1		50:50:0
Vic.	Melton Line Upgrade		Urban	650.0	325.0	325.0		50:50:0
Vic.	Freight Productivity Business Case		Regional	20.0	10.0	10.0		50:50:0
Vic.	Princes Freeway and Werribee Main Road Interchange Upgrade		Urban	250.0	63.9	125.0	61.1	26:50:24
Vic.	Sunshine Station Upgrades		Urban	TBD	2,000.0	TBD		TBD
Vic.	Ballan Road Intersection Upgrade, Wyndham Vale		Urban	83.5	41.8	41.8		50:50:0
Vic.	Thompsons Road Intersection Upgrade, Clyde North		Urban	83.5	41.8	41.8		50:50:0
Vic.	Road Blitz		Urban	1,200.0	1,000.0	200.0		83:17:0
WA	Westport - Kwinana Freeway Upgrades	Westport	Urban	700.0	350.0	350.0		50:50:0
WA	Murdoch Station Capacity Upgrade		Urban	10.0	5.0	5.0		50:50:0
WA	Leach Highway and Manning Road Interchange Upgrade		Urban	180.0	90.0	90.0		50:50:0
					15,557.6			

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2025-26 Budget: IIP Major Projects - Additional Funding

State / Terr.	Project name	Corridor	Regional Status	Existing AG ($m)	Additional AG ($m)	Revised AG ($m)	Previous Funding Split	Revised Funding Split
ACT	Gundaroo Drive Duplication		Urban	26.8	3.5	30.3	48:52:0	48:52:0
ACT	Monaro Highway Upgrade		Both	115.3	30.0	145.3	50:50:0	50:50:0
NSW	Homebush Bay Drive		Urban	50.0	50.0	100.0	50:50:0	50:50:0
QLD	Kennedy Developmental Road (The Lynd to Hughenden)	Central West	Regional	40.0	70.0	110.0	80:20:0	92:08:00
QLD	Brisbane Valley Highway Safety Upgrades		Regional	20.0	20.0	40.0	49:49:1	50:50:01
QLD	Bruce Highway - Rockhampton Ring Road		Regional	1,171.1	200.0	1,371.1	69:31:0	71:29:0
Vic.	Barwon Heads Road Upgrade - Stage 2		Urban	125.0	68.2	193.2	50:50:0	61:39:0
Vic.	Commuter Car Park Upgrades - Hampton		Urban	0.1	0.0	0.2	100:0:0	100:0:0
Vic.	Princes Highway Intersection Upgrades - Pakenham to Beaconsfield		Urban	21.6	2.0	23.6	69:0:31	66:0:34
Vic.	Princes Highway East - Lakes Entrance East - Princes Highway Safety Upgrades		Regional	4.0	2.6	6.6	80:20:0	80:20:0
Vic.	Commuter Car Park Upgrades - Ringwood		Urban	29.7	0.7	30.4	89:0:11	90:0:10
Vic.	Western Highway Corridor Unallocated	Western Highway	Both	0.0	1,100.0	1,100.0	N/A	100:0:0
	12			**1,603.5**	**1,547.0**	**3,150.5**		

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FOI 26-135 - Document 13 Attachment D

2025 PEFO - IIP Major Projects: Major Decisions - New Projects

State / Terr.	Project name	Corridor	Regional Status	Total Project Cost ($m)	AGC ($m)	State ($m)	Other ($m)	Funding Split
NSW	Bucketts Way and Medowie Road/M1 intersection upgrades - Planning		Regional	15.0	12.0	3.0		80:20:0
NSW	New Richmond Bridge - Stage 2		Urban	143.0	114.4	28.6		80:20:0
NSW	Westbound Overpass at the Maitland Roundabout in Maitland	New England Highway	Regional	100.0	100.0			100:0:0
QLD	Angus Smith Drive Upgrade		Regional	60.0	30.0	30.0		50:50:0
WA	Reid Highway - Erindale Road Grade Separation		Urban	450.0	225.0	225.0		50:50:0
WA	Wanneroo Road - Hepburn Avenue Grade Separation		Urban	140.0	70.0	70.0		50:50:0
					551.4			

2025 PEFO - IIP Major Projects: Major Decisions - Additional Funding

State / Terr.	Project name	Corridor	Regional Status	Existing AG ($m)	Additional AG ($m)	Revised AG ($m)	Previous Funding Split	Revised Funding Split
QLD	Kennedy Highway – Barron River Bridge		Regional	225.0	20.0	245.0	50:50:0	50:50:0
WA	METRONET: Byford Extension	METRONET	Urban	475.5	309.7	785.2	53:47:0	50:50:0
					329.7			

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2025 Election Commitments

State / Terr.	Project name	Corridor	Regional Status	Total Project Cost ($m)	AGC ($m)	State ($m)	s47B(a)	2031-32 ($m)	2032-33 ($m)	2033-34 ($m)	2034-35 ($m)	s47B(a)	Ten-year ($m)
NSW	Windsor Road Upgrades		Urban	400.0	200.0	200.0							200.0
NSW	Old Windsor Road – Planning		Urban	20.0	20.0	0.0							20.0
QLD	Cunningham Highway – Amberley Road Upgrade	Cunningham Highway	Regional	400.0	200.0	200.0							200.0
Vic.	Avalon Airport Road Upgrades – Planning		Regional	5.0	5.0	0.0							5.0
WA	Expanding Perth's ferry network		Urban	120.0	60.0	60.0							60.0
ARTC	Western Australia Freight Rail Feasibility Study		Both	2.5	2.5	0.0							2.5
					487.5			**0.0**	**0.0**	**0.0**	**0.0**		**487.5**

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2025-26 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Simon Milnes/s22(1)(a)(ii)

SB25-000296

SUBJECT: Infrastructure Investment Program Delivery

Talking Points

- At the PEFO 2025, the Infrastructure Investment Program (IIP) comprised $101.0 billion of the over $120 billion 10-year infrastructure investment pipeline.
- Project delivery under the IIP has been impacted by broader construction sector challenges, including global and domestic factors such as skills shortages, extreme weather events and high global demand and geopolitical issues impacting materials. Infrastructure Australia's *2024 Infrastructure Market Capacity* report indicates that the rate of growth for construction materials costs appears to have eased over the past 12 months.
- IIP expenditure in 2024-25 amounted to $13.1 billion, which is the highest spend for a financial year, with the previous highest $11.2 billion in 2023-24.
- YTD expenditure for the IIP in 2025-26 is $618.4 million (as at 31 Aug. 2025) against the total full-year allocation of $13.2 billion. Expenditure is expected to increase throughout the year, consistent with historical trends.
- The slippage adjustment was applied to national IIP payments as part of the 2025-26 Budget and PEFO 2025. This adjustment has not reduced the allocation of funding towards specific infrastructure projects nor to states or territories.

Key Issues

- IIP expenditure in 2024-25 was $13.1 billion, which is a record spend. Expenditure increased by $1.9 billion from $11.2 billion in 2023-24, which was the previous record spend.
  - the increase in 2024-25 was largely driven by WA ($1.9 billion to $3.7 billion), particularly the completion of some METRONET projects.
- The 2024-25 spend was $0.5 billion higher than the PEFO 2025 estimate of $12.6 billion.
  - a movement of funds was approved by the Australia Government in June 2025 to ensure sufficient funding was available to meet higher than expected milestone payment requests from states and territories.
- By jurisdiction, the highest spend in 2024-25 was in Western Australia ($3.7 billion), followed by New South Wales ($3.5 billion), Queensland ($2.6 billion) and Victoria ($1.6 billion).
- The primary elements of the 2024-25 IIP expenditure were: Road Investment ($7.9 billion), Rail Investment ($4.1 billion) and Roads to Recovery ($480.8 million).

Contact: Simon Milnes **Cleared by:** Andrew Bourne, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 30/09/2025

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2025-26 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Simon Milnes/s22(1)(a)(ii)

SB25-000296

- Total active projects (excluding projects in corridors) as at 1 September 2025 was 435. In addition, there are 168 active projects across the 37 corridors.
- **Attachment A** provides a summary of IIP expenditure over the 2016-17 to 2024-25 period and a breakdown of major projects as at 1 September 2025.

Attachments:

- A: IIP expenditure over the 2016-17 to 2024-25 period and a breakdown of major projects as at 1 September 2025.

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2025-26 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Simon Milnes/s22(1)(a)(ii)

SB25-000296

Attachment A

IIP Expenditure: 2016-17 to 2024-25

FINAL BUDGET OUTCOME								
2016-17	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**	**2023-24**	**2024-25***
6,190.8	6,138.2	5,750.2	5,027.7	8,828.9	7,695.9	9.457.2	11,192.2	13,109.7

* Final expenditure to be confirmed as part of the 2024-25 Final Budget Outcome (expected to be announced late Sep. 2025).

State Breakdown of Active Major Projects by status

Project Status	NSW	VIC	QLD	WA	SA	TAS	ACT	NT	NAT	Total
In Planning	67	24	30	12	7	16	6	4	3	169
Underway	17	18	16	12	7	2	4	3	4	83
Under Construction	35	41	35	24	21	17	5	4	1	183
TOTAL	**119**	**83**	**81**	**48**	**35**	**35**	**15**	**11**	**8**	**435**

- **In Planning:** A construction project to which Australian Government funding has been committed **and** is in the scoping or development phase, but is **not** yet under construction. This category also includes planning projects that are not underway.
- **Underway:** A planning project to which Australian Government funding has been committed where the proponent has commenced some work on proposed planning activities.
- **Under Construction:** A project that has progressed beyond the scoping and/or development phases, where major construction has commenced **or** early works have commenced for a major project.

Data as at 1 September 2025 (including new projects announced as part of 2025-26 Budget and PEFO 2025). Count excludes completed, closed and not currently proceeding projects. The above table does not include projects under Corridors, for which there are 37 Corridors, containing 168 active projects (267 projects in total, excluding unallocated funding lines), with the status of the active projects above is as follows: in planning (97), underway (16) and under construction (55).

The above counts also include funding lines for the Road Safety Program, Regional Level Crossing Upgrade Fund and road maintenance funding for the National Land Transport Network.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt

SB25-000297

SUBJECT: Brisbane 2032 Games Venues Infrastructure Program

Talking Points

- Under the Intergovernmental Agreement (IGA), the Australian Government has committed a capped $3.435 billion for Brisbane 2032 Olympic and Paralympic Games (the Games) venues infrastructure.
- The funding is split into 3 streams: $1.2 billion to the main stadium project at Victoria Park, $1.7 billion to the 16 new and upgraded projects in the Games Venues Program (GVP) split 50/50 with Queensland, and $0.584 billion in a funding reserve.
- The funding reserve will incentivise the Games Independent Infrastructure and Coordination Authority (GIICA) to minimise cost overruns and expedite progress on the GVP. Remaining funds will be redirected to the stadium when tendering commences post Stadium investment decision.
- Final investment decisions will be supported by project validation work and made within the context of the Australian Government's capped funding commitment.

Key Issues

Projects

- 4 GVP projects are under procurement, the Moreton Bay and Logan Indoor Sports Centres, and the Sunshine Coast and Barlow Park stadiums. Principal design consultants are expected to be awarded in Q4 2025 for all four projects.
- Procurement for the Sunshine Coast Mountain Bike Centre is expected to start in Q4 2025.
- Planning work on remaining GVP venues will continue over 2025 and early 2026, including the development of project validation reports to inform government investment decisions.
- Procurements for an early works contractor, project brief writer, and principal architect for the main stadium at Victoria Park are underway and expected to be finalised in late 2025 for works to commence from January 2026.
  - these activities (undertaken at Queensland's risk) are intended to support on-time delivery of the stadium by advancing the stadium design in parallel to completing the project validation report.
- A similar process is being developed for the National Aquatic Centre.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt

SB25-000297

The IGA

- An updated IGA was signed by the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, and the Queensland Deputy Premier, the Hon Jarrod Bleijie MP, on 19 August 2025 (**Attachment A**).
- The venue project list at Schedule A of the IGA (**Attachment B**) now includes provision for a stadium at Victoria Park, the National Aquatic Centre, a Para-sport facility at Chandler, Toowoomba Equestrian Centre, Rockhampton Rowing Facility, and an expanded Queensland Tennis Centre.
- Provisions for the Brisbane Arena, Toowoomba Sports Ground, Wyaralong Flatwater Centre, International Broadcast Centre and the Sunshine Coast, Brisbane and Chandler Indoor Sports Centres have been removed from the IGA.
- The use of participation and environmental policies is called out in the IGA, with further details to be identified in the Federation Funding Agreement.
  - a 'highest common denominator approach' provides confidence that key government priorities can be addressed.
- The updated IGA requires the Queensland Government to genuinely engage, collaborate and consult with impacted communities on projects to maintain stakeholder support, including with First Nations groups.
- A condition of the Australian Government's funding contribution to the stadium at Victoria Park is the completion of a Precinct Plan with a focus on access to and utility of green space.
- Projects receiving government funding are subject to Commonwealth legislation, including the EPBC Act.
- The government has fair and proportionate representation in governance forums at all levels. The Hon Anika Wells MP, the Minister for Communications and the Minister for Sport is the Australian Government representative (and co-Vice President) on the Brisbane 2032 Organising Committee Board.
  - Ministers King and Wells further maintain oversight of Games matters via the Games Leadership Group.
- Projects have experienced cost increases posed by program reviews, labour shortages, increasing material costs and sector capacity. Costs have been re-baselined as part of the updated IGA, with costs met from within the capped funding contribution.
- Individual project budgets in the FFA will be marked not for publication until procurement processes are well progressed, to help maintain competitive tension.

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If asked, how will you enforce either the desire for collaboration and engagement or to optimise green space?

- Our focus is on working collaboratively with the Queensland Government and GIICA throughout project validation
- Post investment decision, the terms of the IGA will be upheld through milestone payments outlined in the Federation Funding Agreement.

If asked, why is the Australian Government investing in the stadium?

- The stadium was proposed by the Queensland Government as part of its 2032 Delivery Plan, and the Queensland Government is ultimately responsible for deciding whether the venue should proceed.
- In contrast to the Gabba proposal, a stadium at Victoria Park was recommended by two separate expert Reviews.
- The Australian Government has allocated a capped contribution of $3.435 billion to the Games Venue Infrastructure Program, which includes the stadium.

If asked, can the main stadium be delivered on time?

- The Australian Government will work with the Queensland Government to deliver projects, including the main stadium, in time for the Games and on budget.
- Recent examples of stadiums constructed and operational in tight timeframes include:
  - Sydney Football Stadium (Allianz Stadium); with a capacity of 42,500, where construction commenced in 2019 and operations commenced in 2022.
  - Perth Stadium (Optus Stadium); which commenced construction in 2014 and was operational in 2018, with a comparable capacity of 60,000.

If asked, what is the status of the application for legal protection of Victoria Park under the Aboriginal and Torres Strait Islander Heritage Protection Act?

- That is a matter for the Department of Climate Change, Energy, the Environment and Water.

If asked, when will the Australian Government publish a response to the Senate Inquiry into Australia's Preparedness to Host Commonwealth, Olympic and Paralympic Games?

- That is a question for the Office for Sport, who are appearing at the Environment and Communications Legislation Committee under Outcome 7.

Attachments

- A: IGA on the Brisbane 2032 Olympic and Paralympic Games 2025

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FOI 26-135 - Document 15

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt

SB25-000297

- B: Schedule A on the Brisbane 2032 Olympic and Paralympic Games 2025

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FOI 26-135 - Document 15 Attachment A

Brisbane 2032 Olympic and Paralympic Games

Intergovernmental Agreement

Version 2.0, 2025

An agreement between:

- The **Commonwealth of Australia**; and
- The **State of Queensland**

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Contents

Preamble 3
PART 1 – Formalities 4
PART 2 – Objectives and outputs 5
PART 3 – Roles and responsibilities 8
PART 4 – Governance and administration 9
PART 5 – Signatories 12
Glossary 13

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Preamble

In 2032, Brisbane will become home to the Games of the XXXV Olympiad 2032 and the 2032 Paralympic Games (collectively, the Brisbane 2032 Games), becoming the third Australian city to host after Melbourne in 1956 and Sydney in 2000.

Bringing the Brisbane 2032 Games to Australia provides a unique opportunity to engage all Australians in a common purpose to reinforce unity, health and well-being and to celebrate our enduring love of sport.

A significant global event, the Brisbane 2032 Games will create a lasting legacy as a unique vehicle able to achieve a range of broad-reaching benefits to Queensland, Australia and the broader Oceania region. It is expected the Brisbane 2032 Games will benefit communities, tourism operators, sporting organisations and local businesses by: stimulating economic growth; creating health, sport participation and social inclusion benefits; aligning with national, state and regional plans; integrating sustainable environmental practices; providing opportunities for attracting new investment, trade and diplomacy in the Indo-Pacific; and reinforcing Australia's position as a global sport and events hub. The Brisbane 2032 Games will also leverage complementary investments by the Australian and Queensland governments, including the SEQ City Deal.

Australia's ability to host a successful Games that delivers benefits for Queensland, Australia, and the broader Oceania region in an affordable and sustainable manner will be dependent on a genuine partnership between the Commonwealth of Australia and the State of Queensland. This will involve ensuring the Brisbane 2032 Games are delivered in a fiscally responsible manner and in accordance with the "New Norms" required by the International Olympic Committee (IOC), as well as working collaboratively together over the next decade to deliver this momentous event.

This Agreement provides a framework for the Commonwealth and Queensland to establish an enduring partnership and to fund key projects and initiatives which will support the successful delivery of the Brisbane 2032 Games and its benefits. It is also about ensuring that the investments made for the hosting of the Brisbane 2032 Games create a substantial legacy with benefits for communities, our nation and broader region over the long-term.

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PART 1 – Formalities

Parties to this Agreement

1. This Agreement is between the Commonwealth of Australia (Commonwealth) and the State of Queensland (Queensland).

Terms of the Agreement

2. This Agreement will commence as soon as both the Commonwealth and Queensland have signed the Agreement.
3. This Agreement covers the delivery of the Brisbane 2032 Games, and will cease on 5 September 2033, on the understanding that the IGA will be extended by the parties, if required, at the time any new schedule is agreed, to ensure alignment with the duration of the new schedule.
4. Any provisions of this Agreement, or of a Schedule to this Agreement, dealing with matters of confidentiality, legacy and/or post-2032 Games use and/or disposal of any venue will continue to operate in accordance with their terms notwithstanding the expiry or termination of this Agreement in accordance with clause 3.

Interoperability of the Agreement

5. This Agreement should be read in conjunction with, and does not override, any related legislative obligations, agreements, frameworks and policies.
6. This Agreement has been developed with reference to and is to be read in conjunction with:
    a. the *Brisbane Olympics and Paralympics Games Arrangements Act 2021* (Qld);
    b. any relevant Commonwealth and Queensland legislation;
    c. the Olympic Host Contract (OHC) including the final response to the IOC's Future Host Questionnaire;
    d. any relevant government guarantees provided by the Commonwealth and Queensland Government;
    e. any Overarching Governance Agreements to which the Commonwealth is a mutually agreed party;
    f. the Intergovernmental Agreement on Federal Financial Relations;
    g. the Federation Funding Agreements Framework, which governs all Commonwealth-State Funding Agreements, and relevant schedules such as the *Federation Funding Agreement Schedule on Land Transport Infrastructure Projects (2024-2029)* and its successors;
    h. any relevant international agreements, which may be ratified from time to time, including the United Nations Convention on the Rights of Persons with Disabilities; and
    i. Schedules to this Agreement.

Schedules to this Agreement

7. This Agreement is to be read in conjunction with any Schedules which supplement this Agreement and set out the specific arrangements that have been agreed between the Commonwealth and Queensland.
8. Additional Schedules to this Agreement for the delivery of the Brisbane 2032 Games may also be agreed and entered into by the Commonwealth and Queensland and, once agreed and signed by both, added to this Agreement at any time.

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Enforceability of the Agreement

9. The parties do not intend any of the provisions of this Agreement, or any of the Schedules entered into under this Agreement to be legally enforceable. However, that does not lessen the commitment of the parties to this Agreement.

Interpretation of this Agreement

10. In this Agreement:

    a. words in the singular include the plural and words in the plural include the singular;

    b. clause headings are for convenient reference only and have no effect in limiting or extending the language of provisions to which they refer;

    c. a reference to any legislation or legislative provision includes any statutory modification, substitution or re-enactment of that legislation or legislative provision;

    d. if any word or phrase is given a defined meaning, any other part of speech or other grammatical form of that word or phrase has a corresponding meaning;

    e. if there is a conflict between the provisions of this Agreement and the provisions in any of the Schedules, the inconsistency will be resolved in accordance with the process set out in clauses 36 to 39; and

    f. if there is a conflict between the provisions of this Agreement and related Schedule/s and the provisions in any related FFAs, then the provisions in the FFA should prevail.

PART 2 – Objectives and outputs

Purpose

11. This Agreement provides the foundation for the Commonwealth and Queensland to work together for the planning and delivery of the Brisbane 2032 Games with Commonwealth funding contributions and/or involvement and supports the objectives outlined below by setting out:

    a. agreed roles and responsibilities of the Commonwealth and Queensland in relation to funding, governance, decision making, oversight and on matters of shared interest and responsibility in relation to the planning and delivery of the Brisbane 2032 Games;

    b. guiding principles to promote strong and genuine collaboration between the parties, which provides a basis to develop and implement schedules and joint ventures related to the Brisbane 2032 Games;

    c. how the Commonwealth and Queensland will be accountable to each other, to their respective parliaments and to the public for the activities (including the provision of funding) contemplated by this Agreement and the Schedules, including assurance that public resources are used properly (that is, efficiently, effectively, economically and ethically) and maintaining a strong focus on value for money;

    d. a commitment by the parties to delivering the Brisbane 2032 Games in accordance with the IOC's "New Norms" with a focus on affordability, sustainability and long-term development objectives;

    e. the agreed approach that program level partnerships between the Commonwealth and Queensland in relation to the Brisbane 2032 Games will be specified in Schedules to this Agreement, which may include but is not limited to venues and legacy;

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i. where the Commonwealth will pay Queensland for programs and/or projects under a Schedule to this Agreement, Commonwealth funding to Queensland will be facilitated through a separate FFA; and

f. agreement between parties that management of any program of transport infrastructure works to support the Brisbane 2032 Games, will be administered under the existing *Federation Funding Agreement Schedule on Land Transport Infrastructure Projects (2024-2029)* and its successors.

Objectives

12. The parties agree that the objective of this Agreement is to ensure an integrated and collaborative approach by the Commonwealth and Queensland to the successful planning and delivery of the Brisbane 2032 Games that:

    a. maximises economic growth, health and social benefits for Brisbane, SEQ and Australia through:

        i. accelerating the delivery of long-term infrastructure plans needed for sustainable growth;

        ii. showcasing the liveability and vitality of Queensland and Australia;

        iii. realising the opportunities under the SEQ City Deal;

        iv. promoting health and wellbeing; and

        v. embracing an inclusive, diverse and welcoming culture that provides opportunities for all who live in, and visit Australia.

    b. accords with the IOC's "New Norms" with a focus on affordability, sustainability and long-term development objectives in the planning and delivery of the Brisbane 2032 Games;

    c. provides infrastructure, spaces, services and information which are accessible and inclusive, enabling full, effective and equal participation in the Brisbane 2032 Games and legacy initiatives by all persons, including persons with disability;

    d. aligns with national, state and regional plans, including supporting the current National Sport Strategy (Sport Horizon) and any successors, which has six strategic priorities: Inclusion; Participation; High Performance; Safety; International Engagement; and Economy and Environment;

    e. delivers an optimal experience for athletes, their support teams, officials, and spectators in a safe and secure environment, with a particular consideration for athletes under the age of 18, through a spirit of partnership aligned with IOC and International Paralympic Committee (IPC) objectives;

    f. reinforces Australia's position as a global sport and events hub, and an exceptional training and competition base for athletes across the world;

    g. leverages the Brisbane 2032 Games for the broader benefit and involvement of Australia and the Oceania region; and

    h. utilises the call to action through the Brisbane 2032 Games and local and international partnerships to make the world a better place, including:

        i. minimising the carbon footprint of the Brisbane 2032 Games by partnering with the IOC and IPC and engaging with past and future hosts to continue and benefit from their developments;

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ii. implementing a comprehensive Games sustainability strategy aligned with the Brisbane Organising Committee for the 2032 Olympic and Paralympic Games' (OCOG) Sustainability Strategy and applying circular economy principles to all aspects of the Brisbane 2032 Games, to showcase Brisbane and SEQ as global leaders in recycling and responsible waste management;

iii. maximising opportunities for local and small business involvement in the construction of local projects;

iv. ensuring gender equality and First Nations Australians participation in employment; and

v. implementing national training, skills and workforce development plans and agreements, including the Australian Skills Guarantee and its successors.

Guiding principles

13. In the spirit of the joint partnership, the parties recognise the following guiding principles, and agree to apply them in implementing this Agreement:

a. a collaborative and cooperative approach is fundamental to an effective long-term partnership, and is needed in order to plan for and deliver a successful Games;

b. decision making should be evidence based, with each party's roles and contributions aligned to their risk and abilities to mitigate those risks;

c. both parties commit to be open and transparent, and consult on decisions that might reasonably be expected to impact on the other party;

d. key stakeholders will be consulted regularly, and feedback will be sought from those impacted in the Queensland community, as well as consultation with First Nations, national and Oceania region stakeholders where appropriate;

e. the parties will each be responsible for their own costs and expenses of fulfilling their functions under this Agreement; and

f. both parties will take all reasonable measures to ensure that in all activities related to the planning and delivery of the Brisbane 2032 Games, any act involving fraud or corruption is prevented or where to the extent not practical, remedied, and reported to relevant authorities where required, in a manner consistent with any international agreements, laws and regulations applicable in Australia and internationally recognised anti-corruption standards applicable in Australia, including standards and policies published by the National Anti-Corruption Commission and the Crime and Corruption Commission Queensland.

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PART 3 – Roles and responsibilities

14. It is acknowledged that Queensland is a signatory to the OHC, underwriter, and greatest risk holder for the Brisbane 2032 Games, with commitments primarily relating to the planning and delivery of non-OCOG elements of the Games.

15. While the Commonwealth is not a signatory to the OHC, where Commonwealth funding for programs and projects are outlined in the Schedules of this Agreement, the provisions in any related FFAs and/or a letter of guarantee to the IOC for functions within the Australian Government's constitutional responsibilities, the Commonwealth will provide support in good faith to the OHC signatories and other Games Delivery Partners as set out in the Schedules or the guarantee.

Shared roles and responsibilities

16. The Commonwealth and Queensland will be jointly responsible for:

    a. adhering to this Agreement and the related Schedules;

    b. the development of Schedules to this Agreement that outline the approach to governance and funding for partnership arrangements for the Brisbane 2032 Games that are agreed to by both parties;

    c. further roles and responsibilities as outlined in the Schedules to this Agreement;

    d. working together on operational elements of the Brisbane 2032 Games planning and delivery, including by facilitating the exercise of powers conferred on the Prime Minister under the *Brisbane Olympics and Paralympics Games Arrangements Act 2021 (Qld)*.

Role of the Commonwealth

17. The Commonwealth will be responsible for:

    a. delivering on the guarantees made by the then Australian Government to the IOC as part of the bid process in correspondence dated 26 April 2021; and

    b. supporting the OCOG and the other Brisbane 2032 Games bodies as appropriate.

Role of Queensland

18. Queensland will be responsible for:

    a. delivering on the guarantees made by the then Queensland Government, to the IOC as part of the bid process in correspondence dated 25 May 2021; and
    b. ensuring compliance by Queensland and the OCOG with the Olympic Host Contract and other agreements with the IOC.

Other Games Bodies

19. The Commonwealth and Queensland will work together with other Games Delivery Partners to deliver on their respective roles and responsibilities outlined in the Schedules to this Agreement, and further explained in the Glossary to this Agreement.

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PART 4 – Governance and administration

Governance

20. With the Commonwealth and Queensland contributing significant investments to the Brisbane 2032 Games, both parties will be proportionately and fairly represented on:

    a. relevant overarching Brisbane 2032 Games governance bodies (including established under the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld), with the Commonwealth to have equal status to Queensland with regard to OCOG vice president roles and the Commonwealth to have an ability to put forward potential independent OCOG Board members for consideration by the relevant Queensland Minister in accordance with that Act); and

    b. any governance arrangements that are stipulated in Schedules to this Agreement that are agreed to by both parties.

Consultation

21. The Commonwealth and Queensland agree that successful planning and delivery of the Brisbane 2032 Games is also dependent on strong collaboration with Games Delivery Partners, other local government and their representatives, First Nations groups and their representatives, states and territories other than Queensland, and Oceania region stakeholders. The Commonwealth and Queensland agree to consult, and seek agreement from the other party on decisions that might reasonably be expected to impact the other party and any aspects of the Brisbane 2032 Games that the other party can reasonably be expected to have an interest in including, but not limited to:

    a. amendments to legislation related to the Brisbane 2032 Games, including the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld);

    b. nomination of independent directors and other changes related to the OCOG;

    c. announcements, changes or decisions related to arrangements outlined in the Schedules to this Agreement;

    d. announcements, changes or decisions related to broader non-OCOG governance arrangements that could impact on this Agreement; and

    e. the relevant Queensland Minister giving the OCOG or other Brisbane 2032 Games bodies a direction under the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld).

22. To facilitate implementation of clause 21, the Commonwealth and Queensland agree to the provision of timely and fulsome information to enable the parties to fulfil their responsibilities under this Agreement.

Bilateral Meeting of parties to this Agreement

23. As required, Ministers with responsibility for this Agreement from the Commonwealth and Queensland will meet to manage their shared responsibility for this Agreement.

24. The objective of these meetings will be to support the operation of the Agreement, including in relation to issues of public recognition (as specified in Schedule A: Brisbane 2032 Olympic and Paralympic Games venue infrastructure) and to identify and resolve emerging issues and risks related to the Agreement.

25. A supporting officials committee will be established to support ongoing matters regarding the partnership between the Commonwealth and Queensland.

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Management of information

26. The Commonwealth and Queensland commit to sharing information reasonably required to achieve the objectives of this Agreement.

27. The parties acknowledge that, to the extent that information shared or obtained under this Agreement may be personal information, they will comply with their respective obligations under the *Information Privacy Act 2009* (Qld) (in the case of Queensland) and the *Privacy Act 1988* (Cth) (in the case of the Commonwealth).

28. Either party (first party) may notify the other (second party) that information is to be treated as confidential and the second party agrees to keep that information confidential and not disclose that information except:

    a. to its personnel on a need to know basis for the purpose of the objectives of this Agreement;

    b. with the first party's consent;

    c. to the extent required by law;

    d. to its professional advisers on a need to know basis for the purpose of the objectives of this Agreement and where such advisor undertakes to keep such information confidential; or

    e. to a Minister, their advisers or Parliament.

29. Each party will:

    a. ensure that any confidential information is protected against loss and unauthorised access, use, modification, disclosure or other misuse;

    b. take measures to maintain the confidentiality of, and prevent the disclosure of, confidential information; and

    c. take measures to prevent use of confidential information for purposes other than the objectives of this Agreement.

30. Either party (first party) may notify the other (second party) that the second party must return all confidential information and/or personal information of the first party within the possession or control of the second party within a specified time. Either party may retain copies of documents in accordance with the usual accountability, record keeping and archiving requirements.

Review of the Agreement

31. A group consisting of representatives nominated by the Commonwealth and Queensland will undertake a review of this Agreement and its Schedules:

    a. the review will be undertaken every two years after commencement for upholding the Agreement, or as required by parties;

    b. either party may propose major amendments to the other party, in the form of a letter, that could impact the working arrangements within the Agreement;

    c. the review will consider the effectiveness of the partnership, performance against objectives in this Agreement, and its value in underpinning the delivery of the Brisbane 2032 Games; and

    d. the review will make recommendations to Ministers on whether any amendments to this Agreement are required.

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Variation of this Agreement

32. Notwithstanding the review clause, the Agreement may be amended, and Schedules may be added, at any time by agreement in writing by the Commonwealth and Queensland and will include the date on which the amendments will come into force.

33. Schedules to this Agreement may be amended at any time in accordance with the relevant Schedule. Where a Schedule to this Agreement does not make provision for the variation of that Schedule, a party to that Schedule can seek the other party's (or, where applicable, parties') agreement to vary the provisions of that Schedule through an exchange of letters.

34. The Commonwealth and Queensland acknowledge that the complex nature of organising the Brisbane 2032 Games and the long duration of this Agreement may mean that this Agreement is varied from time to time.

Delegations

35. A party may, by notice to the other party signed by the first-mentioned party's authorised representative, advise that:

    a. the authority to enter into a particular Schedule to this Agreement has been delegated to a Minister other than the Minister with responsibility for this Agreement;

    b. the authority to approve amendments to this Agreement, and/or to provide an approval or consent in relation to a matter which requires the Commonwealth's or Queensland's (as applicable) approval or consent under this Agreement, has been delegated to a Minister other than the Minister with responsibility for this Agreement, or to an official of that party (who may be referred to by portfolio and level, rather than by position title from time to time); and/or

    c. a Delegation may apply in relation to the Agreement generally, or only to particular clauses in or matters dealt with by the Agreement which are set out in the notice. A Delegation may be revoked or updated at any time by a subsequent notice. A Delegation notice may be signed by:

        i. if the Minister with responsibility for this Agreement has previously delegated the issuing of notices under this clause, a person who holds that delegation; or

        ii. otherwise, the Minister with responsibility for this Agreement.

36. Where this Agreement refers to an official participating in a committee, forum or other governance body, the official may delegate attendance (either generally or as required from time to time) to a direct report of the relevant official, or to another official of the same party of equivalent seniority, by providing a written notice to the chair of the relevant body or, if there is no chair, to each other member.

Dispute resolution under this Agreement

37. A party may give notice to the other party of a dispute under this Agreement in the form of a letter to the other party.

38. Officials of the parties will attempt to resolve any dispute in the first instance. The officials must be at least at the Deputy Secretary level from the Commonwealth and Deputy Director-General level for Queensland (or equivalent).

39. If the issue cannot be resolved by officials, it may be escalated to the relevant Ministers with responsibility for this Agreement.

40. Where a Schedule to this Agreement does not make provision for specific dispute resolution procedures, the parties to that Schedule should follow the dispute resolution provision under this Agreement.

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PART 5 – Signatories

The parties have confirmed their commitment to this Agreement as follows:

Signed *for and on behalf of the Commonwealth of Australia by*

The Honourable Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

Dated: 18/8/25

Signed *for and on behalf of the State of Queensland by*

The Honourable Jarrod Bleijie MP

Deputy Premier
Minister for State Development, Infrastructure and Planning
Minister for Industrial Relations

Dated: 19 August 2025

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

Glossary

Interpretation

41. In this Agreement:

a. '**other Brisbane 2032 bodies'** means any Queensland Government office or entity responsible for coordinating all government services and Games-related infrastructure and legacy oversight;

b. '**Brisbane 2032 Games**' means the Brisbane 2032 Olympic and Paralympic Games;

c. '**Commonwealth Guarantees'** means the guarantees made by the then Australian Government, to the IOC as part of the bid process in correspondence dated 26 April 2021;

d. '**FFA**' means a Federation Funding Agreement and includes any Schedules to a Federation Funding Agreement.

e. '**Games'** means the Brisbane 2032 Olympic and Paralympic Games;

f. '**Games Delivery Partners**' refers to the key entities responsible for delivery of the Brisbane 2032 Games, including the OHC signatories of the IOC, Queensland, Brisbane City Council, the Australian Olympic Committee (AOC) and OCOG; and the Commonwealth, City of Gold Coast, Sunshine Coast Council, International Paralympic Committee, Paralympics Australia and other local governments hosting Brisbane 2032 Games events in their locality.

g. '**IOC**' means the International Olympic Committee;

h. '**IPC**' means the International Paralympic Committee;

i. '**Legacy**' means the long-term benefits of the Brisbane 2032 Games that serve Queensland and Australia, their people, and the Olympic Movement before, during and after the Brisbane 2032 Games;

j. '**OCOG**' means the Brisbane Organising Committee for the 2032 Olympic and Paralympic Games, the entity established under the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld) to plan and deliver the Brisbane 2032 Games;

k. **'Olympic Host Contract'** means the agreement entered into between the IOC, the AOC, the State of Queensland and the Brisbane City Council;

l. **'Overarching Governance Agreement'** means governance relating to coordination and integration arrangements for the Brisbane 2032 Games mutually agreed by Games Delivery Partners including but not limited to agreements relating to program areas such as venues, transport and legacy; and

m. '**South East Queensland City Deal**' means the trilateral agreement signed on 21 March 2022 between the Australian Government, Queensland Government and Council of Mayors (SEQ) to deliver 29 commitments focused on supporting industry and businesses, improving connectivity, and enhancing the region's liveability. A number of these commitments will support the region to develop and deliver a successful Brisbane 2032 Games.

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OCOG

42. The main function of OCOG under the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld) is to undertake and facilitate the organisation, conduct, promotion and commercial and financial management of the Brisbane 2032 Games. The OCOG also has other functions including:

    a. organising accommodation and transportation for athletes, officials and media personnel;

    b. managing the preparation and operation of venues and facilities for the sports program;

    c. organising events and ceremonies such as the Olympic and Paralympic torch relays, the opening and closing ceremonies and the cultural Olympiad;

    d. managing the ticketing program;

    e. recruiting, retaining and organising volunteers;

    f. establishing a marketing program in consultation with the IOC and the AOC; and

    g. supporting the IOC and the host broadcaster in relation to broadcasting and planning for the provision of other information services.

Other Stakeholders

43. Other stakeholders include the Games Delivery Partners and the Council of Mayors (SEQ).

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FOI 26-135 - Document 15 Attachment B

Brisbane 2032 Olympic and Paralympic Games

Intergovernmental Agreement

Schedule A: Brisbane 2032 Olympic and Paralympic Games venue infrastructure

Version 2.0, 2025

This Schedule outlines the governance and delivery of venue infrastructure for the Brisbane 2032 Olympic and Paralympic Games.

An agreement between:

- The **Commonwealth of Australia**; and
- The **State of Queensland**

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PART 1 – FORMALITIES

Parties to this Schedule

1. This Schedule is between the Commonwealth of Australia (Commonwealth) and the State of Queensland (Queensland).

Terms of the Schedule

2. This Schedule will commence as soon as both the Commonwealth and Queensland have signed both the Brisbane 2032 Olympic and Paralympic Games Intergovernmental Agreement (IGA) and this Schedule.
3. This Schedule covers the period up until and inclusive of the Games of the XXXV Olympiad 2032 and the 2032 Paralympic Games (collectively, the Brisbane 2032 Games) and will cease upon expiry of the IGA unless the parties agree in writing to an earlier date.
4. Any provisions of this Schedule dealing with post the Brisbane 2032 Games use and/or disposal of any venue will continue to operate in accordance with their terms notwithstanding the expiry or termination of this Schedule pursuant to clause 3.

Schedule to be read together with IGA

5. This Schedule is to be read together with the IGA, the Federation Funding Agreements Framework, and (unless the context requires otherwise) clauses 5 to 13 and 40 to 42 of the IGA apply for the purpose of interpreting this Schedule.

Enforceability of the Schedule

6. The parties do not intend any of the provisions of this Schedule to be legally enforceable. However, that does not lessen the commitment of the parties to this Schedule.

PART 2 – PROJECT OUTPUTS

Outputs

7. The outputs of this Schedule will be the planning and delivery of sporting and community venues set out in Annexure A (together, the venues). This Schedule provides the overarching framework to manage the partnership between the Commonwealth and Queensland on two distinct work streams (outlined at Annexure A):
    a. **Stadium**; and
    b. **Games Venues Program** (all other projects outlined at Annexure A)
8. Acknowledging the long lead time to the Brisbane 2032 Games, the project list at Annexure A may evolve over time and require amendments, subject to agreement from both parties to this Schedule, and noting where the Commonwealth does not reach an investment decision on a project the Commonwealth reserves the unilateral right to reallocate funding to alternative venues should that be deemed appropriate, including without limitation where any of the requirements in Annexure A are not met.
9. The Commonwealth and Queensland intend that the venues will be delivered in a manner that complies with their respective policies and programs relating to procurement participation

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targets (collectively, Participation Policies) subject to projects achieving on time and on budget delivery. The specific Participation Policies which are applied will be determined by Queensland based on the principle of the 'highest common denominator' between Commonwealth and Queensland policies on the same subject matter. This is subject to Queensland ensuring that it is able to comply with Participation Policies which are binding on Queensland. The policies to be applied will be recorded in the FFA.

10. The Commonwealth and Queensland intend that the venues will be delivered in a manner that complies with their respective policies and programs relating to environmental matters (collectively, Environment Policies) subject to projects achieving on time and on budget delivery. The specific Environment Policies which are applied will be determined by Queensland based on the principle of the 'highest common denominator' between Commonwealth and Queensland policies on the same subject matter. This is subject to Queensland ensuring that it is able to comply with Environment Policies which are binding on Queensland. The policies to be applied will be recorded in the FFA.

PART 3 – ROLES AND RESPONSIBILITIES OF EACH PARTY

Role of the Commonwealth

11. The Commonwealth will be responsible for:

    a. providing capped funding for the Stadium and the Games Venues Program to Queensland following governance, reporting, and milestone parameters, as stipulated in this Schedule and related FFA, being achieved by Queensland;

    b. delivering agreed roles and representation in relevant governance bodies, see Part 5 – Project Milestones, Reporting and Payments of this Schedule;

    c. monitoring and assessing delivery against milestones in accordance with this Schedule and the related FFA to ensure that outputs are delivered within the agreed timeframes to agreed budgets; and

    d. performing its role in a manner that:

        i. supports compliance with the Participation Policies and the Environment Policies; and

        ii. helps to ensure legacy outcomes of projects are realised ahead of the Brisbane 2032 Games as appropriate.

Role of Queensland

12. Queensland will be responsible for:

    a. all aspects of delivering on the project outputs set out in this Schedule and Annexure A including meeting all costs in excess of the Commonwealth contribution described in clause 14 below;

    b. performing its role in a manner that supports compliance with the Participation Policies and the Environment Policies;

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c. ensuring legacy outcomes of projects to be realised ahead of the Brisbane 2032 Games as appropriate;

d. facilitating monthly coordination meetings between Queensland and Commonwealth representatives for updates on the procurement, construction, and operation of the Stadium;

e. reporting on delivery as set out in Part 5 – Project Milestones, Reporting and Payments;

f. ensuring the Commonwealth is consulted and in agreement on location of venues;

g. providing satisfactory public recognition of the Commonwealth's contribution to the Stadium, including but not limited to:

    i. joint announcement strategy for all standard project milestones and project progress updates;

    ii. joint media announcements and media releases, including social media as appropriate;

    iii. Commonwealth involvement and agreement in naming of the Stadium;

    iv. Commonwealth representatives at the opening of the Stadium;

    v. the use of the Australian Government formal symbol (The Commonwealth Coat of Arms), consistent with relevant guidelines, with the Queensland Government symbol in any Queensland Government publishing relating to the Stadium; and

    vi. a plaque at the Stadium acknowledging the Commonwealth's role in its delivery.

h. providing satisfactory public recognition of the Commonwealth's contribution as a co-funder of the Games Venues Program, including but not limited to:

    i. joint announcement strategy for all standard project milestones and project progress updates;

    ii. joint media announcements and media releases, including social media as appropriate;

    iii. Commonwealth representatives invited to attend significant milestones and openings of all Games Venues Program projects; and

    iv. the use of the Australian Government formal symbol (The Commonwealth Coat of Arms), consistent with relevant guidelines, with the Queensland Government symbol in any Queensland Government publishing relating to venues within the Games Venues Program.

i. if a risk is identified of a potential claim against the Commonwealth arising from or in connection with a pre-existing agreement, or for unauthorised use of third party intellectual property rights in conjunction with a venue, indemnifying the Commonwealth for any such claim (except to the extent that any claim is caused or contributed to by the Commonwealth, its officers or employees in breach of the Commonwealth's obligations to Queensland) under a separate, mutually satisfactory, deed of indemnity.

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j. ensuring any allegations or instances of criminal behaviour or corruption are reviewed and reported to the appropriate regulator (consistent with draft guidance currently being developed by the Queensland Department of Transport and Main Roads to help inform the identification of unacceptable workplace behaviours and which is the appropriate regulatory body to notify).

k. managing projects in a manner consistent with maintaining stakeholder support, including genuine engagement, collaboration and consultation with impacted communities including First Nations groups and their representatives, and the provision of details of this engagement.

l. as a condition of funding, completion of a mutually satisfactory stakeholder engagement plan on the Stadium within the Victoria Park Precinct, a new Precinct Plan (including a focus on access to and utility of green space).

m. development of a Transport Connectivity Plan, (with required transport connectivity being fully funded by Queensland).

n. in accordance with the *Federal Safety Commissioner Act 2022* (Cth) and *Federal Safety Commissioner (Accreditation Scheme) Rules 2023* (Cth), ensuring that payments for building work funded by the Commonwealth are only made where a builder or builders accredited under the Australian Government Building and Construction WHS Accreditation Scheme are contracted.

Shared roles and responsibilities

13. The Commonwealth and Queensland share the following roles and responsibilities:

a. participating in consultations as appropriate regarding the implementation of this Schedule;

b. negotiating the new or revised FFA in respect to the project outputs referred to in this Schedule;

c. agreeing that in certain circumstances involving a third party (or parties), there may be a need to negotiate an additional agreement(s) related to projects or programs to ensure that the interests of all parties are adequately recognised. Such an agreement may, as appropriate, include without limitation the delivery procurement model, definition of roles and responsibilities, outputs, a governance structure, information management, and dispute resolution;

d. conducting evaluations and reviews of services and outputs delivered under this Schedule; and

e. ensuring that prior agreement is reached in a timely manner on the nature and content of any events, announcements, promotional material or publicity relating to activities under this Schedule, and that the roles of both parties will be acknowledged and recognised appropriately.

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PART 4 – FINANCIAL ARRANGEMENTS

14. The Commonwealth will provide a total capped financial contribution to Queensland of up to **$3.435 billion** toward venue infrastructure for the Brisbane 2032 Games, facilitated through the FFA.
    a. The capped funding allocations will be applied to the:
        i. **Stadium** – up to $1.2 billion;
        ii. **Games Venues Program** – up to $1.651 billion;
        iii. With the Commonwealth to approve the allocation of the remaining up to $0.584 billion between the Stadium and the Games Venues Program informed by further project validation work and procurement. The mechanism for enacting these arrangements will be set out in the FFA.
15. Payment of the financial contribution will be facilitated through the FFA but the parties intend for Stadium payments to be made against agreed milestones and Games Venues Program payments to be made quarterly in arrears.

Third party participation during development

16. The parties intend to maximise to the extent possible and consistent with the objectives set out in clause 12 of the IGA access to private sector capabilities and discipline in the design, financing and development of the venues, including to reduce the fiscal burden on federal and state taxpayers.
17. The terms of any third party participation in the financing or development of a venue (other than as contractors) must be approved by the Commonwealth. The Commonwealth will consider proposals for third party participation using a value for money framework, which would consider amongst other matters whether cost savings are achieved or there are improved outcomes at an equivalent cost.
18. Under a public private partnership delivery model for any project, the Commonwealth's contribution will be limited to upfront capital, unless it elects otherwise.

Value realisation after the Brisbane 2032 Games

19. For a period of 25 years after the opening of the venue or completion of the redevelopment (as applicable), Queensland, will not-sell (in whole or part) a venue, grant a long-term lease over a venue, or commercially redevelop a venue without approval from the Commonwealth.
20. Queensland can undertake a transaction referred to in clause 19 with a Queensland authority or government owned corporation, however, Queensland must ensure that the authority or corporation will not undertake a subsequent transaction referred to in clause 19 within the relevant 25 year period without approval from the Commonwealth.
21. The parties agree in principle that the Commonwealth will be entitled to a fair proportion of realised proceeds from a transaction referred to in clause 19 and 20, commensurate with the scale of the Commonwealth's investment in the Stadium and Games Venues Program.
22. Further details on management of project funding will be stipulated in the FFA, once agreed, on the Stadium and Games Venues Program.

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23. Commonwealth contributions as set out in this Schedule and related FFA must only be used for approved purposes consistent with this Schedule and the applicable FFA.

PART 5 – PROJECT MILESTONES, REPORTING AND PAYMENTS

Project reporting

24. Reporting on projects is proposed to be established in the FFA to be agreed between both parties that will stipulate project reporting milestones and payments.

25. As part of the FFA, Queensland will deliver on jointly agreed milestones for agreed venues which may, by written agreement, be varied by the relevant parties from time to time.

Performance indicators

26. Achievement of the objectives and outcomes in this Schedule will be informed with reference to the achievement of specific performance indicators for the Stadium and Games Venues Program, additional to milestone requirements, stipulated in the FFA, and verified in the Post Completion Report (or equivalent) and joint project evaluation process.

Reporting arrangements

27. Queensland will provide the Commonwealth with Progress Reports for the Stadium and the Games Venues Program, as specified in the FFA. Each report to contain details of milestones achieved in the period to date against milestone description.

28. Queensland will also provide:

    a. financial updates in project reporting to the relevant governance committees for venues projects;

    b. cash-flow projections twice a year (on 1 February and 1 October each year) for the overall management of the FFA under this Schedule;

    c. Post Completion Reports within twelve months of completion of each project that include reporting of achievement against relevant Participation and Environmental Policies; and

    d. updates to the Commonwealth in a timely manner on any issues relating to the Games Venues Program and the Stadium Project, which should occur through the established governance forums on each of the projects or direct contact with Commonwealth if not appropriate in a broader governance forum. This must include timely advice as to any expected material deviations from the project parameters set under clause 24 or 25.

Project/Program Assurance

29. Both parties agree on the assurance for the Stadium as follows:

    a. On time delivery is imperative for the Stadium

    b. a final investment decision on the Stadium to be made on the following basis:

        i. Queensland will procure and bear the cost of a Project Validation Report (PVR);

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ii. the Commonwealth will approve the PVR, which includes participation in procurement, scope and assessment decisions;

iii. the Commonwealth's final investment decision will be based on the Commonwealth-approved PVR and be subject to satisfaction of relevant conditions in Annexure A of this Schedule;

iv. the PVR and some procurement processes may run concurrently, Queensland will bear the cost and risk of any such procurement processes commenced prior to a final investment decision;

v. discrepancies between the Queensland PVR framework and the requirements for Commonwealth investments to be addressed by both parties in a pragmatic manner.

c. genuine consultation on the selection of a design and delivery partner that recognises the significant funding contributions from both parties;

d. joint assessment of any potential third party participation including response to any unsolicited proposals;

e. time and cost estimation including project timeframes, expected milestone payments and funding requirements;

f. independent gateway review assurance to be provided throughout the duration of the project and to be agreed by both parties; and

g. in the event that, during the life of this Schedule, both parties agree there is a risk to the Stadium project, the parties agree to engage without prejudice but in good faith about options to mitigate that risk.

30. Both parties agree on the assurance for the Games Venues Program as follows:

a. Final investment decisions to be consistent with the process and conditions described in clause 29(b);

b. genuine consultation on the selection of a design and the selected delivery partner that recognises the significant funding contributions from both parties;

c. joint assessment of any potential third-party participation including response to any unsolicited proposals;

d. time and cost estimation including project timeframes, expected milestone payments and funding requirements – with projects to be designed to remain within the budget envelope;

e. independent gateway review assurance to be provided throughout the duration of each project and to be agreed by both parties, unless alternative arrangements are agreed for a specific project; and

f. if Queensland seeks to move funding from one venue to another on the list at Annexure A, or to utilise funding from the Games Venues Program for an additional or alternate venue, this can only be done with the Commonwealth's agreement. The mechanism for enacting these arrangements will be set out in the FFA with a view to administrative flexibility and practicality.

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g. where appropriate, venues should be endorsed by the relevant international federation and/or sporting body that it is fit for Games purposes, based on minimum viability. The mechanism for enacting these arrangements will be set out in the FFA.

h. in the event that, during the life of this Schedule, both parties agree there is a risk to the Games Venues Program (including with respect to budget envelopes), the parties agree to engage without prejudice but in good faith about all options to mitigate that risk.

PART 6 – GOVERNANCE ARRANGEMENTS

Governance

31. Governance to be established and detailed in the FFA as follows:

a. **Stadium** – the Commonwealth to maintain representation proportional to funding in the peak governance body for the **Stadium** and maintain representation on relevant governance groups that are put in place;

i. the peak governance body to consist of the Secretary of the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (or future iterations of the department) and the Director-General of the Queensland Department of State Development, Infrastructure, Local Government and Planning (or future iterations of the department), Director-General of the Department of Transport and Main Roads or their suitable delegates;

b. **Games Venues Program** – Commonwealth to be granted representation proportional to funding at all levels of Governance: Executive Steering Committees (ESC) and Project Control Groups (PCG) levels or other project governance bodies that are put in place; and

c. the PCG and ESCs will be open to Commonwealth observers or expert participants as required.

Variation of this Schedule

32. The Schedule may be amended at any time by agreement in writing by the Commonwealth and Queensland.

33. Any amendments must be made in writing and executed by the Commonwealth and Queensland and will include the date on which the amendments come into force.

34. The Commonwealth and Queensland acknowledge that the complex nature of organising the Brisbane 2032 Games and the long duration of this Schedule may mean that this Schedule is varied from time to time.

Delegations

35. A party may, by notice to the other party signed by the first-mentioned party's authorised representative, advise that the authority to approve amendments to this Schedule, and/or to provide an approval or consent in relation to a matter which requires the Commonwealth's or Queensland's (as applicable) approval or consent under this Schedule, has been delegated to a

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Minister other than the Minister with responsibility for this Schedule, or to an official of that party (who may be referred to by portfolio and level, rather than by position title from time to time), (each a Delegation).

36. A Delegation may apply in relation to the Schedule generally, or only to particular clauses in or matters dealt with by the Schedule which are set out in the notice. A Delegation may be revoked or updated at any time by a subsequent notice. A Delegation notice may be signed:

    a. if the Minister with responsibility for this Schedule has previously delegated the issuing of notices under clause 35, a person who holds that delegation; or

    b. otherwise, the Minister with responsibility for this Schedule.

37. Where this Schedule refers to an official participating in a committee, forum or other governance body, the official may delegate attendance (either generally or as required from time to time) to a direct report of the relevant official, or to another official of the same party of equivalent seniority, by providing a written notice to the chair of the relevant body or, if there is no chair, to each other member.

Dispute resolution under this Schedule

38. Either party may give notice to other parties of a dispute under this Schedule in the form of a letter to the other party.

39. Officials of relevant parties will attempt to resolve any dispute in the first instance. If a dispute cannot be resolved by officials, it may be escalated to the relevant Ministers.

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

PART 7: Signatories

The parties have confirmed their commitment to this Schedule as follows:

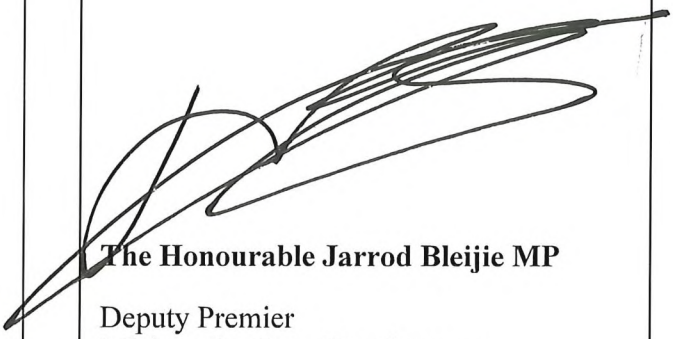
Signed *for and on behalf of the Commonwealth of Australia by*

The Honourable Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

Dated: 18/8/25

Signed *for and on behalf of the State of Queensland by*



The Honourable Jarrod Bleijie MP

Deputy Premier
Minister for State Development, Infrastructure and Planning
Minister for Industrial Relations

Dated: 19 August 2025

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

Annexure A

Venue Name	New or upgrade	Location
Stadium*	New	Greater Brisbane
National Aquatic Centre	New	Greater Brisbane
Para-sport facility – Chandler	New	Greater Brisbane
Logan Indoor Sports Centre	New	Greater Brisbane
Brisbane Aquatic Centre – Chandler	Existing/upgrade	Greater Brisbane
Chandler Precinct works	Existing/upgrade	Greater Brisbane
Anna Meares Velodrome– Chandler	Existing/upgrade	Greater Brisbane
BMX track – Chandler	Existing/upgrade	Greater Brisbane
Brisbane International Shooting Centre	Existing/upgrade	Greater Brisbane
Queensland Tennis Centre	Existing/upgrade	Greater Brisbane
Redland Whitewater Centre	New	Greater Brisbane
Moreton Bay Indoor Sports Centre	New	Greater Brisbane
Rockhampton Rowing Facility**	Existing/upgrade	Rockhampton
Sunshine Coast Mountain Bike Centre	Existing/upgrade	Sunshine Coast
Sunshine Coast Stadium	Existing/Upgrade	Sunshine Coast
Barlow Park Stadium	Existing/upgrade	Cairns
Toowoomba Equestrian Centre	Existing/upgrade	Toowoomba
General allowance for minor upgrades to existing competition and training venues***	N/A	N/A

* Funding for the Stadium is subject to Queensland's completion of a mutually satisfactory stakeholder engagement plan on the Stadium within the Victoria Park Precinct, agreement to develop a new Precinct Plan (including a focus on access to and utility of green space) and a Transport Connectivity Plan, with required transport connectivity being fully funded by Queensland.

**Commonwealth investment is subject to relevant approvals from the appropriate accreditation organisation for use at the Brisbane 2032 Games, and the Commonwealth reserves the right to reallocate funding to more appropriate venues.

***Allocation will be outlined in the FFA, subject to Commonwealth approval from the Ministers with responsibility for this Schedule (or other Ministers as delegated) based on joint principles to be developed and validation work.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Rachel Figurski

SB25-000299

SUBJECT: Inland Rail

Talking Points

Inland Rail delivery

- In line with the Australian Government's response to the Independent Review into the Delivery of Inland Rail (the Review), the Inland Rail project is being delivered in a staged approach. Inland Rail Pty Ltd (IRPL) is focusing on:
  - completing construction of sections between the intermodal terminal at Beveridge in Victoria (Vic) and Parkes in New South Wales (NSW) by the end of 2027; and
  - for sections north of Narromine in NSW to Kagaru in Queensland (Qld), IRPL are undertaking the activities necessary to obtain the required environmental and planning approvals and secure the land required to deliver the Inland Rail project (the project).

Project Progress

- For all sections South of Parkes, IPRL has secured the necessary stated and federal environmental approvals, acquired the land needed to support construction, and are now in pre-construction or construction phases;
- In northern NSW, the Narrabri to North Star phase two (N2NSP2) is progressing through the state environmental approval process; and
- In Qld, the Border to Gowrie (B2G) revised Environmental Impact Statement (EIS) has completed public exhibition and IRPL is preparing the approval pathway for the remaining Qld sections.

Verification of scope, design, delivery and cost estimation for Inland Rail

- The Review confirmed that the project is running significantly behind schedule and is over budget. The cost estimate put forward by ARTC in 2022, as part of the Review, indicated a total project cost in excess of $31 billion.
- In line with government's acceptance of recommendations 13 and 18 of the Review, an independent verification of the scope, design, schedule and cost estimations developed by IRPL for the delivery of the project is underway.
- ACIL Allen commenced work in late October 2024 with the agreed services expected to be completed before the end of 2025.
- The final cost of Inland Rail will not be known until the completion of procurements for all sections of the project following finalisation of environmental, planning and design approvals.

Contact: Rachel Figurski **Cleared by:** Greg Cox, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 18/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Rachel Figurski

SB25-000299

Key Issues

The Delivery of Inland Rail: An Independent review

- As at 31 July 2025, the implementation of the government's response to 15 of the 19 recommendations have been completed, with the implementation of the remaining recommendations in progress. (See **Attachment A**).

Verification of scope, design, delivery and cost estimation for Inland Rail (Rec 13 and 18)

- ACIL Allen commenced work in late October 2024 with the agreed services expected to be completed before the end of 2025.
- The completion of this work will provide more certainty that the project can be delivered to an agreed budget and timeframe, subject to IRPL obtaining required environmental planning approvals and securing the land required for the project.

Project progress

- 2 sections have been commissioned for train operations:
  - Parkes to Narromine (P2N) commissioned in September 2020.
  - Narrabri to North Star Phase one (N2NS P1) commissioned in October 2023.
- Victoria – Beveridge to Albury Tranche 1 and 2 (B2A T1 and B2A T2):
  - B2A T1 - comprising 4 sites, major construction works were completed in July 2025. Close out works (landscaping, rectification works) are expected to be finalised by December 2025.
  - B2A Tranche 2 - comprising 8 sites, construction works have commenced in Euroa and Broadford with work continuing with Victorian and local government authorities to close out final designs and approvals for the remaining sites.
- NSW – Albury to Illabo (A2I), Illabo to Stockinbingal (I2S) and Stockinbingal to Parkes (S2P):
  - A2I - works continue with NSW and local government authorities to close out final designs and approvals. Early and pre-construction works have commenced with site compounds established at key sites, with major works due to commence in September 2025 at Kemp Street in Junee and other minor works in Wagga Wagga, Albury and Henty. Community consultation on designs and traffic mitigations is continuing.
  - I2S - construction of workers accommodation at Stockinbingal is well advanced and final site investigations are underway. Major construction is due to commence in September 2025.
  - S2P - major works are on track to be completed in late 2025, with final close out and rectification works due to be completed by mid-2026.

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- North of Narromine in NSW to Kagaru in Qld – Narromine to North Star Phase 2 (N2NS SP2), Border to Gowrie (B2G), Gowrie to Kagaru (G2K):
  - N2NS SP2- IRPL continues work with the NSW Department of Planning, Housing and Infrastructure to refine conditions of approval prior to referral of the EIS to DCCEEW for EPBC approval. State and federal approvals required for this section are anticipated to be received by the end of 2025.
  - B2G - The revised EIS was on public exhibition between 10 May and 4 August 2025. IRPL is now preparing a response to the submissions received.
  - G2K - IRPL are working with Queensland Rail and the Queensland Department of Transport and Main Roads to progress a Primary Approvals Strategy to inform the EIS approval pathways.
  - On 31 January 2025, the Qld Coordinator General confirmed that the project lapse date for the Gowrie to Helidon (G2H) and Helidon to Calvert (H2C) sections had been extended to 1 February 2026 to align with the Calvert to Kagaru (C2K) section.

Inland Rail Funding

Financial information as at 28 February 2025

Total equity commitment **Total grant commitment**	$14.5 billion $290.3 million
Equity subscribed at 28 February 2025 **Grant funding paid at 28 February 2025**	$4,273.6 million $289.8 million

* *Equity funding provided up to 28 February 2025, corresponding to share certificates tabled in Parliament*

Equity funding

	Prior Years $m	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Equity funding	3,892.7	nfp	nfp	nfp	nfp	nfp	**14,526**

Note: The forward annual equity profile for Inland Rail is not for publication (nfp) due to commercial sensitivities. The equity contributions paid to date are disclosed in the Australian Rail Track Corporation's annual report and align to share certificates tabled in Parliament.

Benefits realised - Social Performance

- IRPL are committed to ensuring local and regional suppliers can take advantage of the opportunities presented through Australia's largest freight rail infrastructure project.
- Construction commenced on Inland Rail in December 2018 and has provided direct benefits to communities along the alignment in the form of local stimulus and jobs.

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- As at 30 June 2025:
  - 7,674 people have worked on the project, including 4,178 local residents, 868 of whom are First Nations People.
  - $568.3 million has been spent with 1,013 local businesses.
- As at 31 July 2025:
  - Over $5.7 billion across 2,300 contracts had been awarded to over 600 companies across Australia.
  - 50 construction and rail skills courses delivered to 548 participants by the Inland Rail Skills Academy.

Sensitivities

i. Queensland

- Public figures and the media continue to question the government's commitment to the construction of Inland Rail in Qld. IRPL has continued to progress the approved works north, which includes obtaining the relevant environmental and planning approvals and acquiring the land needed for the project.

ii. Local Stakeholder Sensitivities

- NSW - Wagga Wagga - upgrades to infrastructure on the existing rail route through Wagga Wagga are required to accommodate the Inland Rail service offering of double stacked trains.
  - Wagga Wagga City Council (WWCC) and NSW Member of Parliament, Dr McGirr have raised accessibility concerns and requested the installation of lifts in the replacement pedestrian bridge at Wagga Wagga station. IRPL have advised that these are not within the project scope and are not currently being considered. The replacement pedestrian bridges in Wagga will all provide *Disability Discrimination Act 1992* compliant access to safely cross the rail line.
  - Traffic impacts from the Edmondson Street bridge closure and replacement remain a concern for the local community. IRPL submitted a Traffic Management Plan (TMP) in April 2025. Transport for NSW and WWCC are reviewing the proposed traffic mitigations. IRPL are unable to provide details of the proposed traffic mitigations to the community until the TMP has been approved, as the specific mitigations remain under assessment and may change. IRPL has confirmed that it will undertake a trial closure of the bridge to test planned mitigations before the bridge is removed. This is anticipated to occur in late 2025.

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- Vic - Broadford - three bridges in Broadford need to be replaced to support Inland Rail. A local community group, Broadford Residents Action Group, have raised concerns about the proposed design for the Hamilton Street bridge, questioning local traffic movements and safety concerns. IRPL continue to work with the group during the design and approval period.

iii. Cultural Heritage

- IRPL continues to actively engage with Aboriginal peoples along the alignment in regard to the design and delivery of Inland Rail.
- The department does not participate in the negotiation of agreements between IRPL and Aboriginal peoples in relation to the delivery of Inland Rail.
- IRPL, as the developer of Inland Rail, is responsible for these negotiations in accordance with the respective Commonwealth and state laws regarding access to lands subject to Native Title (including land claims subject to determination) and the protection of Aboriginal cultural heritage, both cultural places and artefacts.
- *Any questions on Cultural Heritage matters should directed to IRPL.*

Attachments

- A: Inland Rail Review recommendation implementation status

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Rachel Figurski

SB25-000299

Attachment A

Inland Rail Review recommendation implementation status

As at 31 July 2025, the Government's implementation of the government's responses to 15 of the 19 recommendations has been completed, with implementation of the remaining recommendations in progress.

Rec 1 – Skills requirement of the ARTC Board	Complete
Rec 2 – Fill substantive Inland Rail CEO position	Complete
Rec 3 – Governance arrangements, subsidiary, IRPL Board	Complete
Rec 4 – ARTC Managing Director responsibilities	Complete
Rec 5 – Statement of Expectations	Complete
Rec 6 – Risk management and reporting	Complete
Rec 7 – Service offering	Complete
Rec 8 – Beveridge Intermodal Freight Terminal	In Progress
Rec 9 – Ebenezer	In Progress
Rec 10 – Parkes Intermodal investigation	Complete
Rec 11 – Signalling system	Implemented
Rec 12 – Regional bisections	Complete
Rec 13 – Independent scope specialist and value engineer/cost estimator	In Progress
Rec 14 – Review approvals processes	Complete
Rec 15 – Possessions	Complete
Rec 16 – Staged approach, least regrets	Complete
Rec 17 – PPP negotiations	Complete
Rec 18 – Cost analysis, value engineer/cost estimator	In Progress
Rec 19 – Benefits of Inland Rail on regional development	Complete

The Australian Government response to 'The Delivery of Inland Rail: An Independent Review' is available on the department's website.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Rachel Figurski

SB25-000301

SUBJECT: Australian Rail Track Corporation

Talking Points

Statement of Expectations (SoE)

- Shareholder Ministers issued a revised Statement of Expectations to the Australian Rail Track Corporation (ARTC) on 22 January 2025, following the formal transfer of the delivery of the Inland Rail project to Inland Rail Pty Ltd (IRPL), a wholly owned subsidiary of ARTC.

Western Australian (WA) Freight Rail election commitment

- As part of the 2025 election, the Australian Government committed $2.5 million to support the ARTC to work with the WA Government to undertake due diligence and a feasibility study for taking back control of parts of the WA freight rail network.
- The study will consider how WA's freight rail network can be integrated with the ARTC's interstate rail network, including the potential for the Commonwealth to take direct control of the east-west rail line from Kalgoorlie to Fremantle.

Capital Investment Program - network improvement and resilience

- The government provides funding support for ARTC's capital investment program to help improve the productivity, reliability and resilience of the network.
- This includes equity to support the delivery of the Inland Rail Project, grant funding for ARTC's Network Investment Program (NIP) and other improvements and upgrades to the ARTC network, such as the Southern Highlands Overtaking Opportunities.

Safety

- ARTC is committed to carrying out its core business safely, learning from and implementing changes to its operations identified through internal reviews, as well as safety investigations led by the Australian Transport Safety Bureau (ATSB).

Oversize Overmass Vehicle Permits

- Changes to the Transport for New South Wales permit process has resulted in an increase to the Oversize Overmass permit applications received by ARTC.
- ARTC has been working with stakeholders to address the backlog of applications and streamline the process going forward.
- Any questions relating to this process should be directed to ARTC.

Contact: Rachel Figurski **Cleared by:** Greg Cox, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 18/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Rachel Figurski

SB25-000301

Key Issues

Shareholder oversight

- ARTC is wholly owned Commonwealth company and a Government Business Enterprise (GBE). The Commonwealth is represented by 2 Shareholder Ministers – the Minister for Finance, and the Minister for Infrastructure, Transport, Regional Development and Local Government (the Shareholder Ministers).
- Shareholder Ministers issue Statement of Expectations to GBEs periodically. The Statement of Expectations provides guidance with regards to the purpose, role and expected activities of the GBE.
- Following the formal transfer of the delivery of the Inland Rail project to IRPL in May 2024, it was deemed appropriate to review the governance arrangements for ARTC, including the Statement of Expectations.
- The Statement of Expectations outlines Shareholder's objectives for ARTC, including that it:
  - provide safe, efficient, and effective access to the interstate rail network;
  - operate, manage, maintain, and improve track infrastructure;
  - pursue a growth strategy for interstate rail and rail's share of the interstate freight market and to foster a commercially viable Australian rail industry;
  - support IRPL, a wholly owned subsidiary of ARTC, to deliver the Inland Rail project; and
  - maintain an appropriate level of oversight of its subsidiaries, including IRPL.
- ARTC prepares a series of annual corporate planning and reporting documents for Shareholder Ministers. The Statement of Corporate Intent and Annual Report are published on the ARTC website each year.

Business initiatives to deliver on the SoE

- ARTC's updated business strategy aims to grow rail volumes, enhance safety, and demonstrate commitment to people, community and sustainability in order to drive the long-term success of the business.
- To support its business strategy, ARTC has three strategic goals, which include:
  - provide a safe, resilient and reliable network;
  - grow rail's market share; and
  - be a trusted partner of the community and supply chain.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Rachel Figurski

SB25-000301

WA Freight Rail Election Commitment

- In April 2025, as part of the 2025 federal election, the government committed to work with the WA Government to bring WA's freight rail network back into public hands.
- The election commitment is to invest $2.5 million to support the ARTC to work with the WA Government to undertake due diligence and a feasibility study for taking back control of parts of the freight rail network.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is working with ARTC and the WA Government to progress this commitment. The commencement of this work is subject to negotiations between the WA Government and the current network operator.

Capital Investment Program – network improvement and resilience

- ARTC is responsible for managing 9,600km of rail track over 5 states in Australia.
  - during 2024-25 ARTC completed a full reconciliation of track data and have re-calculated the full network length to be 9,600km; it was previously reported as 8,500km.
- ARTC recognises the need to continue delivering a reliable and resilient network and is cognisant of significant issues including ageing assets, continued expected growth in demand of its network, high development costs and increasing impacts of climate change.
- The government provides funding support to ARTC to improve the productivity, safety and reliability of its network.
- In the 2024-25 Budget, the government committed $540 million to ARTC's Network Investment Program, commencing from 2027-28. This investment will complement $500 million in funding from ARTC into the Network Investment Program, making the total investment over $1 billion.
- This funding will support critical network upgrades and resilience projects to address key vulnerabilities and mitigate against network disruption events, including:
  - $140 million for culvert upgrades between Tarcoola and Crystal Brook (SA), Tarcoola to Kalgoorlie (WA) and Albury and Sydney (NSW);
  - $100 million for rail replacement between Tarcoola and Kalgoorlie (WA) (jointly funded with a $100 million contribution from ARTC);
  - $150 million for track rehabilitation and operational upgrades between Albury and Sydney (NSW) (jointly funded with a $45 million contribution from ARTC); and
  - $150 million for the Maroona to Portland Line upgrade (VIC).

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- In addition to the Network Investment Program, the government has provided funding to support the following ARTC major projects:
  - $235 million for the Victorian North East Rail Line Upgrade (completed March 2021);
  - $252 million for the Adelaide – Tarcoola Rail Line Upgrade Acceleration project (completed March 2021);
  - $442 million for the Port Botany Rail Line Duplication and Cabramatta Loop (completed February 2024);
  - $41.6 million for the Southern Highlands Overtaking Opportunities project (underway);
  - $44.7 million for the Narrabri to Turrawan Line Upgrade (completed November 2024); and
  - $270 million for the exploration of Digital Train Control Technology (DTCT) – previously referred to as development and pilot of the Advanced Train Management System (underway).

<u>Oversize Overmass Vehicle Permits</u>

- Following recent changes made to the permit process by Transport for NSW, ARTC mobilised resources as a matter of urgency to address the backlog of Oversize Overmass (OSOM) permit applications it had received.
- The backlog is a result of OSOM operators being required to obtain and provide proof of permits from third parties, such as ARTC, to Transport for NSW.
- Since becoming aware of the backlog, ARTC has focused on clearing the backlog of permits, including assisting operators who have contacted ARTC identifying urgent permit applications.
- ARTC has also introduced 12 month permit applications and is investigating ways to:
  - automate and digitise the permit review process; and
  - standardise risk assessments.

<u>Interoperability</u>

- On 11 August 2025, the Infrastructure and Transport Ministers' Meeting (ITMM) considered the Strategic Business Case prepared by the National Transport Commission (NTC) and agreed to the European Train Control Systems (ETCS) as the future technology pathway for the National Network for Interoperability (NNI).
- In addition, ITMM agreed that any future digital train control and signalling system introduced on the NNI is to comply with ETCS mandatory standards. This will improve productivity by providing more efficient access to rail networks by operators.

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- ARTC will work with the Commonwealth, the National Transport Commission, state jurisdictions and industry to implement the ITMM decision.

GFG Alliance/Whyalla Steelworks

- In March 2022, ARTC entered into a contract with GFG Alliance, the owner of Whyalla Steelworks, for the delivery of steel over a period of up to 5 years.
- ARTC sources steel to support its operations and ongoing maintenance of the network, as well as the steel needed for delivery of projects such as Inland Rail from the Whyalla Steelworks.
- On 19 February 2025, the South Australian Government placed the steel facility under administration due to financial performance concerns relating to GFG Alliance.
- ARTC continues to monitor the situation at the Whyalla Steelworks to ensure access to steel will not be impacted.
- Any questions relating to ARTC's contractual arrangements with Whyalla Steelworks should be directed to ARTC.

Network Performance

In 2023-24:

- ARTC achieved 86.1% network availability (up from 78.9% in 2022-23), despite the significant outage on the Western Australia line in March 2024.
- 59,360 million gross tonne kilometres of intermodal and bulk freight, including steel, grain and minerals, was transported on ARTC's network. This was approximately 2.4% lower than 2022–23.
- 44,095 million gross tonne kilometres of coal was transported on the network. This was 14.0% higher than in 2022–23, primarily due to reduced weather-related impacts on the Hunter Valley network, allowing for more rail freight access.

Financial performance and dividends

- The financial outcomes for 2023−24 included an increase in Earnings Before Interest, Tax, Depreciation, Amortisation and Impairment (EBITDAI) up 77.2% from 2022−23 primarily due to increased access and other revenue.
- While ARTC recorded an operating profit in 2023–24, it reported a net loss due to significant impairment expenses related to the operating business and Inland Rail.
  - the significant amount of Inland Rail-related impairment expenditures means that ARTC has been reporting net losses since 2018-19.
- As a result, ARTC did not make any dividend payments in 2023–24.

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- ARTC's capacity for making dividend payments continues to be reviewed through the annual corporate planning process.
- ARTC's Annual Report for 2024-25 is expected to be tabled in Parliament on or before 31 October 2025.

Background

Geographic Span, Key Markets and Customers

ARTC's 9,600 kilometre national rail network is used by rail operators, including intermodal and bulk freight and passenger services.

Intermodal freight includes manufactured and consumer goods, while bulk freight includes iron ore, coal, steel, grain, mineral ore, aggregates, cement, timber and waste.

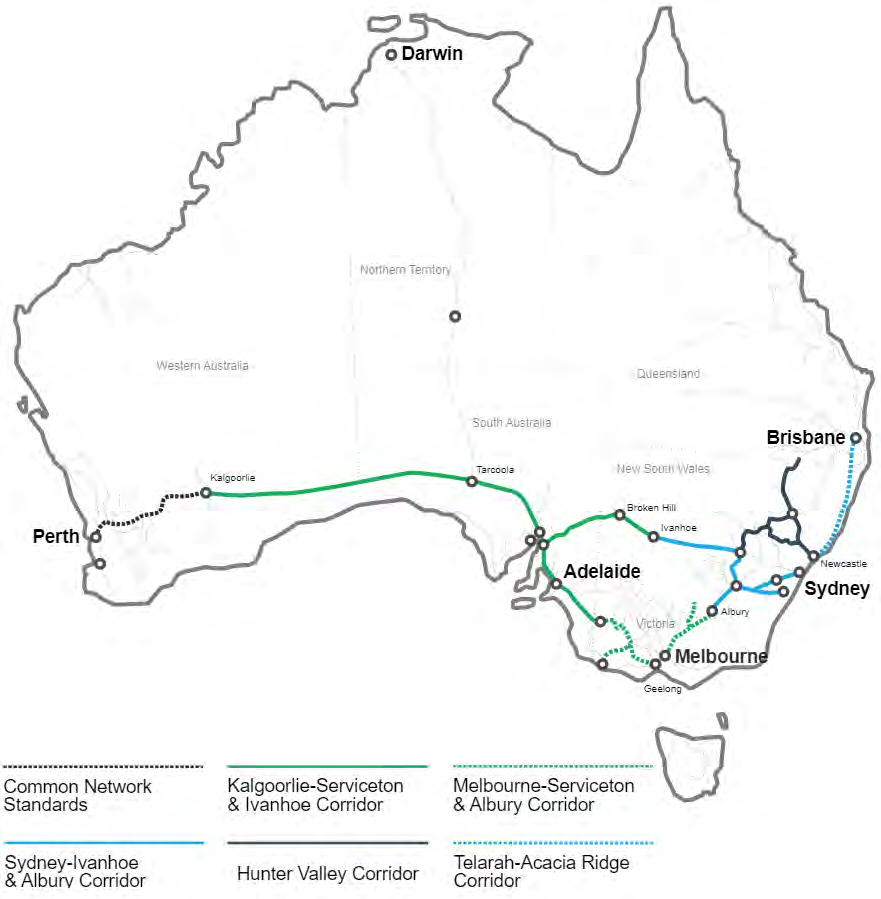

Figure 1: Map of ARTC's network. Source: https://www.artc.com.au/about/network/

Financial Information as at 31 July 2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Rachel Figurski

SB25-000301

Current ARTC Funding ($ millions) as at 31 July 2025	**Australian Government Committed Grant Funding ($ millions)**	**Australian Government Equity Funding ($ millions)**	**Expenditure to 31 July 2025 ($ millions)**
Inland Rail (Equity) *		14,526.2	4,273.6^
Inland Rail (Grant)	290.3		289.8
Digital Train Control Technology (DTCT)#	270.0		175.1
Southern Highlands Overtaking Opportunities Project	41.6		39.6
Narrabri to Turrawan Line Upgrade	44.7		44.7
Port Botany Rail Line Duplication and Cabramatta Loop	442.0		442.0
Network Investment Program - Culvert Upgrades Project	140.0		0.0
Network Investment Program - Rail replacement	100.0		0.0
Network Investment Program – Track Rehabilitation	150.0		0.0
Network Investment Program – Maroona to Portland	150.0		0.0

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
**The forward annual equity profile for Inland Rail is not for publication (nfp) due to commercial sensitivities. The equity contributions paid to date are disclosed in the Australian Rail Track Corporation's annual report and align to share certificates tabled in Parliament.*
^ Equity funding provided up to 28 February 2025, corresponding to share certificates tabled in Parliament.
 # Previously described as Advanced Train Management System

Supporting Information

Freedom of Information (FOI) Requests

- FOI 25-339 – Briefings to the department where the primary subject matter / purpose is 'rail signalling' and/or 'rail signalling upgrade works' that mention 'European Train Control System (ETCS)' and/or 'European Rail Traffic Management System (ERTMS)'

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/David Muldoon

SB25-000303

SUBJECT: National Intermodal Corporation—intermodal terminals precincts

Talking Points

- National Intermodal Corporation Limited (National Intermodal) continues to progress the delivery of intermodal terminals to realise the benefits of Inland Rail, increase the availability of independent open access terminals and drive efficiency, productivity and competition in the freight network.
- At Moorebank, National Intermodal is progressing the development of enabling infrastructure, including the construction of the Moorebank Avenue Realignment (MAR). The realignment of Moorebank Avenue is critical to allow for construction of Stage 1b of the Interstate Terminal (IST).
- At Beveridge, National Intermodal has obtained the necessary Victorian planning and Commonwealth environmental approvals, with cultural heritage and state environmental approvals expected in the coming months. Following their granting, this will allow for Beveridge Interstate Freight Terminal (BIFT) Stage 1A works to commence in late 2025.
- At Parkes, National Intermodal is scheduled to provide a Final Business Case by the end of 2025, for delivering an open access intermodal terminal.
- At Ebenezer, National Intermodal in collaboration with Economic Development Queensland (EDQ) has developed an integrated master plan for a terminal precinct, which identifies minimum land to be safeguarded for a future terminal, and is progressing a Business Case.

Key Issues

<table>
<tr><th>Component</th><th>Issue</th></tr>
<tr><td>Financial Information</td><td>• The Australian Government has committed $2.93 billion in equity to National Intermodal to support the development and delivery of intermodal terminals.
<table>
<tr><th>Project</th><th>Equity</th></tr>
<tr><td>Moorebank Intermodal Terminal Precinct (MITP)</td><td>$570 million
(Funding provided at 2017–18 Budget and 2018–19 MYEFO)</td></tr>
<tr><td>Beveridge Interstate Freight Terminal (BIFT)</td><td>$1.62 billion
(Funding provided at 2021–22 MYEFO and 2022–23 Budget)</td></tr>
<tr><td>Western Interstate Freight Terminal (WIFT)</td><td>$740 million
(Funding was provided at the 2021–22 MYEFO)</td></tr>
</table></td></tr>
</table>

Contact: David Muldoon **Cleared by:** Greg Cox, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 18/09/2025

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Component	Issue
	• National Intermodal has a $200 million private debt facility to partially fund completion of the Moorebank Intermodal Precinct. • As at 30 June 2025, the government has distributed $1.005 billion in equity payments to National Intermodal.

NSW Terminals

Key Issues — Moorebank Intermodal Terminal Precinct (MITP)

Component	Issue
Key Dates	• IMEX Terminal opened (Qube owned and operated) - 1 November 2019 • IST Stage 1a commissioned (Qube/ESR/NIC owned) – 4 April 2024 • MAR Head Contractor for construction awarded – December 2024 • MAR construction commenced – February 2025
Where is this work up to?	• The MAR construction works are progressing according to the works schedule with construction expected to be completed in November 2026. • The MAR construction is critical for the development of the IST as the current Moorebank Avenue dissects the MITP. The realignment of the existing Moorebank Avenue will enhance the future automation and integration capability of the IST. • The IST Stage 1b construction cannot occur until the MAR construction is completed. Construction of Stage 1b is expected to commence in late 2026, following the MAR construction. • The IST will not be able to operate at capacity, and the full benefits of the terminal will not be realised until Stage 1b of the IST is constructed.
Ownership - General	• The IST is owned and operated via MITCo – a joint venture 25% owned by ESR (formerly LOGOS), 10% owned by National Intermodal and 65% owned by Qube. • The MITP encompasses land leased by the Precinct Land Trust, of which National Intermodal is a 65.63% shareholder, with ESR owning the remaining 34.37%. • The warehousing at MITP is being developed by ESR on land leased by the Precinct Land Trust.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/David Muldoon

SB25-000303

Component	Issue
	• The IMEX Terminal is owned and operated 100% by Qube, on land that has been leased from Precinct Land Trust until 2116.
Interstate Terminal – Operations	• In August 2024, Qube made a public announcement on regarding their investment and in the IST including their consideration to sell part or all of its investment share in the IST. • On 21 August 2025, the Australian Financial Review reported Qube has not secured customers for the IST. This was following an ASX report where Qube impaired the value of its 65% stake in the IST to a nil value in its 2024-25 financial reporting (**Attachment A**). • As a part owner of the IST, National Intermodal is working with its joint venture partners to attract customers to the IST, as well as considering the strategic direction for ownership and operations of the IST – noting that the development of Stage 1b of the IST cannot occur until the MAR works. • Aurizon undertook a trial of the IST from 19 June to 11 July 2025.

Key Issues – Parkes Intermodal Terminal (Parkes)

Component	Issue
Where is this work up to?	• The business case is anticipated to be completed by the end of 2025. • National Intermodal has made good progress through current business case activities in reaffirming market interest, updating demand projections and refining technical and delivery requirements for an open access terminal at Parkes. • This work builds on the feasibility study completed by National Intermodal in March 2024, which confirmed that an open access intermodal terminal at Parkes has merit, serving as a key consolidation and deconsolidation hub in the national rail freight network and broadening the benefits of Inland Rail services.
Financial commitment	• In May 2023, the government agreed to the reallocation of $3 million of existing equity for National Intermodal to undertake a feasibility study for Parkes. • In May 2024, the government agreed to an additional $5 million of exiting equity for National Intermodal to undertake a detailed business case and progress technical and environmental planning.

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Governance arrangements	• National Intermodal continues to work with Australian and NSW governments to complete the business case.

VIC Terminals

Key Issues — Beveridge Intermodal Freight Terminal (BIFT)

Component	Issue
General	• In June 2023, National Intermodal completed a transaction to acquire 1,100 hectares of land at Beveridge to deliver the BIFT. • The Inland Rail Review confirmed Beveridge as the priority location for the Melbourne Inland Rail intermodal terminal given its strategic position for road and rail connections and is the only site able to immediately handle Inland Rail 1,800-metre, double stacked, containerised freight trains.
Planning Approvals	• The Victorian Minister for Planning approved the Planning Scheme Amendment (PSA) for the future development of BIFT Stage 1A in late-July. The associated gazettal for the PSA was subsequently published on 15 August 2025. • On 25 July 2025, the Department of Climate Change, Energy, the Environment and Water approved BIFT Stage 1A under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). • In September 2025, the remaining environmental planning approval for BIFT Stage 1A - No Environmental Effects Statement are expected to be finalised.
Indigenous Engagement	• As part of the BIFT Stage 1A development application, a Cultural Heritage Management Plan (CHMP) has been developed, in consultation with Traditional Owners (the Wurundjeri people). The CHMP approval is expected in late 2025.
Staged Development	• Delivery of BIFT Stage 1A by National Intermodal in 2027, comprises a connection to the existing interstate rail network, sidings, hardstand and interim terminal facilities. Stage 1B of the integrated terminal precinct, including warehousing, is expected to be operational by the end of 2028–29. The commencement of operations is on track to align with the delivery of the Inland Rail project.
Market Engagement	• National Intermodal is undertaking a two-stage market engagement process for the delivery of the BIFT precinct. Phase One has been

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Component	Issue
	completed, with shortlisted proponents participating in Phase Two of the Request For Tender (RFT) process. • Phase Two of the RFT, which will recommend a preferred Joint Venture (JV) partner on warehousing, is expected to be finalised by early 2026. Shareholder Ministers approval of the JV partner is required.
Constitutional Consent	• On 12 December 2024, The Hon Melissa Horne MP, the Victorian Minister for Ports and Freight, granted Constitutional Consent on behalf of the State of Victoria for the construction of a rail spur connection between the mainline and the BIFT site.
Cost	• The government has committed up to $1.62 billion in equity, fully funding National Intermodal to deliver the BIFT. • The government has committed $900 million towards the Camerons Lane Interchange Project subject to the Victorian Government submitting a Detailed Business Case. • The Camerons Lane Interchange Project will provide new road infrastructure and upgrades to better connect both the growing community of Beveridge and BIFT with the Hume Freeway. • The Camerons Lane Interchange Project scope includes road upgrades at Minton Street and Beveridge Road to ensure the interchange meets the needs of increased freight for the growing community, whilst minimising local construction impacts.

Key Issues — Truganina, Western Intermodal Freight Terminal (WIFT)

Component	Issue
General	• WIFT is strategically located in Melbourne's outer west at Truganina. This is close to major freight and logistics users within the Western State Significant Industrial Precinct. • The government is working with the Victorian Government on the planning required for the future development of WIFT. These planning activities will deliver outputs including a land acquisition strategy for WIFT and OMR Rail South. These outputs will form input into future business cases. • The Victorian Department of Transport and Planning (DTP) are prioritising work in regards to land preservation. This will include work required to scope the scale of the terminal site, including the Outer Metropolitan Ring (OMR)

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Component	Issue
	Rail South connection, and options to protect and/or acquire the required land.
Land Acquisition Timing	• A land acquisition strategy is being developed as part work currently underway. • In May 2024, DTP moved to protect land for the eventual construction of the WIFT and concurrently is extending interstate rail freight operations in the Dynon precinct beyond 2031 for up to 20 years, in order to deliver certainty for industry in the short to medium term.
Delivery Timing	• The government is working with the Victorian Government on the timing of Victorian terminals to maximise the government's investment in Inland Rail. • In December 2024, DTP confirmed that the land area of interest at Truganina required to develop a future WIFT is the Chartwell East Precinct Structure Plan (PSP). This interstate freight terminal strategy update and PSP announcement also advised that while WIFT remains a priority for the Victorian Government, its delivery will be deferred until needed.
Funding	• $61.8 million ($123.6 million total) grant funding for Melbourne Intermodal Terminal — Planning and Development Funds committed in the 2021-22 Budget: ○ in January 2024, the government approved $6.1 million for DTP as a 50% contribution towards further scoping and development work for WIFT and OMR Rail South. ○ this approved funding is to progress planning activities and will deliver outputs including a land acquisition strategy for WIFT and OMR Rail South. These outputs will form input into future business cases. ○ this work is expected to be completed by late 2025. $740 million in equity funding for WIFT ○ funding was provided at the 2021–22 MYEFO. ○ National Intermodal's role in development of the terminal is subject to agreement with the Victorian Government. ○ funding split with the Victorian Government is not yet confirmed. $920 million in grant funding for OMR Rail South ○ funding was provided at the 2021–22 MYEFO. ○ project has not commenced. ○ funding split with the Victorian Government is not yet confirmed.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/David Muldoon

SB25-000303

QLD Terminal

Key Issues – Ebenezer

Component	Issue
Where is this work up to?	• The government is working with the Queensland Government to develop a Business Case for a terminal at Ebenezer, with this work now being led by National Intermodal in collaboration with EDQ. • National Intermodal has been working closely with EDQ and the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts to complete an integrated master plan for the terminal precinct. • This has helped confirm the terminal land requirements to be safeguarded as part of the low regrets approach for progressing Inland Rail planning north of Parkes.
Financial commitment	• The government committed $10 million to the Ebenezer business case development through the Major Project Business Case Fund, with the Queensland Government providing in-kind support. • The government has re-allocate $6 million to National Intermodal to undertake business case activities including due diligence on land matters at Ebenezer.
Previous work undertaken	• The Ebenezer business case development was one of the original studies negotiated under the Bilateral Agreement Rail Studies, signed by the government and the Queensland Government on 29 November 2019.
Governance arrangements	• The Queensland Government has transitioned the Ebenezer project from Department of Transport and Main Roads to EDQ as the lead Queensland Government agency, supporting National Intermodal to complete the business case.

Supporting Information

Relevant Media Reporting

- "No customers for new Sydney rail hub a year after opening", Jenny Wiggins, Australian Financial Review, 21 August 2025 https://www.afr.com/companies/infrastructure/no-customers-for-new-sydney-rail-hub-a-year-after-opening-20250821-p5moo1

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/David Muldoon

SB25-000303

Attachments

- A: 14 August 2025 - QUBE - ASX Announcement - FY25 Statutory Accounts Preliminary Items - Moorebank

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000303

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14 August 2025

ASX Announcement

FY25 Statutory Accounts Preliminary Items

FY25 Statutory Accounts Preliminary Items

As part of the preparation of Qube's annual financial statements, Qube undertakes an impairment assessment and a fair value assessment of certain assets in accordance with the applicable accounting standards.

Based on Qube's preliminary assessment, it expects to record several material adjustments, including an impairment, onerous contract provisions and fair value adjustments as at 30 June 2025. As set out below, the adjustments are largely related to Qube's obligations with respect to the Moorebank Logistics Park (MLP) Interstate Rail Terminal (MLP Interstate).

Background

Qube's obligations with respect to developing the MLP Interstate arose as part of the broader Moorebank transaction that was entered into by a Qube led consortium in June 2015. As part of that transaction, in return for being granted a 99-year lease of Commonwealth owned land for the development of extensive industrial warehousing, the consortium committed to develop an interstate rail terminal on that land with capacity for up to 500,000 containers a year.

In July 2021, Qube (which by that stage fully owned the consortium entity) entered into a binding agreement to sell 100% of the warehousing and property components of the MLP to the LOGOS Consortium (now ESR) for total consideration of around $1.67 billion. This transaction, which completed in December 2021, delivered significant value and cash to Qube.

As part of securing the required approvals for that transaction, a new joint venture was established to own and operate the MLP Interstate comprising Qube (65%), ESR (25%) and National Intermodal Company (NIC) (10%). As part of that structure, Qube retained the obligation to manage the construction of Stage 1 of the terminal and to initially fund the Stage 1 construction. It is that obligation, combined with a weak medium to long term volume outlook for the MLP Interstate, that has resulted in most of the adjustments outlined below.

Impairments and Fair Value Adjustments

Qube expects to reflect the following material items in its FY25 accounts (all amounts are pre-tax):

- An impairment of around $127.6 million on the carrying value of Qube's investment in Moorebank Interstate Terminals Pty Ltd (MITCo), being Qube's 65% interest in the JV. This impairment reduces the carrying value of this investment to nil.
- A fair value reduction of $29.8 million being most of the balance of the volume-based milestone amounts receivable from ESR relating to its 25% interest in MITCo which was acquired from Qube to satisfy NIC's requirements for approval of the sale of Qube's interest in the warehousing and property components of the MLP.

  The above adjustments are both non-cash items and reflect the assessed value of the asset using a discounted cashflow based on the current medium to long term volume outlook (which reflects the very low current volumes and no expectation of any material improvement).
- Onerous contract and other liabilities relating to the forecast increased cost to complete Stage 1 of the Moorebank Interstate and related rail access works of $62.0 million. This amount includes Qube's 65% interest as well as the 35% interest of our JV partners which Qube is obligated to fund. The cash expenditure for this item is expected to be incurred between FY26 and FY29, with the majority expected to be incurred from mid FY27 to late FY28.
- A profit of around $89.7 million on the sale of Qube's Minto freehold property that was completed in the period. Gross cash proceeds for this sale, received in H2 of FY25, were $201.7 million.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000303

No Impact On Underlying Earnings

All of the items noted in this announcement will be treated as non-underlying items in Qube's FY25 accounts given their non-recurring and/or non-cash nature. This is consistent with Qube's historical approach to determining underlying earnings.

Qube will continue to look for opportunities to maximise the value of its interest in the MLP Interstate which may result in a partial or full reversal of some of these items in the future.

Further information on the above items will be included in Qube's FY25 financial statements and related disclosure material.

Subject to finalisation of the FY25 audit, Qube's underlying earnings are expected to be in the previously announced range of at least 5.0% above the corresponding FY24 underlying earnings.

Qube will be releasing its FY25 results on 21 August 2025.

Authorised for release by:

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Jennifer Stace

SB25-000305

SUBJECT: Western Sydney International (Nancy-Bird Walton) Airport

Talking Points

- As at 19 July 2025, Western Sydney International (Nancy-Bird Walton) Airport (WSI) is 97.3% complete and on track to commence operations by late 2026.
- The delivery of WSI is already providing economic benefits for the Western Sydney region, with over $500 million directly contracted to Western Sydney businesses, inclusive of small and medium enterprises, family and First Nations businesses.

Key Issues

- WSA Co Limited (WSA) is continuing to develop its commercial activities to become an operational airport, including undertaking negotiations with airlines and market testing of retail opportunities.
- The construction of the terminal, airside and landside packages are complete, with testing and commissioning now underway. WSA has engaged Fraport Group to support the airports operational readiness program to prepare for operations. WSA is also progressing the construction of the Command and Canine facilities.
- *Border Agencies' Command Centre and Canine facilities:* WSA awarded the design and construction contract on 20 December 2024 to complete the Border Agencies' Command Centre and Canine facilities at the airport site. Any further comments on the Command Centre and Canine facilities should be directed to WSA.
- *Airline agreements:* Singapore Airlines was announced (27 August 2024) as the first international airline to confirm its intent to operate from WSI, and Air New Zealand announced (11 June 2025) as the second international airline. Qantas and Jetstar will operate domestic flights from WSI (announced on 8 June 2023). WSA is working with these partners and the details for these arrangements. Any further details should be directed to WSA, including use of the $16 million jointly funded Aviation Attraction Fund with Destination NSW to incentivise international airlines to fly new routes into WSI (announced 13 March 2025).
- *Cargo Precinct:* WSA announced agreements (1 October 2024) with Qantas Freight and Menzies Aviation to operate at the new cargo precinct that will increase Sydney's air cargo capacity by around 33% upon opening. The construction of the Cargo Precinct remains on schedule with freight expected to commence prior to passenger operations in 2026.

Contact: Jennifer Stace **Cleared by:** Greg Cox, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 16/09/2025

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- *Business Precinct:* Work has commenced on the first stage of the Business Precinct, being delivered through a joint venture partnership with Australian property group, Charter Hall Group (11 April 2024). Business Park Stage One (BPSO) is expected to generate an additional 400 construction phase jobs and support another 2,000 permanent jobs, once operational. Any further questions on the BPSO should be directed to WSA.
- *Connecting transport:* The government has invested in land transport connections with NSW including for the Sydney Metro - Western Sydney Airport; M12 & M7 Motorway and Elizabeth Drive upgrade that will connect WSI to the transport network. Questions should be directed to the Land Transport Infrastructure Division.

Sensitivities

- *Airspace design*: Information on the authorisation of WSI's preliminary flight paths and the final Environmental Impact Statement can be found in **SB25-000376** Western Sydney International Airport — Airspace & Environment (refer Outcome 2, International Aviation, Technology and Services Division, Western Sydney Airport Regulatory Policy Branch).
- *Bilateral Air Services Agreements*: Information can be found in **SB25-000030** Bilateral Air Services Agreements (refer Outcome 2, International Aviation, Technology and Services Division, International Aviation Branch).
- *Western Sydney Aerotropolis and Bradfield*: Questions on Western Sydney Aerotropolis and Bradfield should be directed to the NSW Government.

Background

Jobs and employment data

- The construction of WSI has supported 11,991 direct jobs since 2018. Current workforce statistics include 54% Western Sydney workers, 31 per cent learning workers and 33% diverse workforce (incorporating 2.85 per cent First Nations participation).

Major Works Packages	Status at 31 July 2025	WSA target
Total workforce [1]	11,991	-
Learning workers	31%	20%
Local workers	54%	30%
Workforce diversity[2]	33%	10%
First Nations participation	2.85%	2.4%

[1] This is calculated as total job years for the construction workers and professional services workers (consultants, engineers, administration, etc).

[2] The workforce diversity percentage includes First Nations peoples, women in non-traditional roles, women in leadership roles, economically and socially disadvantaged groups and people with a disability.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Jennifer Stace

SB25-000305

Financial Information as at 31 July 2025

- The government has provided $5.3 billion in equity for WSA.
- The project remains on track and on budget within the $5.3 billion committed to develop WSI and additional funding relating to specific works.

As at financial year update:

Project Start Date:	**24 September 2018**					
Project End Date:	**Late 2026**					
	2020–21 $m	**2021–22 $m**	**2022–23 $m**	**2023–24 $m**	**2024–25 $m**	**2025-26**
Budget Estimates	645.0	640.1	1,181.6	1,219.4	496.7 + nfp	nfp
Cumulative equity provided	1,744.2	2,384.3	3,565.9	4,785.2	5,282.0 + nfp	nfp

Note: The 2025-26 financial year profile and forward estimates are not for publication due to commercial sensitivities.

Equity investment

- In the 2017–18 Budget, the government committed up to $5.3 billion in equity to WSA to develop WSI.
- Additional equity for WSA has been committed for the following, with financial implications of these measures being not for publication due to commercial sensitivities:
  - ensuring that WSA has access to sufficient funding to finalise construction of Stage One of WSI (2024-25 Budget);
  - construction of facilities at WSI to support border services and law enforcement operations (2023– 24 Budget); and
  - aviation fuel infrastructure and potential costs for the integration of the airport with the Sydney Metro — Western Sydney Airport project (2021–22 Mid-Year Economic and Fiscal Outlook).

Funding for Commonwealth Agencies

- The government is also supporting the development of WSI through funding 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.
- Funding has 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.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/Jennifer Stace

SB25-000305

Supporting Information

Relevant Media Reporting

- Major construction wraps and terminal unveiled taking Sydney's new 24-hour airport closer to take-off, wsiairport.com.au, 11 June 2025
- Air New Zealand the first trans-Tasman carrier to fly to Western Sydney International, wsiairport.com.au, 11 June 2025
- Sydney's New 24-Hour Airport Secures First International Airline, wsiairport.com.au, 27 August 2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Greg Cox/James Savage

SB25-000306

SUBJECT: High Speed Rail Authority

Talking Points

- The Australian Government established the High Speed Rail Authority (HSRA) to plan and oversee the development of a high speed rail network to connect Brisbane, Sydney, Canberra and Melbourne and regional communities across Australia's east coast.
- The government committed $500 million for high speed rail, of which $70.0 million was allocated to the Newcastle to Sydney High Speed Rail business case. Additional resource funding of $8.8 million was also provided to HSRA in the 2024-25 Budget.
- HSRA completed the Newcastle to Sydney business case, which was submitted to the government for consideration and assessment by Infrastructure Australia.
- The business case provided advice on important aspects of the rail network, including proposed alignment, corridor protection and the estimated cost and timeframe for construction.
- HSRA engaged with industry and community groups to inform the business case, gather insights and consider best practice including lessons learnt from other countries that have high speed rail.

Key Issues

Business Case

- The Newcastle to Sydney business case is with the government for consideration.
- Any potential decision by government on funding or next steps for a high speed rail network will also be informed by Infrastructure Australia's independent evaluation of the business case.

If asked: Has Infrastructure Australia completed its evaluation and if so, when was this done?

- Infrastructure Australia (IA) provided its evaluation to the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts on 26 August 2025. The evaluation is an important piece of advice for government as it considers the business case and makes a decision on next steps for the project.
- Any release of information from the evaluation will need to be considered having regard to both HSRA's commercial sensitivities and government deliberations.
- Under the *Infrastructure Australia Act 2008*, a summary of a proposal evaluated by IA must be tabled in the Parliament within 10 sitting days after the document is finalised

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for publication following the end of the quarter. We expect IA to table their summary by 5 November 2025.

Environmental/land issues

- HSRA has considered the cultural, heritage and environmental conditions along the potential route for the Sydney to Newcastle section of high speed rail, as well as planning and approval processes which informed the business case.

Background

HSRA Commencement

- HSRA commenced operations on 13 June 2023, having been established by the *High Speed Rail Authority Act 2022*.

Stakeholder engagement

- HSRA has opened a Newcastle office and information centre, and invited the local community to connect with the project and view potential station designs. This centre will form a hub for ongoing public engagement.

Financial Information as at 31 July 2025

Program/Project Start Date:	**13 June 2023 (commenced operations)**					
	2024–25	2025–26	2026–27	2027–28	2028-29	**Total**
	$m	$m	$m	$m	$m	**$m**
Baseline funding as at 13 June 2023 (a)	4.1	4.1	-	-	-	**18.1**
Business case funding allocated to HSRA(b)	47.9	-	-	-	-	**70.0**
HSRA additional funding for resourcing	3.1	3.5	-	-	-	**8.3**(c)
Total funding appropriated to HSRA	55.1	7.6	-	-	-	**96.3**
Unallocated Infrastructure Investment Program (IIP) funding	-	25.0	120.0	200.0	85.0	**430.0**

(a) The total annual appropriation of $9.9 million is made up of $4.4 million in 2022-23 and $5.4 million in 2023–24.

(b) Funding for the business case has been redirected to HSRA from the government's initial $500 million investment for high speed rail into the Infrastructure Investment Program.

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(c) Original figure was $8.8 million as announced in the 2024-25 Budget, since revised to reflect the indexation applied to departmental funding.

Supporting Information

Freedom of Information (FOI) Requests

- FOI 25-396 and FOI 25-415.
- There have been several requestions for the business case made to the department, HSRA and IA. The document has been exempted under s34 as Cabinet material.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner

SB25-000366

SUBJECT: Regional Express Voluntary Administration

Talking Points

- The Australian Government recognises the critical role of the Regional Express (Rex) network to local economies.
- Rex operates one of Australia's largest regional air networks and provides essential connectivity to move people and critical freight on 41 routes to regional and remote communities, including 23 routes that are only serviced by Rex.
- Rex's regional services have continued to operate throughout the voluntary administration period.
- The government has provided a loan facility of up to $110 million to the Voluntary Administrators of Rex, and acquired $50 million of debt from Rex's largest creditor, PAGAC Regulus Holdings Limited (PAG), to ensure the airline continues to provide services during the administration period.
  - on 11 November 2024, the government provided a commercial loan facility of up to $80 million to extend the voluntary administration process and keep Rex's regional routes operational while the administrators progressed a second sale process.
  - on 20 November 2024, and following approval by the Federal Court, the convening period for the voluntary administration was extended to 30 June 2025.
  - on 23 January 2025, the government acquired $50 million of debt from Rex's largest secured creditor, PAGAC Regulus Holdings Limited (PAG).
  - on 24 June 2025, a second approval was granted by the Federal Court to extend the convening period to 5 December 2025, and the government made available a further $30 million commercial loan facility to the voluntary administrators (if required) to support an extended voluntary administration.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts continues to meet regularly with the Administrators during the convening period and sale process.

Key sensitivities

- Rex and a number of its subsidiaries are in voluntary administration.
- The Administrators are running the sale process and have publicly indicated that they have narrowed the bidding field.
- Disclosure of commercially sensitive information, provided to the government on a confidential basis, could prejudice this process.

Contact: Daniel Caruso **Cleared by:** Stephanie Werner, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 0.2 **Date:** 15/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner

SB25-000366

Key Issues

Government assistance and funding

- On 12 November 2024, the government announced it would provide financing of up to $80 million to keep Rex's regional routes running during an extension of the voluntary administration process, in the form of a commercial loan.
- On 23 January 2025, the government acquired $50 million of debt from Rex's secured creditor, PAG. The acquisition of this debt was an important step to prevent an adverse outcome for regional communities, such as liquidation, and ensured the continued connectivity of Australia's regional and remote communities.
- Following the Federal Court granting the extension of the Voluntary Administration to 5 December 2025, additional financing of up to $30 million in the form of a commercial loan was made available to the Administrators to keep regional routes operating.

Government guarantee of regional ticket bookings

- On 15 August 2024, the government announced it would guarantee regional flight ticket bookings made whilst Rex is in voluntary administration.
- The Guarantee applies to any regional flight bookings made after Rex entered voluntary administration (from 9:31pm on Tuesday 30 July 2024), for the period of the voluntary administration process.
- The Guarantee has not been drawn on.

Sydney Airport Demand Management Scheme

- On 26 August 2024, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP directed the Slot Manager to suspend the application of the 'use it or lose it' rule for Rex's New South Wales regional slots at Sydney Airport until the end of the Northern Winter 24 (NW24) scheduling season. The NW24 season ran from 27 October 2024 to 29 March 2025.
- On 13 January 2025, the Administrators wrote to the department to request a waiver to the 'use it or lose it' test for the current Northern Summer 25 (NS25) scheduling season.
- On 30 January 2025, the minister directed the Slot Manager to suspend the application of the 'use it or lose it' rule for Rex's New South Wales regional slots at Sydney Airport until the end of the Northern Summer 25 (NS25) scheduling season. The NS25 season runs from 30 March 2025 to 25 October 2025.
- On 8 July 2025 and 30 July 2025, the Administrators wrote to the department to a request further waiver to the 'use it or lose it' test for the Northern Winter 2025 (NW25)

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and Northern Summer 2026 (NS26) scheduling seasons. These run from 26 October 2025 to 28 March 2026 and 29 March 2026 to 24 October 2026 respectively.

- On 21 August 2025, the minister directed the Slot Manager to suspend the application of the 'use it or lose it' rule for Rex's New South Wales regional slots at Sydney Airport until the end of the NS26 scheduling season.

Impact on redundant employees

- To date, Administrators have undertaken 2 major rounds of redundancies impacting 659 positions. This included an initial round of redundancies affecting 594 employees in early August 2024, and a further 65 employees in a second round of redundancies finalised on 29 August 2024.
  - 343 positions were made redundant from Regional Airlines Limited (RAL), which operated Rex's Boeing737 inter-city jet services.
  - the other 316 redundant positions primarily relate to the regional arm of the business, but also includes call centre staff.
- All staff affected by the redundancies have been fully paid for their work during the voluntary administration period.
- On 12 November 2024, the government agreed to grant early access to former employees of RAL, which operated the intercity jet services, to the Fair Entitlements Guarantee (FEG) while RAL is in voluntary administration.
  - The Department of Employment and Workplace Relations (DEWR) administers the Fair Entitlements Guarantee (FEG). FEG is a scheme of last resort that funds certain entitlements of eligible employees if their employer goes into liquidation and outstanding entitlements cannot be paid from another source.
  - As at 20 August 2025, DEWR had received 315 claims.
    - 1 claim was withdrawn and 3 claims were deemed ineligible.
    - The total FEG advance of $7,345,666.90 has been paid to 311 claimants.
    - No further claims are awaiting assessment and/or payment.
  - Further questions about the FEG and employee entitlements should be directed to DEWR.
- The Administrators have also paid the FEG-equivalent entitlements of former employees of Rex's regional business who have been made redundant during the Administration.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner

SB25-000366

Background

- The Rex Group was formed in 2002 through the merger of Hazelton and Kendell following the collapse of the Ansett Group. Rex established itself as a regional-only airline, before listing on the Australian Securities Exchange (ASX) in November 2005.
- In September 2020, Rex announced it would begin jet operations on major city routes, using Boeing 737 aircraft. In December 2023, Rex leased a fleet of 10 Boeing 737 aircraft.

Sales process

- On 14 August 2024, the Administrator began the initial sales process for Rex, releasing an Information Memorandum to the market, however, this sales process did not find a buyer for Rex Holdings as a whole.
- The Administrators subsequently secured the sale of 5 assets: Pel-Air; National Jet Express (50% equity share); 37 Robey Street, Mascot (Rex House); 72-76 Robey Street, Mascot (Simulator centre); and Boeing 737 related spare parts.
- On 12 February 2025, the Administrators commenced the current sale process for the remaining business. The sale process remains ongoing with the administrator publicly indicating that they have narrowed the bidding field. There is no fixed deadline for the sale to conclude but the administration is only funded and authorised under the Corporations Law (Cth) to 5 December 2025.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Ben Meagher

SB25-000367

SUBJECT: Sydney Airport Demand Management Reforms

Talking Points

- The Australian Government is in the final stages of implementing a significant legislative reform package to improve efficiency in the allocation and use of take-off and landing slots at Sydney Airport and reduce incentives for anti-competitive slot misuse.
- The *Sydney Airport Demand Management Amendment Act 2024*, together with the Sydney Airport Demand Management Regulations 2025 and Sydney Airport Slot Management Scheme 2025, will commence on 26 October 2025, at the start of the Northern Winter 2025 slot scheduling season.
- The Amendment Act was developed based on the 2019 Productivity Commission Inquiry, the 2021 Harris Review and the 2024 Aviation White Paper about slot management at Sydney Airport, and associated stakeholder consultations.
- The Regulations and the Scheme have been developed in close consultation with stakeholders since November 2024 including through an exposure draft consultation process from 10 July to 1 August 2025 which included an additional week for one to one meetings with stakeholders.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is working closely with the Slot Manager to support airlines with the transition to the reformed framework, which will require greater accountability and transparency regarding slot usage.
- The legislative reforms include the appointment of a new independent Compliance Committee. Recruitment of members is currently underway and candidates are expected to be appointed by the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP in late 2025.

Direction to Slot Manager – Rex Regional Intrastate Services

- To support Rex through the voluntary administration process, the minister has waived the 'use it or lose it' test (80/20 rule) for Rex's regional NSW services in August 2024, January 2025 and August 2025, guaranteeing Rex's existing slot allocation to October 2027.

Key Issues

- In February 2021 the *Review of the Sydney Airport Demand Management Scheme* (the Harris Review) was released with a number of recommendations to revise the legislative settings for slot management at Sydney Airport. Many of these recommendations will be delivered via the commencement of new legislation in October 2025.

Contact: Ben Meagher **Cleared by:** Stephanie Werner, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 2.0 **Date:** 16/09/2025

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- Virgin Australia (Virgin) has raised concerns about the impact of the changes on its ability to retain its slots at Sydney Airport. The Department has met regularly with Virgin, including at Deputy Secretary level, and has responded to its concerns in writing.
- The scheme is changing and there will be impacts on operators where they do not use their slots – more so than in the past.

Appointment of new slot manager

- On 1 April 2025, Airport Coordination Limited Asia Pacific (ACL) commenced as the Slot Manager for Sydney Airport.
- ACL was appointed following an open competitive selection process.
- ACL operates at 78 international airports and has taken a different approach to slot management than the previous slot manager, which was owned by Virgin, Qantas, Sydney Airport Corporation Ltd (SACL) and the Regional Aviation Association of Australia.
- Airlines perceive ACL's approach to be less lenient than the previous slot manager. ACL is operating in accordance with the Statement of Expectations issued by the Minister on 17 December 2024 (available on the Department's website).
- ACL meets weekly with the department and consults the department where it is changing its approach.
- Although appointed by the minister, ACL is paid under a contract with SACL. Airlines have suggested this creates a conflict of interest, giving SACL undue influence on the operations of the Slot Manager. This arrangement is standard practice worldwide where an airport slot manager has been appointed.

Compliance Committee

- The appointments of the current Compliance Committee will expire when the Amendment Act commences on 26 October 2025.
- The current compliance committee met three times in 2024 (June, September and December) and twice in 2025 (April and August).
- Once an external recruitment process has been finalised, a list of candidates will be submitted to the minister for consideration for appointment to a new Compliance Committee.
- Members of the existing compliance committee are representatives from airlines, SACL, Airservices and the department, with the Slot Manager as an observer. The future Compliance Committee will be comprised of independent members, as well as SACL, Airservices, and the Slot Manager with the department as an observer.

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- Airlines have complained the Committee will lack operational expertise and consider they should be re-appointed to the Committee.

Key elements of the reforms

- The Amendment Act introduces a 'recovery period' at Sydney Airport, which allows the number of movements at Sydney Airport in 1 hour to reach 85 - exceeding the existing movement cap of 80 – when a significant disruption has occurred.
- What constitutes a 'significant disruption' will be set out in a supporting policy document published to industry and available on the Department's website in late September 2025.
- Stakeholders have broadly welcomed the introduction of the recovery period. The Sydney Airport Community Forum (SACF) has not opposed the recovery period but has requested the reasons for the recovery period being declared be published within 2 days of use of the provision. This proposal will be included in the implementation framework.
- No changes have been made to the existing curfew arrangements at Sydney Airport.

The table below outlines the key reforms in each element of the legislative package.

Amendment Act	Regulations	Scheme
Introduce a recovery period	Detail about the recovery period	Prioritise new entrants in slot allocation
Set out powers for the production and publication of information	Establish information and publication requirements	Shorten the peak period from: • 6-11am to 7-11am; and • 3-8pm to 5-8pm
Require an independent Compliance Committee Chair	Set out arrangements for the Compliance Committee	Provide regional operators with flexibility to retime in peak periods
Provide civil penalties for slot misuse		List declared exemptions for failing to use slots (flight cancellations)

Consultation

- The department undertook extensive consultation to inform the drafting of subordinate legislation, which also drew on earlier stakeholder engagement since 2021.
- 6 consultation sessions were held over the last year: 4 in 2024 and 2 in 2025, as follows:
  - policy discussions held on 7, 13,27 November 2024 and 4 December 2024

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i. discussed specific issues in the upcoming draft Regulations and Scheme including declared exemptions, publication of information and recovery period.
ii. attendees: Qantas Group including Jetstar, Virgin, Rex, IATA, COG (former Slot Manager), SACL and Airservices.

- policy update held on 16 April 2025
  i. updated industry on the department's policy positions on key settings in the Regulations inc recovery period and composition of new Compliance committee, information and publication obligations; and changes to the Scheme including declared exemptions.
  ii. attendees: Qantas Group including Jetstar, Virgin, Rex, IATA, ACL (new Slot Manager), SACL, Airservices.
- consultation session held on 14 July 2025 - Regulations and Scheme exposure drafts
  i. industry webinar on new reforms to discuss the exposure drafts released to industry on 10 July 2025.
  ii. attendees: Qantas Group including Jetstar, Virgin, Rex, IATA, ACL (new Slot Manager), SACL, Airservices, international airlines including Air New Zealand, Emirates, Qatar, Sky Trans, Air Niugini, All Nippon Airways, Australian Airports Association (AAA), Australian Business Aviation Association (ABAA), SACF.

- Exposure drafts of the regulations and scheme were open for comment from 10 July to 1 August 2025, with 13 written submissions received.
- 7 meetings with stakeholders to discuss the exposure drafts were also held between 10 July and 1 August 2025.
- The department adopted feedback where appropriate and updated stakeholders in writing in early September 2025 on the final approach taken in subordinate legislation. Overall, stakeholders were supportive of the proposed legislative reforms.

Draft Regulations Feedback

- Stakeholders requested consistency in timeframes for information provision and publication. The department standardised general response times for requested information to 14 days or to an 'agreed later time' in writing, to ensure consistency and flexibility. The department also extended the timeframe for the Slot Manager to publish information from 10 business days to 40 business days of the mid and end of a slot scheduling season to allow for data exchange and verification.

Draft Scheme Feedback

- The main feedback on the Scheme related to three key issues:
  - alignment with the Worldwide Airport Slot Guidelines (WASG);

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- clarification about Protected Regional Service Slot Series (PRSS Series) arrangements; and
- declared exemptions for cancelling flights.

- The department aligned the Scheme with the WASG where practicable and consistent with government policy, defined PRSS Series and clarified PRSS Series can be re-timed, and included "exceptional circumstances" as a reason for the slot manager to declare an exemption.

Sydney Airport Slot Manager operational changes

- Some airlines raised concern at the removal of the Australian Holiday Period (AHP) (a 6-week period during which airlines were deemed to operate slots regardless of usage) from the Northern Winter 2025 slots scheduling season. The AHP was implemented by the former Slot Manager as a trial commencing in the Northern Winter 2012 slot scheduling season and is not referenced in legislation.
- The removal of the AHP was a decision of ACL APAC in June 2025 to provide for greater efficiency in slot usage at Sydney Airport, and is consistent with reform objectives.
- Virgin and other airlines raised concerns about the impact of the removal of the AHP and tightening of the 80/20 rule on their ability to maintain shorter slot series where not operating a small number of slots could result in breaching the 80/20 rule.
- A transitional provision has been included in the Scheme to support airlines to adjust to the tighter application of the 80/20 rule associated with the reform package. This transitional provision will apply to the Northern Winter 2025 season and will provide for the 80/20 rule to be calculated during the AHP in 2025 as it was in 2024. However, airlines will not be able to retain historic precedence for handed back slots, as was previously permitted.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Ben Meagher/Sam Palmer

SB25-000368

SUBJECT: Aviation Consumer Protections

Talking Points

- The Australian Government is working to introduce an aviation consumer protection framework in 2026, to be funded by industry, consisting of two key elements:
  - mandatory consumer standards applying to airlines and airports set out in a Charter enforceable by a regulator (the Aviation Consumer Protection Authority); and
  - a consumer ombuds scheme to resolve individual consumer disputes that can't be settled directly with the relevant airline or airport.
- The government is focused on ensuring aviation consumers get what they pay for and lifting consumer standards. This underpins the design of the proposed framework.
- As indicated in Aviation White Paper (AWP) announcements and in the latest consultation paper, the government considers the proposed framework is better suited to the Australian context and more likely to improve overall aviation consumer outcomes and at a lower cost to consumers, compared to a delay-focussed compensation scheme.
  - international experiences have shown that compensation costs are passed on to consumers and that compensation doesn't necessarily improve standards.
  - stakeholders have raised concerns that mandatory compensation could affect the viability of smaller airlines and broader market competition.
- The proposed approach builds on commitments in the AWP, and takes into account subsequent stakeholder feedback and the experience of aviation consumer schemes overseas.
- The consultation launched in September provides an opportunity for stakeholders to provide comments on the proposed framework as a whole to inform decisions of government about final framework design and legislative drafting.

Key Issues

- The Aviation Consumer Protection consultation paper was released on 8 September 2025. Submissions on the proposed legislative framework were due on 5 October 2025.
- The consultation paper outlines and seeks feedback on the proposed aviation consumer protection framework, including proposed consumer standards to be covered in a Charter. Submission on the proposed Aviation Consumer Protections Charter are due on 26 October 2025.

Contact: Ben Meagher **Cleared by:** Stephanie Werner, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 01/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Ben Meagher/Sam Palmer

SB25-000368

- These feedback deadlines reflect the timeframes needed to inform government decision making and legislative drafting, including the minister's stated aim of introducing primary legislation by the end of 2025.
- The proposed aviation consumer protection framework has 2 key entities:
  - a new regulator, the Aviation Consumer Protection Authority, to ensure airlines and airports comply with consumer standards under the framework, and
  - the Aviation Ombuds Office, independent of the department, which would house the functions of the Aviation Consumer Ombudsperson and the independent Aircraft Noise Ombudsperson.
- The proposed framework in the consultation paper builds on the AWP commitment, by creating a new regulator responsible for setting and enforcing aviation consumer standards and the associated penalties for non-compliance that were envisaged in the AWP.
- The consultation paper proposes that the aviation consumer protection framework will apply to airline and airport services where an individual has a direct consumer relationship with an airline or airport, and to airport accessibility services provided at an airport, regardless of a direct consumer relationship.
  - the proposed framework focuses on airlines and flights which reflects feedback from stakeholders and the AWP commitment.
  - airports are proposed to be regulated in respect of airport services relating to the carriage of passengers where there is a consumer relationship, and airport accessibility services. In relation to those services, airports would be required to have a complaint handling process and a customer service statement.
  - the framework is focused on getting customers what they paid for and containing costs. It does not propose to regulate other entities such as travel agents or government agencies.
- The consultation paper seeks feedback on range of issues, including:
  - whether international flight arrivals and all international flights by Australian airlines should be covered, in addition to domestic flights and outbound international flights.
  - the functions of the regulator and ombudspersons, regulated activities, the proposed standards and how funding should be levied.
- The government will consider feedback in finalising the design of framework and the drafting of legislation.
  - until the design is finalised, it is not possible to reliably estimate complaint volumes, the resources required to implement the framework, nor the associated costs to be recovered from industry. These decisions will be made by the government and communicated in due course.

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- as indicated in the consultation paper, primary legislation is planned to be introduced in 2025, with consultation on subordinate legislation expected in early 2026, ahead of implementation later in 2026.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Sarah Nattey

SB25-000369

SUBJECT: Melbourne Airport Third Runway

Talking Points

- The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, approved the Melbourne Airport Third Runway (M3R) Major Development Plan (MDP) on 10 September 2024.
- The minister's approval is subject to conditions, which aim to balance the growth of Melbourne Airport with the need to reduce the impact on local communities.
- Australia Pacific Airports Melbourne (APAM) is progressing implementation of the conditions of approval and has recently obtained the necessary environmental approvals to commence early and preliminary construction works and activities.
  - work has commenced on construction of a northern access route into the airport site.
- A significant measure of progress since the M3R MDP approval has been the execution by APAM of a Deed Poll, in terms satisfactory to the minister, that provides a legally enforceable commitment to progress the Eastern Extension Project (EEP).
  - the EEP will restore the existing east-west runway (09/27) to the east by approximately 345 metres to its current level of operational capability.
  - the Deed Poll ensures there will be no aviation operations on the third runway until such time as the EEP is operational.
- Before the EEP can occur, the minister will need to consider a new Melbourne Airport Master Plan 2027 that specifies the EEP as a proposed development.
- Subsequently, the minister will also need to consider an MDP that details the EEP as a major airport development under the *Airports Act 1996* (the Act).
- APAM expects to provide the minister with a draft Master Plan in March 2027 and with a draft EEP MDP in July 2027. Both documents will require the minister's approval before the EEP project can commence.
- Prior to their submission to the minister, the draft Master Plan 2027 and the draft EEP MDP will undergo public consultation for a period of 60 business days in accordance with the requirements of the Act. APAM's current schedule indicates this will occur from August 2026.
- APAM anticipates the earliest date for the EEP opening is July 2030 (+/- 6 months) and the earliest date for the M3R opening is February 2031 (+/- 6 months). These dates are subject to change.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Sarah Nattey

SB25-000369

Key Issues

- The long-term development plans for Melbourne Airport have included a 4-runway configuration since the 1960s.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, in consultation with Airservices Australia, the Civil Aviation Safety Authority, and the Department of Climate Change, Energy, the Environment and Water, developed a strong set of conditions to accompany the M3R MDP approval and to help balance the growth of the airport with the needs of local communities.
- The conditions predominantly address noise sharing, noise amelioration, community health and environment matters, and were published on department's website on 19 September 2024.
- The final published M3R MDP reflects the minister's concerns relating to the shortening of Runway 09/27, and the requirement for APAM to restore the length of this runway to ensure its utility for future noise sharing arrangements at Melbourne Airport.
- APAM is currently undertaking modelling on taxiway and runway entry configurations for the EEP in consultation with airline representatives.
- APAM is conducting a first phase of public consultations, from August to November 2025, to develop details of the Noise Amelioration Plan (which will describe the future airport-funded Noise Amelioration Program). Community members have been encouraged to register their interest and engage with the public consultation activities.
- APAM has also submitted the initial draft Terms of Reference for a Community Health Study into the impacts of aircraft noise to the minister on 10 September 2025. This study, funded by APAM, will be the first large-scale and long-term investigation of aviation and community health impacts of its kind in Australia. It will include the collection of baseline data prior to commencement of M3R operations, and then data collection for 20 years after the runway opens.
  - APAM will further refine the draft Terms of Reference and submit a final draft to the Minister for her consideration in the coming weeks.
- APAM is engaging with Airservices Australia and other Melbourne Basin aerodromes to design a noise sharing and airspace plan that will prioritise the sharing of aircraft noise between affected areas. Expert consultants have been appointed to assist with airspace design and undertake community consultation.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000369

Administrative Review Tribunal (ART)

- 2 applications were lodged with the ART for a review of the minister's decision to approve the M3R MDP.
  - on 30 November 2024, the minister and department were notified that an application for review had been received from Brimbank City Council.
  - on 19 December 2024, the minister and department were notified that an application for review had been received from Eric and Tracy Wilson (the Wilsons).
- APAM joined as a party to the proceedings.
- In relation to the application by Brimbank City Council, the ART conducted mediation hearings on 27 June and 4 July 2025. The ART subsequently advised on 16 July 2025 that Brimbank's application for a merit review had been withdrawn and the matter was dismissed.
- In relation to the application by the Wilsons, on 10 June 2025 the ART dismissed the application on the basis of them having no standing. The Wilsons have since requested the ART consider reinstatement of this application. A hearing to determine the Wilsons' application for reinstatement will be held the week commencing 22 September 2025.
- No further comment can be provided on the considerations of the ART.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Sarah Nattey

SB25-000369

Background

M3R MDP Timeline Summary

DATE	KEY EVENT
1 Feb 2022 – 16 May 2022	The public consultation period on the preliminary draft M3R MDP was extended from the required 60 business days to 72 business days.
10 Feb 2023	APAM submitted the draft M3R MDP to the Minister. The draft M3R MDP was immediately referred to the minister administering the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Advice was received on 25 Sep 2023.
26 Sep 2023	The 50-business day statutory assessment timeframe commenced, being the day after advice was received from the minister administering the EPBC Act. The draft MDP was subject to a rigorous assessment against the requirements set out in the *Airports Act 1996* (the Act).
10 Sep 2024	The minister approved the M3R MDP (with conditions) under Section 94(2)(a) of the Act.
13 Sep 2024	The minister's media release on the M3R approval.
19 Sep 2024	The M3R conditions of approval were published on the department's website.
31 Oct 2024	A Statement of Reasons (for approving the M3R MDP) was published on the department's website.
15 Nov 2024	The Final approved MDP and its Supplementary Report – which details how comments received during the public consultation period were addressed – were published on the Melbourne Airport website.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Sarah Nattey

SB25-000370

SUBJECT: Sydney Airport - Curfews and Freight Allocations

Talking Points

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is responsible for administering curfew legislation at Adelaide, Essendon Fields (not used by scheduled Regular Public Transport operators), Gold Coast and Sydney (Kingsford Smith) Airports.
- Airlines can request a dispensation in exceptional circumstances to operate during the curfew period. A dispensation request will only be approved where it meets specified criteria.
- Guidelines about the granting of dispensations, and what constitutes exceptional circumstances, is set out in the Sydney Airport Curfew (Dispensation) Guideline 2016.
- Exceptional circumstances may exist where 3 primary criteria are met:
  - immediate in origin (for example, they occurred in the preparation for a take-off from Sydney, or during the take-off from another airport arriving into Sydney)
  - of such a character that they could not be reasonably foreseen (for example, unforeseen mechanical failures), and
  - not reasonably met by alternative arrangements.
- In addition, limited overnight freight movements for certain aircraft types are permitted at Sydney Airport. There are also a limited number of international passenger flights that are pre-approved by the department to land at Sydney Airport after 5 am, during the curfew period (so called shoulder movement flights).
- Freight and shoulder movement flights at Sydney Airport will cease to operate once Western Sydney International (Nancy-Bird Walton) Airport (WSI) is available for night flights. This will occur on a date notified by the Minister for Infrastructure, Transport, Regional Development and Local Government in the Gazette.
  - under the *Sydney Airport Curfew Act 1995*, the only flights that will be able to land and take-off from Sydney Airport during the curfew period once WSI opens are emergency landings and emergency services, such as air ambulance flights.
- The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP has stated that the *Sydney Airport Curfew Act 1995* will not be amended to allow for continuation of freight and shoulder movement flights at Sydney Airport. The cessation of these flights has been legislated since 1995.
  - Sydney Airport and Qantas both continue to lobby for freight and shoulder movements to continue to be allowed at Sydney Airport after WSI opens.

Contact: s22(1)(a)(ii) **Cleared by:** Stephanie Werner, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 17/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Sarah Nattey

SB25-000370

- The draft response to the Rural and Regional Affairs and Transport Reference Committee Inquiry into the impact and mitigation of aircraft noise is being considered by the minister. The timing of the response is a matter for the Australian Government.

Key Issues

Curfews

- Curfews are in place at 4 Leased Federal Airports between 11:00pm and 6:00am every day to help mitigate the impact of aircraft noise, and to provide respite for the community surrounding airports. Curfew periods are legally enforceable.
- Pursuant to section 17 of the Sydney Airport Curfew Act 1995, once the Western Sydney International (Nancy-Bird Walton) Airport (WSI) commences operations, curfew dispensations will cease.
- Currently, flights operating during curfew hours are required to use runway 34L or 34R, with flights landing over Botany Bay and residential areas of Kurnell, to reduce noise impacts.
  - curfew dispensations to land over the city on runway 16L or 16R may be necessary due to operational requirements such as wind, to ensure safety is the priority.
- Under the *Sydney Airport Curfew Act 1995*, all approved and refused curfew dispensation requests for Sydney Airport are required to be reported to parliament within 5 business days of parliament sitting. Although not required, the department tables dispensation reports for all curfewed airports for consistency and transparency. The last report was tabled on 1 September 2025.
- Between 1 February 2025 and 25 August 2025, the department has approved 106 curfew dispensations due to exceptional circumstances. Of these, 43 were withdrawn as the aircraft were able to land or take-off prior to the curfew period.

Curfewed Airport	Approved Dispensations	Approved and later withdrawn Dispensations	Total
Sydney	45	32	77
Adelaide	16	10	26
Gold Coast	2	1	3
Essendon Fields	0	0	0
Total	**63**	**43**	**106**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000370

Sydney Airport Community Forum

- SACF was established in 1996 to provide advice to government, SACL and aviation authorities on the abatement of aircraft noise and related environmental issues at Sydney Airport. SACF also has the role of facilitating consultation and information flows to and from the community about Sydney Airport operations.
- SACF meets quarterly, with the last meeting held on 17 March 2025. Previously scheduled meetings have not proceeded due to the election, and the subsequent need to appoint a new SACF chair.
  - following the election, the minister is required to nominate a SACF Chair, who (by convention) is a Member of Parliament and part of the government. The minister, in consultation with the Chair, will determine the SACF membership, with the desired outcome of ensuring a broad representation of all areas affected by the airport's operations.
  - as at 15 September 2025, a new Chair has not been appointed.

Sydney Airport Master Plan 2045

- The draft Sydney Airport Master Plan 2045 (dMP) is due to be submitted to the minister no later than 31 March 2026.

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Permitted freight movements

- Overnight freight movements are controlled under section 13 of the *Sydney Airport Curfew Act 1995* (the Curfew Act), which provides for no more than 74 take-offs or landings per week, and only using BAE146 or DC9 aircraft types.
- The department has previously reviewed how the movement quota allocated under the Curfew Act are distributed between freight providers. No movement allocations were changed as a result of that review, and all 74 allocations continue to be used by the existing freight operators each week.
- Permitted movements for current operators of low noise freight aircraft are:

Low noise freight aircraft operator	Permitted movements per week
National Jet Express	28
ASL Airlines Australia	10
Qantas Freight Enterprises	27
Team Global Express	9
Total	**74**

Senate Inquiry into the impact and mitigation of aircraft noise inquiry report

- The Rural and Regional Affairs and Transport Reference Committee Inquiry into the impact and mitigation of aircraft noise (the Inquiry) final report was tabled in the Senate on 27 November 2024, containing 21 recommendations.
- The government's response was due to be tabled by the 27 February 2025. The timing of the response is a matter for the government.

Supporting Information

Relevant Media Reporting

- "Outrage over plans to shift 5000 overnight flights to new airport", South West Voice, 2 March 2025, southwestvoice.com.au/shift-5000-flights-new-airport/
- "Sydney new airport to stay curfew-free but foreign airline barriers remain", The Sydney Morning Herald, 13 March 2025, smh.com.au/national/nsw/sydney-s-new-airport-to-stay-curfew-free-but-foreign-airline-barriers-remain-20250313-p5lj8q.html
- "The 30-year-old law threatening Sydney's most popular flights", Financial Review, 24 January 2025, afr.com/companies/transport/the-30-year-old-law-that-threatens-to-upend-sydney-s-biggest-flights-20250122-p5l6bj

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Sarah Nattey

SB25-000371

SUBJECT: Brisbane Airport, including Noise Issues

Talking Points

- Following the opening of Brisbane Airport's Third Runway on 12 July 2020, aircraft noise complaints related to Brisbane Airport's operations increased significantly as new communities were affected by aircraft noise.
- Airservices commissioned a post-implementation review of the airspace design which was completed in December 2022. The recommendations of that review form the 'Noise Action Plan for Brisbane', released in December 2022.
- The noise action plan has 4 stages:
  (i) Strong, transparent and representative governance
  (ii) Maximise flights over water
  (iii) Reduce the frequency and concentration of flights over communities
  (iv) Optimise the performance of the wider Brisbane airspace system
- Questions about implementation of the plan should be directed to Airservices.
- In February 2023, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP established the Brisbane Airport Community Airspace Advisory Board (AAB) as an independent community-based consultation body, which monitors the implementation of improvement measures in the Noise Action Plan (**Attachment A** refers).
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts provides secretariat services to the AAB and the minister appoints the Chair. The department attends meetings as an observer.
- In September 2024, recognising delays in the implementation of the plan, the minister issued a written direction to Airservices requiring implementation of recommendation 2.1 of the Plan by 30 November 2024.
- Consistent with this direction, Airservices implemented procedures for simultaneous opposite direction parallel runway operations (SODPROPS) to become the priority mode of operation at Brisbane Airport, when meteorological and other operational conditions allow.
- To enable an increase in SODPROPS usage, Airservices has also made changes to existing flight paths. These changes mean that departure flight paths used during SODPROPS mode will remain over water for longer and be higher before aircraft cross the coastline, resulting in lower noise levels for communities.

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- Unfortunately, it is not possible to operate SODPROPS on a permanent basis 24 hours, 7 days per week, as there are limitations to its use.
- Airservices undertook the latest phase of engagement on the Plan from 19 July to 24 August 2025. This engagement was on preferred options for potential flight path changes under Package Three of the Plan, which are focused on better sharing aircraft noise, and reducing noise impacts where possible.
- The next phase of public consultation will focus on a broader airspace review to optimise performance of the wider Brisbane airspace under Package Four.

Curfews and movement caps

- In its *Aviation White Paper – Towards 2050*, the Australian Government reaffirmed its commitment not to impose additional operating constraints on airports, such as curfews or movement caps, where they do not currently exist, including at Brisbane Airport.

Brisbane Airport draft Master Plan 2026

- Brisbane Airport Corporation (BAC) published a preliminary version of the Brisbane Airport draft Master Plan 2026 on 4 August 2025.
- BAC subsequently commenced the 60-business day public comment period required under section 92 of the *Airports Act 1996* (the Act) on 5 August 2025.
- BAC must give due regard to any comments received, prior to submitting a draft Master Plan to the Minister by March 2026 for her consideration.

PsiQuantum Quantum Computing Centre

- BAC has not submitted any draft Major Development Plan (MDP) for the PsiQuantum project to the Minister for consideration under section 94(2) of the Act.
- BAC must undertake a public comment period on the draft MDP and give due regard to any comments received prior to submitting the draft MDP to the Minister. BAC has not yet commenced this statutory public comment period.
- Construction work on the proposed PsiQuantum Quantum Computing Centre may not commence until a draft MDP has been approved by the Minister.

Background

Maximising the use of SODPROPS at Brisbane Airport

- SODPROPS is a runway operating mode that allows for aircraft to take off and land simultaneously from the same runway ends. SODPROPS is a complex operational mode,

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available only at airports with appropriate runway configurations, during periods of low traffic and when specific weather-related operating conditions are met.

- At Brisbane Airport, SODPROPS allows aircraft to land and take off at the same time over the Moreton Bay area.
- It is not possible to operate SODPROPS on a permanent basis 24 hours, 7 days per week, as there are limitations to its use. SODPROPS can only be used safely at Brisbane Airport when:
  - traffic levels are low, with no more than 20 expected arrivals per hour;
  - runway surfaces are dry;
  - tailwind is 5 knots or less; and
  - visibility and minimum cloud cover height allow for it.
- Under the Ministerial Direction, Airservices is required to publish monthly reporting for 3 years, which details SODPROPS utilisation rates at Brisbane Airport on its website.
- The reporting must include information about the operating conditions and any other matters (which were not related to operating conditions) that prevented the use of SODPROPS.
  - this reporting is available at aircraftnoise.airservicesaustralia.com, as part of Noise Abatement Procedure Reporting for Brisbane Airport.

Brisbane Airport Community Airspace Advisory Board (AAB)

- The establishment of the AAB delivered on the government's commitment to establish a new, permanent, independent community group to help better manage consultation on aircraft noise impacts around Brisbane Airport.
- The Terms of Reference set out the purpose of the AAB. The AAB provides an opportunity to share information and advice to and from the community on:
  - the management of airspace and flight paths at Brisbane Airport against the *Noise Action Plan for Brisbane*, which is initially represented by the Final Report on the Post Implementation Review (PIR) of Brisbane airspace changes;
  - the implementation of the recommendations identified in the PIR; and
  - potential and possible noise abatement procedures and airspace improvement measures, with the exclusion of curfews, movement caps or other operating restrictions.
- The AAB is independently chaired by Ms Kim Jordan. Ms Jordan's appointment as Chair on 26 August 2024 followed the conclusion of Mr Ron Brent's term as Chair. Mr Brent's term as Chair expired on 18 May 2024. Ms Jordan's term of engagement ends on 26 August 2027.

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- The AAB has met 10 times since its establishment on 9 March 2023, and most recently on 27 August 2025. The AAB also met on 18 May, 19 July, 18 September, and 22 November 2023, 6 March, 9 September and 20 November 2024, and 26 February, and 22 May 2025.
- Minutes are published on the department's website following meetings.
- The next AAB meeting is scheduled for 19 November 2025. The AAB meets quarterly.

Noise Action Plan for Brisbane

- There are various community groups, particularly the Brisbane Flight Path Community Alliance (BFPCA), that are concerned around ongoing noise impacts around Brisbane Airport, the slow place of implementation of the *Noise Action Plan for Brisbane*, and what is perceived as the inadequacy of Airservice's public consultation and engagement processes.
  - The BFPCA regularly calls for noise pollution controls at Brisbane Airport, focussed on implementing a curfew and movement caps. A recent media release outlining these points is at **Attachment B**.

Brisbane Airport Land Use Planning and Development

- Brisbane Airport Corporation is required to submit its draft Master Plan to the Minister for consideration under section 81(2) of the Act by 10 March 2026. The Brisbane Airport 2020 Master Plan remains in force until a new Master Plan is approved by the minister.
- The department is regularly queried about the Minister's consideration of the PsiQuantum Quantum Computing Centre, which is proposed to be sited on Commonwealth land at Brisbane Airport (see for example, Hansard extracts at **Attachment C**). No MDP for the PsiQuantum facility has been submitted.
- Questions on the government's investment in PsiQuantum should be directed to the Department of Industry, Science and Resources.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Sarah Nattey

SB25-000371

Supporting Information

Questions on Notice (QoNs)

- SQ25-00331 – Engagement with Brisbane airport and DISR regarding PsiQuantum planning application (**Attachment D**)

Recent Ministerial Comments

- Reducing airport noise for Brisbane residents – Wednesday 18 September 2024 – Media Release (**Attachment E**)

Relevant Media Reporting

- "Residents want flight curfews and caps as new overhead paths considered for Brisbane Airport", Emily Dobson, ABC, Friday 15 August 2025 - https://www.abc.net.au/news/2025-08-15/flight-path-changes-brisbane-airport-calls-for-curfew-caps/105643976 (**Attachment F)**

Attachments

- A: Airservices (Use of SODPROPS at Brisbane Airport)
- B: Brisbane Flight Path Community Alliance – Media Release – 21 July 2025
- C: Hansard Extracts
- D: Recent Question on Notice
- E: Reducing airport noise for Brisbane residents – Wednesday 18 September 2024
- F: Media Article - Residents want flight curfews and caps as new overhead paths considered for Brisbane Airport – Friday 15 August 2025

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FOI 26-135 - Document 26 Attachment A

Air Services (Use of Simultaneous Opposite Direction Parallel Runway Operations at Brisbane Airport) Direction 2024

I, Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government, make the following direction.

Dated 16 September 2024.

Catherine King
Minister for Infrastructure, Transport, Regional Development and Local Government

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FOI 26-135 - Document 26 Attachment A

Contents

1 Name 1
2 Commencement 1
3 Authority 1
4 Definitions 1
5 Direction 1
6 End date 2

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FOI 26-135 - Document 26 Attachment A

1 Name

This instrument is the *Air Services (Use of Simultaneous Opposite Direction Parallel Runway Operations at Brisbane Airport) Direction 2024*.

2 Commencement

This instrument commences immediately after the Minister gives the instrument to AA.

3 Authority

This instrument is made under subsection 16(1) of the Act.

4 Definitions

Note: The expression ***AA*** is used in this instrument and is defined in section 3 of the Act.

In this instrument:

Act means the *Air Services Act 1995*.

implementation date means the date that applies for the purposes of subsection 5(2).

SODPROPS means Simultaneous Opposite Direction Parallel Runway Operations.

5 Direction

(1) AA must, for Brisbane Airport:

(a) develop and implement an Air Traffic Control Operating Plan to extend the use of SODPROPS, with a focus on extending the use of SODPROPS on weekday evenings, Saturday afternoons and Sunday mornings to the extent that operating conditions permit; and

(b) examine and report to the Minister on the costs, benefits and operational impacts of extending the use of SODPROPS, including where provision is made for moderate flight delays to maintain the use of that mode when traffic demand approaches the maximum capacity for SODPROPS; and

(c) informed by the report prepared for paragraph (b):

(i) review the day time operational plan for the use of SODPROPS; and

(ii) to the extent that operating conditions permit, implement any feasible and appropriate design enhancements identified by AA into the Air Traffic Control Operating Plan that increases the use of this mode during daytime hours.

Note: AA, in exercising its powers and performing its functions, must regard the safety of air navigation as the most important consideration (subsection 9(1) of the Act).

(2) Paragraphs (1)(a), (b) and (c) must be implemented by 30 November 2024, or by a later date allowed by the Minister in writing.

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FOI 26-135 - Document 26 Attachment A

(3) Until the implementation date, AA must provide quarterly reports to the Minister about the work undertaken by AA in the previous quarter to implement subsection (1), including for each paragraph of subsection (1):

(a) the progress made by AA towards implementation;

(b) any delays or anticipated delays to implementation, including with respect to meeting the implementation date; and

(c) risks associated with any delays or anticipated delays identified in paragraph (b), and mitigation measures that will be adopted by AA to address those risks.

(4) After the implementation date, AA must publish monthly reports on its website detailing SODPROPS utilisation rates at Brisbane Airport over the previous month, including information about operating conditions and any other matters that prevented the use of SODPROPS.

6 End date

This instrument ceases to apply 3 years after the implementation date.

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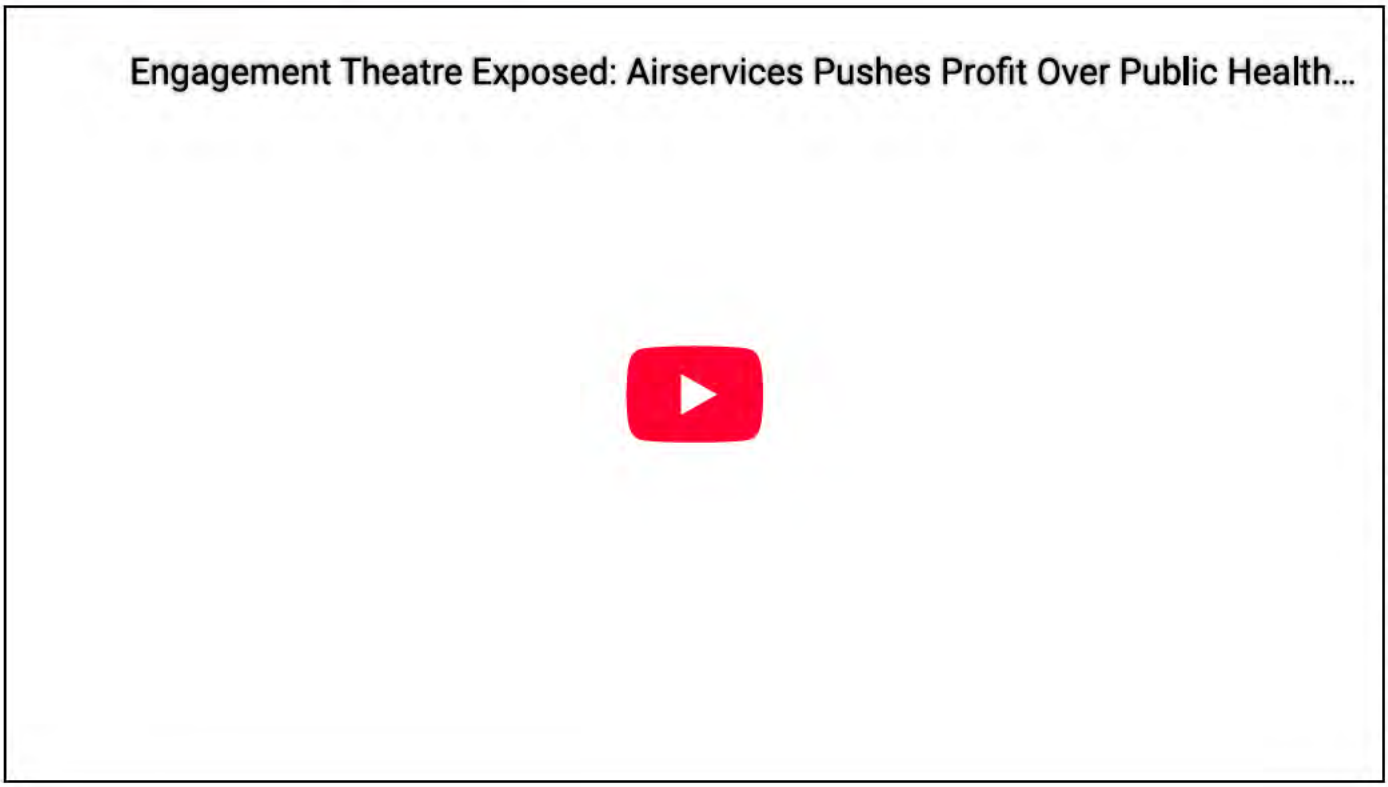
FOI 26-135 - Document 26 Attachment B

Engagement Theatre Exposed: Airservices Pushes Profit Over Public Health

Published by **BFPCA** on 21/07/2025

ABC News interview, 12 August 2025



BFPCA Media Release, 21 July 2025

Key Highlights

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- New flight paths will increase noise exposure for many families and communities in 220+ suburbs across Greater Brisbane – not reduce it.
- Airservices Australia is using "noise sharing" to justify expansion, not relief, while offering no night-time curfew, no flight cap, and no long-term operating plan.
- BFPCA calls the process a sham and says Airservices is prioritising aviation industry profits over public health and environmental safeguards.
- Residents are being "managed," not consulted – with the system deliberately designed to wear down communities and avoid accountability.

Brisbane Flight Path Community Alliance (BFPCA) has strongly criticised the latest flight path proposals released by Airservices Australia, warning they will result in more communities across South East Queensland being impacted by aircraft noise – many for the first time.

While Airservices claims its new flight paths are about "reducing noise," the reality is a redistribution strategy masquerading as relief. Suburbs across Logan, Redlands, Bayside, the inner city, outer west, and more – over **220 suburbs in total** – will continue to shoulder the burden, with newly impacted areas being added to maximise air traffic throughput and profit.

BFPCA Chair Professor Marcus Foth said the proposals do not offer a real solution but instead serve the commercial interests of Brisbane Airport Corporation and the aviation industry.

"There's no night-time curfew, no flight cap, and no credible plan for genuine net noise reductions," said Prof. Foth. "Just more planes over more homes – all under the false banner of 'noise sharing.'"

BFPCA described the consultation process as *"engagement theatre"* – a strategy designed to manage community anger while protecting industry interests.

Evidence shows Airservices has:

- Quietly removed over-the-ocean operations during the day (SODPROPS) without community or ministerial sign-off;
- Outsourced its environmental assessment obligations to Brisbane Airport Corporation – the project's main proponent;
- Admitted in Senate Estimates to having conducted not a single **noise improvement investigation** nationwide since 2018;
- Trained complaints staff to send templated dismissals like "No investigation will be conducted";
- Continues to advise distressed residents to a mental health counselling and suicide prevention hotline dedicated to aircraft noise sufferers (1300 687 327) — rather than addressing root causes;
- Claimed their airspace design is their "bread and butter," despite UK experts finding 49 flaws in just three months;

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- Told a Senate Inquiry their approach is to do *"as little as possible"* (Peter Curran, 20 Sept 2024);
- Reminded Senators they are not a regulator – just a government-owned **corporation serving the aviation industry's growth aspirations without asking any questions.**

"It is inconceivable that government agencies would continue to **prioritise air traffic and profits over the health and wellbeing of communities**," said Prof. Foth. "To suggest that increasing capacity is somehow a 'noise solution' is not only false – it's harmful."

BFPCA is calling for genuine noise abatement measures aligned with international best practice, including:

- A **legislated night-time curfew** similar to Sydney, Adelaide, Gold Coast, Essendon/Melbourne and many international cities
- A **cap on aircraft movements** similar to Sydney Airport
- A real **long-term operating plan** similar to Sydney Airport
- Full **transparency, accountability, and community protections**

Quotes from Prof. Marcus Foth, Chairperson of BFPCA

"This is not noise reduction – it's noise redistribution. And the cost is being paid by families and communities across more than 220 Brisbane suburbs."

"Airservices calls this consultation, but it's really just engagement theatre – a way to wear us down and keep us quiet while they push through whatever the industry wants."

"The flight path redesign has never been about protecting the public. It has always been about enabling 24/7 airport growth. And now, communities from Samford to the bay are being sacrificed for aviation profits."

"BFPCA represents all affected communities – from the inner city to the outer west and the bay. We're not fighting for one suburb at the expense of another. We're fighting for **real, net noise reductions** and fair treatment for everyone."

About BFPCA

With the launch of Brisbane Airport's New Parallel Runway on 12 July 2020 came a new airspace design and flight paths that concentrate aircraft noise over densely populated residential areas.

Brisbane Airport and Airservices Australia sold this project to Brisbane communities suggesting the New Parallel Runway will enable them to prioritise "over water" operations that direct planes

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away from residential areas. The CEO Gert-Jan de Graaff is on the record saying, "the net effect of aircraft flying over the city will decrease."

Brisbane families and communities are suffering from excessive noise pollution and associated health and related impacts from Brisbane Airport's new flight paths launched in July 2020. The Aircraft Noise Ombudsman report, the Brisbane Airport PIR Advisory Forum (BAPAF) and flight path design consultants TRAX International have all confirmed that Brisbane communities were misled using flawed noise modelling, deceiving community engagement, and offered inadequate noise abatements.

Brisbane Flight Path Community Alliance (BFPCA) came together in 2020 to fight back on behalf of all Brisbane families and communities experiencing this noise pollution.

For more background information, visit: https://bfpca.org.au/

Categories: NEWS PRESS RELEASE

Related Posts

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Attachment B

Hansard Extracts – PsiQuantum

Rural and Regional Affairs and Transport Legislation Committee – Additional Estimates – 24 February 2025

Senator CHANDLER:_I just have some questions about a planning application for Brisbane Airport. Am I correct in saying that the department has received a planning application for approval from Brisbane Airport regarding building PsiQuantum's facility?

Mr R Wood : Sorry, Senator, I didn't quite catch the last part of the question.

Senator CHANDLER:_Have you received an application from Brisbane Airport in relation to PsiQuantum's facility?

Ms Nattey : There is a development that is to take place at Brisbane Airport for a quantum physics facility to be undertaken by PsiQuantum.

Senator CHANDLER:_And does the department have the application in relation to that development?

Ms Nattey : No, it does not.

Senator CHANDLER:_You haven't received any planning application from Brisbane Airport in relation to the construction of the PsiQuantum quantum computer?

Ms Nattey : Not as yet.

Senator CHANDLER:_Have you received any application in relation to preparation for the land at Brisbane Airport that will be used to build that computer?

Ms Nattey : We haven't had a formal application, but we have had conversations as we do about lots of projects in advance of them coming forward via a formal application process. We have spoken with both Brisbane Airport Corporation and also our colleagues at Department of Industry, Science and Resources as they have a financial interest in that project.

Senator CHANDLER:_You said a formal application process. Have you had any, say, draft applications that have been submitted by Brisbane Airport or some other precursory application that has been submitted by the airport in relation to this project?

Ms Nattey : It doesn't tend to follow that we have applications in the way that you're suggesting until we get further down the track about what the shape of the project is, and that hasn't occurred as yet.

Senator CHANDLER:_Sure.

Ms Nattey : So 'preliminary discussions' is what I would characterise it as.

Senator CHANDLER:_With the airport?

Ms Nattey : With the airport and with our colleagues at the Department of Industry, Science and Resources.

Senator CHANDLER:_Ordinarily, in the usual turn of events, once you receive an application for a development on an airport, how long does it take the department to consider that application for approval?

Ms Nattey : There are a number of gates, if you like, through our regulatory obligations that we need to go through. Before we're in the process of going through our own formal assessment process, the proponent bringing forward a project—which, in this case, would be Brisbane Airport Corporation, BAC—would have to do a public consultation

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period, which is a minimum of 60 days for that particular application to go forward so that members of the public can comment on it. Then, we have a 50-day statutory timeline for an assessment period for the minister to consider any application. But that particular process can also be extended if there are requests for further information that are posed back to the proponent. So we don't have an average amount of time, but there are particular statutory timeframes that we need to adhere to.

Senator CHANDLER:_If the airport—Brisbane Airport, in this instance—had to go through a public consultation process in relation to a project, it would have started conversations with your department prior to that consultation process occurring. Wouldn't they want to be sure that what they were consulting on had the best chance of success when it eventually came to Infrastructure for approval?

Ms Nattey : Yes, and that would normally happen through our regular conversations. We do talk to all of our airports about their forecast projects, and we ensure that those projects, when they do come with us, are consistent with the master plan that's in effect for that particular airport. It wouldn't be considered an unusual activity for us to know those things in advance, and certainly we would have pretty regular conversations.

Senator CHANDLER:_Is there a master plan in place for Brisbane Airport?

Ms Nattey : Yes, there is.

Senator CHANDLER:_Is building a quantum computer consistent with that master plan?

Ms Nattey : I don't see any reason why there be an inconsistency, but we would check that when the major development plan came forward. There hasn't been anything in our conversations to date that has indicated that would be inconsistent with the master plan.

Senator CHANDLER:_But, at the same time, we don't yet know exactly what this facility is going to look like—

Ms Nattey : That's right.

Senator CHANDLER:_so there is still a chance that what could be submitted for your approval is inconsistent with the master plan that Brisbane Airport currently has in place for the site.

Ms Nattey : What I can say is that Brisbane Airport is very experienced with bringing forward its applications. It very much understands its obligations under the act, and we have been very clear about what the minister must have regard to as well as what she may have regard to under the act. Those conversations are ongoing. But you're correct in saying that until we see the MDP, the major development plan, we cannot say definitively whether it is aligned with the current master plan in force.

Senator CHANDLER:_I know you said it's hard to give an exact timeframe, but what would the minimum timeframe be to have an application approved, given the statutory requirements that you laid out around public consultation and the like?

Ms Nattey : You're absolutely right; it's like trying to measure a piece of string, Senator, because these things depend also on whether there is a referral to our colleagues at the Department of Climate Change, Energy, the Environment and Water for them to consider any of the requirements under the Environment Protection and Biodiversity Conservation Act, the EPBC Act. So, again, we stop the clock once the referral goes to the EPBC. It also requires that our colleagues at Airservices and CASA have regard for the application. So it is very tricky, and I would be loath to put a number on it, but I would say that at a minimum around six or nine months would not be unheard of.

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Attachment B

Senator CHANDLER:_So, with a project like building a quantum computer at the airport, do you think that's the sort of thing that would trigger the EPBC Act considerations? We know that they can be laborious.

Ms Nattey : It depends on where the site is, it depends on what the height of the building is, it depends on how much disturbance there is of material, including PFAS material, and it depends on whether there are golden sun moths. There are a lot of factors that need to be taken into account. It's impossible for me to say whether it would trigger it until we've seen that MDP.

Senator CHANDLER:_You said that you had been speaking to your colleagues in the department of—

Ms Nattey : Industry, Science and Resources.

Senator CHANDLER:_Thank you very much. Has there been any conversation with them or any other parties about expediting the application from Brisbane Airport once it is received?

Ms Nattey : I have been very clear with all parties—including Brisbane Airport Corporation, and, for that matter, all other airports whom we regulate—about the obligations that we have under the act and the obligations that they as proponents have under the act. There is not an opportunity to expedite when you have the strict statutory timeframes that we stick to.

Senator CHANDLER:_Sure. When you say it takes between six and nine months usually—as usual as usual can be—would it be fair to say that that clock hasn't started yet on this particular application, because you haven't in fact received that application?

Ms Nattey : The clock has not started yet.

Senator CHANDLER:_I'm happy to hand the call on at this point in time. I might come back if I have any further questions. Thank you very much, Ms Nattey.

CHAIR: Groovy. Senator Waters.

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Attachment B

Rural and Regional Affairs and Transport Legislation Committee – Budget Estimates – 27 March 2025

Senator CHANDLER:_I just have some questions following on from my last line at last estimates about Brisbane Airport.

Mr Betts : Senator McKenzie did ask some questions earlier on your behalf about this, but I'm happy to—

Senator CHANDLER:_Yes, I saw that briefly, but we'll just dive in. Apologies if we're going over old ground, but I'll try and be as efficient as possible. I'm just confirming whether the department has received a planning application from Brisbane airport in relation to the PsiQuantum development.

Mr R Wood: No, Senator.

Senator CHANDLER:_Still not. Do you have any expectation of when that planning application will be submitted?

Ms Nattey : What I can say is that the latest advice we have from Brisbane Airport Corporation is that the PsiQuantum public consultation period will commence in the first week of April, and, noting that's a 60-day statutory consultation period, we wouldn't expect to see anything within that period.

Senator CHANDLER:_Sure. What's the trigger for commencing that consultation period? Is that something that you stipulate or is it, in effect, something that has to be done before an application is received?

Ms Nattey : It's something that has to be done under the act before the application is submitted to us for consideration and before we provide advice to the minister.

Senator CHANDLER:_Beyond the fact that you're aware from Brisbane airport that PsiQuantum is undertaking the public consultation, have you had any other engagement on the subject with Brisbane airport or the department of industry regarding the application in the last month since we last spoke at estimates?

Ms Nattey : I could check my diary and come back to you, Senator. My recollection is that I haven't specifically had any further conversations with either PsiQuantum or Brisbane airport, but I would need to check to be sure about that.

Senator CHANDLER:_Did PsiQuantum let you know that they were undertaking the public consultation or was it only Brisbane airport that came to you?

Ms Nattey : Normally, it would only be Brisbane airport as the applicant and as the airport lessee company. There may have been some further conversations. There's been a bit of direct contact with PsiQuantum and with the department due to the nature of this particular project, but I'm happy to come back with specific dates if that's helpful.

Senator CHANDLER:_Sure. PsiQuantum has its public consultation underway. That's 60 days.

Ms Nattey : Sorry, Senator, the latest advice we have is that they will commence the public consultation in the first week of April—so not yet.

Senator CHANDLER:_That's next week.

Ms Nattey : It's not yet underway.

Senator CHANDLER:_Sure, sorry. I understand. They'll start their consultation next week—60 days of consultation. Do you have any expectation of when you will receive an application following that public consultation?

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Attachment B

Ms Nattey : We would expect that they're pretty motivated to come forward with an application—that is our understanding. It's a big piece of work that PsiQuantum wants to deliver with Brisbane airport. I wouldn't expect there to be too much of a lag between the end of the public consultation and a major development plan coming forward, noting that it is a requirement to reflect any of the outcomes of the public consultation in that MDP document.

Senator CHANDLER:_Sure. So you wouldn't close the public consultation off and then submit the application the next day?

Ms Nattey : I wouldn't expect that would be the case.

Senator CHANDLER:_Generally speaking, what's the department's standard time frame for a planning application to be processed?

Ms Nattey : I covered this in some length at the estimates 21 days ago, but I am able to say that there is a statutory obligation for the minister to have 50 business days to consider a major development plan application. Obviously, we continue to work with all our applicants as quickly as we can, and it would be no different for the PsiQuantum application.

Senator CHANDLER:_So, once the department receives the application, does the process require any further public consultation within your process?

Ms Nattey : Do you mean by the department or are you asking by the applicant?

Senator CHANDLER:_Well, either/or.

Ms Nattey : When we receive the major development plan, we would start our assessment to see whether it meets the elements that the minister must have regard to under the act and the things that she may have regard to under the act. If there are any questions raised and the department feels there is insufficient information to be able to provide a properly informed advice to the minister, we may go back to the applicant, as Brisbane Airport Corporation, through a request for information, at which time we stop the clock and BAC would have an opportunity to work with PsiQuantum to respond to those questions. So, although there is a 50-day statutory period under the act, we can't say until we see the application whether we will have all of the information available in order to properly brief the minister on it. Our expectation would be, having had quite a bit of back and forward over what we the department need to see in order to be able to provide an informed piece of advice to the minister, that hopefully PsiQuantum is able to provide that to BAC and then BAC to us.

Senator CHANDLER:_How much back and forth have you had with Brisbane airport about what needs to be in the application to make it successful?

Ms Nattey : I can't give you an exact number of conversations and meetings and so on, but certainly we have regular meetings with Brisbane airport, and it's been on the agenda for the last few months.

Senator CHANDLER:_When you say regular meetings, how often, approximately?

Ms Nattey : I would talk to them probably every two to three weeks.

Senator CHANDLER:_Sure. Can Brisbane airport undertake any building works prior to the application being approved?

Ms Nattey : Brisbane airport indicated that it will not undertake any building works before the application is approved.

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Attachment B

Senator CHANDLER:_Okay, that is useful information to have. I'm just double-checking whether I need to cover off on anything else here. Have you had any engagement with the department of industry in relation to the application in the last month?

Ms Nattey : I believe my team has had some contact with someone. I can't say whether it was this week or last week, but I can confirm the dates if that's helpful.

Senator CHANDLER:_Just so I'm very clear on what the process is from here, next week the public consultation process will start. That will be 60 days. Then we would expect there to be, at the airport's end, a period of time where they're marinating over what has come out through that public consultation and what their application ends up looking like. Then that comes to you, and that is when the 50 days start?

Ms Nattey : Yes.

Senator CHANDLER:_But then, as you undertake your process of assessing that application, you can at any point stop the clock on that 50 days and go back to Brisbane airport and say, 'We need more information.' What triggers the clock starting again if you stop the clock?

Ms Nattey : The response from the applicant back to us indicating that they have responded to whatever the request for information was—the clock restarts on the day after we receive that information.

Senator CHANDLER:_But, theoretically speaking, particularly given the amount of consultation that you've had with Brisbane airport and the amount of work that they've been doing with PsiQuantum, if there were no issues then the application could effectively be approved in 110-ish days, depending on how long it actually takes Brisbane airport to pull the paperwork together to send to you?

Ms Nattey : That's taking into account the full statutory deadline. The public consultation is for the 60 days. The minister's consideration is for 50 business days. If we are able to review the information and make an assessment that the minister had all of the information that was necessary for her to make a decision—noting that the decision can be to approve or to refuse to approve the major development plan; it isn't a foregone conclusion that she would approve it—she would then have to review our assessment and make a determination about whether she did want to approve it. If we had all of the information available to us, we wouldn't wait until the 49th day to provide it to her. We would provide it to her as soon as we had enough information to inform her decision.

Senator CHANDLER:_Okay, so it could take less than 50 days is what you're saying?

Ms Nattey : It could take less than 50 days.

Senator CHANDLER:_At last estimates, when we were talking about this process, the nine-month time period was thrown around as, generally speaking, how long these processes take to go through. I've just stepped through the best-case scenario of 60 days plus a few days plus 50 business days. But are you saying that ordinarily the best-case scenario that I've just outlined to you is very unlikely and that it would take many months to do that back-and-forth piece with the proponent to get all of the information the minister needs to make a decision?

Mr R Wood: We're not going to have more, but I think that nine months was highly indicative, as was discussed last time. I think that's the whole process, including the development of the MDP. It really depends a lot on the quality of the development plan that is brought to the department for assessment. Brisbane airport are obviously very experienced in working through the Airports Act and major development plans, so they know the types of information that we would be expecting to see. So it would then really depend on whether there are deficiencies in that could add to the time. I'm not sure if

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there's much more to add, but I think the point that Ms Nattey was making is that it's an up-to-50-day period. It's not 50 days.

Senator CHANDLER:_Do you need to refer to any other department for an environmental assessment over the project?

Ms Nattey : In the normal course of events, if there is a major development plan on an airport, we would certainly consider whether we needed to refer it to our colleagues over at the Department of Climate Change, Energy, the Environment and Water. There have been already ongoing discussions with DCCEEW, the aforementioned department, on this particular project.

Senator CHANDLER:_Do you think you will have to undertake an environmental assessment or do you think they will have to?

Ms Nattey : I think it's at least likely that there will need to be a referral to DCCEEW for this project.

Senator CHANDLER:_Back to our 50 days, does that happen within that 50-day period?

Ms Nattey : It stops the clock as well, Senator.

Senator CHANDLER:_Okay. Is the department required to undertake a public consultation once you receive the application?

Ms Nattey : The department doesn't undertake a public consultation. That's the role of the applicant before bringing it forward.

Senator CHANDLER:_Sure. I think that is all from me.

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Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Budget Estimates 2025-2026

Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Committee Question Number: 8

Departmental Question Number: SQ25-000331

Division/Agency Name: DIV - Domestic Aviation and Reform

Hansard Reference: Spoken, Page No. 46 (27 March 2025)

Topic: Engagement with Brisbane airport and DISR regarding the planning application

Senator Claire Chandler asked:

Senator CHANDLER: Beyond the fact that you're aware from Brisbane airport that PsiQuantum is undertaking the public consultation, have you had any other engagement on the subject with Brisbane airport or the department of industry regarding the application in the last month since we last spoke at estimates?
Ms Nattey: I could check my diary and come back to you, Senator. My recollection is that I haven't specifically had any further conversations with either PsiQuantum or Brisbane airport, but I would need to check to be sure about that.
Senator CHANDLER: Did PsiQuantum let you know that they were undertaking the public consultation or was it only Brisbane airport that came to you?
Ms Nattey: Normally, it would only be Brisbane airport as the applicant and as the airport lessee company. There may have been some further conversations. There's been a bit of direct contact with PsiQuantum and with the department due to the nature of this particular project, but I'm happy to come back with specific dates if that's helpful.
Senator CHANDLER: Sure.

Answer:

Since the 2024-25 Additional Budget Estimates hearing on 24 February 2025, the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts representatives have met with Brisbane Airport Corporation on 25 February 2025, and PsiQuantum on 6 March 2025, to discuss the proposed PsiQuantum Quantum Computer Centre. This included discussion of public consultation requirements under the *Airports Act 1996*.

Over the same period, departmental representatives have also met with representatives from the Department of Industry, Science and Resources on 5 March 2025, and 19 March 2025, to discuss the proposed PsiQuantum Quantum Computer Centre. This included discussion of public consultation requirements under the *Airports Act 1996*.

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FOI 26-135 - Document 26 Attachment E

The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government
(/c-king)

Reducing airport noise for Brisbane residents

MEDIA RELEASE
Wednesday 18 September 2024

The Albanese Government has taken further steps to offer aircraft noise relief for the Brisbane community, particularly for residents of suburbs closest to the end of the parallel runways at Brisbane Airport.

I understand that aircraft noise is a source of frustration for communities living under the flight paths around the Airport.

That is why I have now issued a written direction which has the effect of requiring Airservices to implement the actions within recommendation 2.1 of the Noise Action Plan for Brisbane by 30 November 2024.

This direction will involve Airservices prioritising the development of procedures to enable the greater use of Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) at Brisbane Airport, when meteorological and other operational conditions allow.

Ultimately, this will mean more flights over the water and fewer flights over communities.

The direction also includes reporting requirements to enhance transparency for the community.

These actions will build on the progress Airservices has already made to improve aircraft noise outcomes for the Brisbane community as part of the Action Plan. Actions undertaken in 2023 include:

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- Permanently extending SODPROPS operations to 8am on Saturday and Sunday mornings and from 8pm on Saturday evenings
- Removing the Noise Abatement Procedure that allowed the new runway to be used over land from 5am for non-jet departures
- Implementing non-jet early turns from the legacy runway over land before 6am, so that aircraft cross the industrial area adjoining Brisbane Airport and complete their climb over water
- A change of runway from the new parallel runway to the legacy one for over water departures to the west, to address an existing operational safety issue.

This adds to a range of measures announced through the Aviation White Paper that will better manage the impacts of noise at airports across the country.

These measures include:

- Creating an independent ombuds scheme for aircraft noise
- Appointing an Airservices Australia executive for noise and environment to lead the agency's work on noise minimisation
- Improving engagement with communities affected by changes to airspace and flight paths.

For more information, including to view the written direction and explanatory documents, visit https://infrastructure.gov.au/airservices-written-direction (https://infrastructure.gov.au/airservices-written-direction).

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Residents want flight curfews and caps as new overhead paths considered for Brisbane Airport

By Emily Dobson By Lucy Loram Travel and Tourism

Fri 15 Aug 2025 at 5:38am

Noise complaints skyrocketed after the opening of Brisbane Airport's $1.1 billion second runway in 2020. *(ABC News: Michael Lloyd)*

In short:

New flight paths from Brisbane Airport have been proposed, which would share the frequency of aircraft noise among more suburbs.

Residents and community alliance groups say curfews and flight caps would ease the noise.

What's next?

The consultation period will close on Sunday, August 17.

For 20 years, Bridgette McKelvey has enjoyed the simple pleasures of living in her timber Queenslander home.

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Tucked away in the riverside suburb of Highgate Hill, in Brisbane's inner south, she has lived a quiet life, raising her family in the mostly heritage-listed area, without wanting for much more.

Now, she says she wakes several times every night to the sound of jet engines flying overhead.

"Over the last couple of months, to my alarm, we've suddenly turned into a relentless flight path," Ms McKelvey said.

"I counted yesterday morning, in the space of half an hour there were 15 jumbo jets flying directly over our house, which of course is really intrusive."

Ms McKelvey says the uptick of planes flying over her home has impacted her ability to sleep. *(ABC News: Lucy Loram)*

"I know I'm not alone in my experience; it's been bubbling away in Brisbane for the last few years and now our community is being affected."

Noise complaints skyrocketed after the opening of Brisbane Airport's $1.1 billion second runway in 2020.

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FOI 26-135 - Document 26 Attachment B

In a bid to eliminate some of the disruption, Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS), or plans to fly offshore over Moreton Bay, were introduced in late 2024.

SODPROPs can only be used in certain weather conditions, but have resulted in a change to flight paths, like the uptick in traffic Ms McKelvey noticed over her home.

With consultation open on proposed changes to the flight paths around Brisbane, she's worried unsuspecting residents in suburbs across the state's capital could face a similar reality.

Shifting flight paths

Airservices Australia — which designs the flight paths and airspace around airports — is leading consultation on a new plan to address the level of noise impacting suburbs in flight paths.

Maps have been released with proposed changes, including shifting current paths.

Head of Community Engagement Donna Marshall said the aim was to find improvements and get feedback from the community.

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Ms Marshall said it was important to hear from all sides of the community to best inform decisions around flight path changes. *(ABC News: Paul Adams)*

"We're looking at communities that have multiple operations over them, day and night or multiple directions of flight paths... and looking to spread those out," Ms Marshall said.

Aircraft fly best into the wind, so in certain wind conditions, "as many as 500,000 people" can be impacted by flight noise, Ms Marshall said.

"Obviously when you move a flight you affect new people, but it affects the current people less often.

"We're hoping that provides a nice balance that the community will support and appreciate."

More people, less often

The "noise-spread approach" would maintain the same number of flight paths and reduce the frequency of planes over some communities by pivoting aircraft to fly over others nearby.

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One proposed flight path shift in the north-west would see less traffic over areas like Samford Valley and Cedar Creek — around 40 kilometres from the airport — but more flights over Everton Park and Brisbane's CBD.

To the south, Logan City gets reprieve, as more flights travel over Bulimba, Balmoral and West End.

Residents in Bray Park, Everton Park and the CBD would share the load currently flying over Samford Village. *(ABC News: Pete Mullins)*

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FOI 26-135 - Document 26 Attachment F

One proposed change would shift aircraft away from Logan, with more flights over West End. *(ABC News: Pete Mullins)*

In a statement, Airservices Australia acknowledged some of these areas may have higher populations, but said the changes are needed to allow the shift to the arrival path.

Brisbane Flight Path Community Alliance (BFPCA) chair Marcus Foth argues the latest proposal isn't fair for anyone.

"What they are trying to do is shifting the noise from one community to another community and we don't believe that this is the right approach," he said.

He believes the current proposal won't yield any reduction in noise overall.

Mr Foth says 220 suburbs are impacted currently, a figure which he expects will increase under the proposed plan. *(ABC News: Lucy Loram)*

"We are seeing an engagement phase where communities are pitted against each other, it's a tactic that we call divide and conquer.

"We see Bayside communities being rightly upset about what's been proposed, but other communities also being very concerned about noise

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just being pushed towards each other."

Calls for curfew, flight caps

The BFPCA has called for the introduction of flight caps and curfews at Brisbane airport.

It would see the airport adopt a similar approach to airports across the country, including Sydney, Adelaide and the Gold Coast.

"Rather than actually resolving this issue by introducing the same measures ... we are not seeing any sacrifice, any compromise whatsoever," Mr Foth said.

Mr Foth says the proposed changes don't address the issue. *(ABC News: Lucy Loram)*

"Our main demands are about caps and curfew, in addition, we want to see an entire package that is modelled around the same noise abatement instruments that have been introduced in Sydney in the 90s."

Mr Foth also has concerns about an uptick in flights in the coming years, as the city prepares for an influx of traffic associated with the 2032 Olympic and Paralympic Games.

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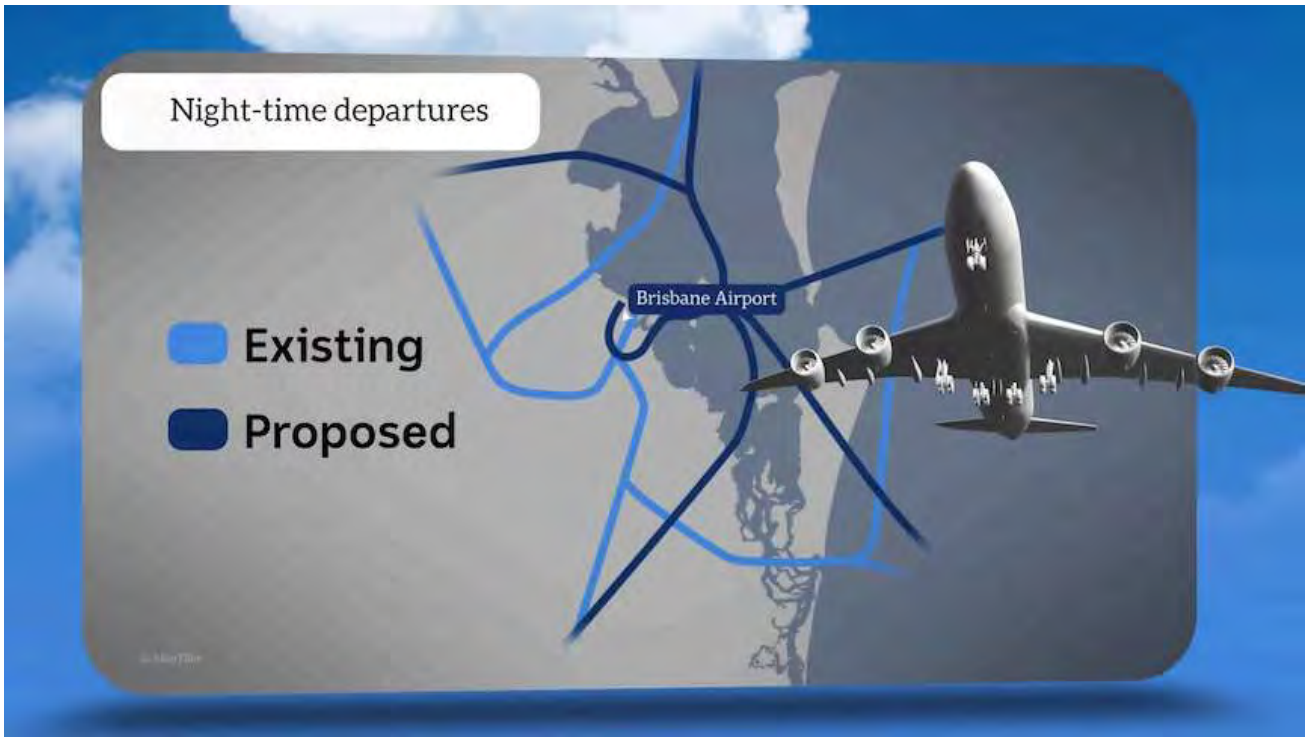
"People think this is going to give them reprieve, but [because of the growth strategy] any kind of reprieve is only going to be temporary," he said.

"Airports can live in harmony with host cities ... Sydney hosted the Olympics in 2000, and all those community protections were already in place at that time."



Proposed departures would also be shifted during night flying hours, between 10pm and 6am. *(ABC News: Pete Mullins)*

But the decision-making power to implement restrictions like caps and curfews fall to the discretion of the federal Department of Infrastructure and Transport.

The federal government's position is outlined in the aviation white paper as being "committed not to impose any additional operating constraints on airports... where they currently do not exist."

Residents in affected areas are encouraged to make submissions before the consultation period closes on August 17.

Airservices Australia said a decision on what to implement, as informed by the community, would be made in the coming months.

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Posted Fri 15 Aug 2025 at 5:38am, updated Fri 15 Aug 2025 at 1:14pm

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/s22(1)(a)(ii)

SB25-000372

SUBJECT: Aviation White Paper Implementation

Talking Points

- The Aviation White Paper sets out the Australian Government's long-term policies to guide the aviation industry's next generation of growth and innovation out to 2050.
  - The Aviation White Paper includes 56 initiatives to improve the safety, productivity, competitiveness and sustainability of the Australian aviation industry.
- Since the release of the Aviation White Paper on 26 August 2024, implementation of 15 initiatives is complete, or complete with ongoing action.
  - Initiative 14: The Australian Competition and Consumer Commission has been monitoring domestic airline pricing and performance under direction from the Treasurer since November 2023.
  - Initiative 17: On 1 August 2025, the Department of Finance published its review of Australian Government Travel Policies.
  - Initiative 21: In July 2025, Industry Skills Australia released its updated 2025 Aviation Workforce Plans, to help with planning for the future workforce needs of the aviation sector.
  - Initiative 24: The Australian Government's Future Made in Australia legislation was passed in November 2024. Funding of $250 million has been provided to develop low-carbon liquid fuel technology as part of the Future Made in Australia Innovation Fund.
  - Initiative 31: On 29 July 2025, the Civil Aviation Safety Authority (CASA) published the refreshed General Aviation Workplan.
  - Initiative 35: Airservices Australia appointed Ms Jacqui O'Dea as Chief Risk, Noise and Environment Officer. Ms O'Dea commenced in February 2025.
  - Initiative 41: In October 2024, updates to Australia's Aviation State Safety Programme, National Aviation Safety Plan and National Air Navigation Plan – these were published on the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts' website.
  - Initiative 46: On 11 December 2024, CASA released its Strategic Regulatory Roadmap for drones and advanced air mobility.
- A summary of progress against each initiative is at **Attachment A**.

Key Issues

- Further progress to implement initiatives since the release of the White Paper include:
  - appointment of the Interim Aviation Ombudsperson, and consultation on the aviation consumer protections framework including the Charter (Initiatives 1 and 2).

Contact: s22(1)(a)(ii)

Phone: s22(1)(a)(ii)

Cleared by: Stephanie Werner, First Assistant Secretary

Version Number: 1

Date: 15/09/2025

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- co-design work is underway on the new aviation specific disability standards as a schedule to the *Disability Standards for Accessible Public Transport 2002* under the *Disability Discrimination Act 1992* (Initiatives 4 through 10).
- The *Sydney Airport Demand Management Act 2024* received royal assent in December 2024, to improve the operational efficiency at Sydney Airport, increase transparency of slot allocation and use and prevent slot mis use with stronger consequences for breaking the rules (Initiative 11).
  - new independent slot manager for Sydney Airport (London-based Airport Coordination Limited (ACL) Asia Pacific) commenced on 1 April 2025.
- The department is monitoring pilot training and employment pathways in line with expectations that large Australian airlines train and employ newly qualified pilots (Initiative 19).
- Round 4 of the Regional Airports Program opened for applications from 8 October to 18 November 2024. Nearly $25 million in grants for 45 regional airport upgrades were announced in February and March 2025 (Initiative 28).
- Noise Abatement Procedures reporting is being progressed for seven of Australia's major airports to improve transparency about aircraft noise impacts (Initiative 33).
- The Uncrewed Aircraft System Traffic Management Action Plan was released on 13 December 2024, which is stage 1 of the 4-stage process to reform the administration and management of Australia's airspace by 2030 (Initiative 42).

Annual status reporting

- The Aviation White Paper included a commitment that the department will publicly track the implementation of white paper initiatives and publish annual status updates.
- The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP released the Australian Government's Aviation White Paper on 26 August 2024.
- An annual status update reporting on the implementation of white paper initiatives over the 12 month period to the end of August 2025 is expected to be published shortly.

Financial Information – Aviation White Paper Initiatives

	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Administered appropriation	10.5	35.5	45.5	0.5	0.5	**92.5**
Departmental appropriation	15.1	14.1	5.7	3.7	2.6	**41.2**
Total appropriation	**25.6**	**49.6**	**51.2**	**4.2**	**3.1**	**133.7**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/s22(1)(a)(ii)

SB25-000372

Supporting Information

Relevant Media Reporting

- Labor's Aviation Flight Path, Australian Aviation Magazine, July 2025, readnow.isentia.com/Temp/199838-1205833900/1098117971_20260701.pdf
- *The 2024 Australian Aviation White Paper seems to have been a damp squib - long on intention and ambition, but short on detail and practical measures*, Centre for Aviation Airline Leader Summit, 31 July – 1 August 2025, centreforaviation.com/analysis/video/where-to-now-for-domestic-aviation-examining-the-trajectory-of-australias-air-travel-sector-2289

Attachments

- A: List of the implementation progress of each of the 56 Aviation White Paper Initiatives

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ATTACHMENT A **SB25-000372**

List of the implementation progress of each of the 56 Aviation White Paper Initiatives

UPDATED: August 2025

Initiative	Description	Status
Initiative 1	Legislate for an **Aviation Industry Ombuds Scheme**.	Interim Aviation Ombudsperson has been appointed and commenced. Initial consultation on the design and implementation of the Aviation Industry Ombuds Scheme completed (August 2024 through November 2024). A consultation paper on this legislation was released on 8 September 2025. Submissions on the legislative framework were due on 5 October 2025. Minister King has stated publicly her intent to introduce legislation in 2025.
Initiative 2	Establish a new **Aviation Customer Rights Charter**.	Consultation on a draft principles-based Charter commenced 21 December 2024 and closed 7 March 2025. Complaints handling review underway and expected to be completed end October 2025. A further consultation paper on the Charter was released on 8 September 2025. Submissions on the Charter are due on 17 October 2025. Charter will be contained in a legislative instrument, expected to be made in Q1 or Q2 2026.
Initiative 3	**Adopt a 'show cause' arrangement**.	Initial consultation on proposed powers (August 2024 through November 2024). Consultation paper planned for release in October 2025.
Initiative 4	**Make new aviation-specific disability standards** as a schedule to the *Disability Standards for Accessible Public Transport 2002* under the *Disability Discrimination Act 1992*.	Three co-design workshops with people with disability were held over July and August 2025. A fourth workshop will be held with industry in September 2025 to discuss the options put forward by the co-design participants and inform an upcoming Impact Analysis.
Initiative 5	**Require airlines and airports to coordinate the facilitation of passenger journeys for people with disability**.	Three co-design workshops with people with disability were held over July and August 2025. A fourth workshop will be held with industry in September 2025 to discuss the options put forward by the co-design participants and inform an upcoming Impact Analysis.

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ATTACHMENT A **SB25-000372**

Initiative	Description	Status
Initiative 6	**Require airlines to offer passenger assistance profiles** that will enable people to communicate accessibility requirements to airlines online, in advance.	Three co-design workshops with people with disability were held over July and August 2025. A fourth workshop will be held with industry in September 2025 to discuss the options put forward by the co-design participants and inform an upcoming Impact Analysis.
Initiative 7	**Review airline policies that limit the number of passengers who require assistance.**	Three co-design workshops with people with disability were held over July and August 2025. A fourth workshop will be held with industry in September 2025 to discuss the options put forward by the co-design participants and inform an upcoming Impact Analysis.
Initiative 8	**Review industry compliance with the new aviation-specific disability standards**.	Future action. This item relies on the introduction of new aviation-specific disability standards (see initiatives 4-7).
Initiative 9	The Australian Government will produce **user guides that outline airlines' and airports' legal requirements under the** *Disability Discrimination Act 1992* and the new aviation-specific disability standards.	Three co-design workshops with people with disability were held over July and August 2025. A fourth workshop will be held with industry in September 2025 to discuss the options put forward by the co-design participants and inform an upcoming Impact Analysis.
Initiative 10	Provide **improved remedies for damage to wheelchairs and other mobility devices**.	Consultation on appropriate remedies for domestic airlines' damage or loss of passengers' mobility devices is currently underway through the Australian Government's Aviation Consumer Protections consultation paper, released on 8 September 2025. Pending the outcome of that consultation, amendments may also be required to the *Civil Aviation (Carriers Liability) Act 1959*, which caps domestic carriers' liability for baggage loss or damage at $3,000, in line with international conventions.

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Initiative	Description	Status
Initiative 11	**Reform Sydney Airport slot management arrangements** to improve efficiency in the allocation and use of take-off and landing slots at Sydney Airport and reduce incentives for anti-competitive slot misuse.	*Sydney Airport Demand Management Amendment Act 2024* received Royal Assent on 10 December 2024. Written comments on draft the Sydney Airport Demand Management Regulations 2025 and Sydney Airport Slot Management Scheme 2025 closed on 25 July 2025. The Amendment Act, together with the Sydney Airport Demand Management Regulations 2025 and Sydney Airport Slot Management Scheme 2025 are expected to commence on 26 October 2025 at the start of the Northern Winter 2025 slot scheduling season (subject to Ministerial and Executive Council approval in October).
Initiative 12	**Revise principles for the aeronautical pricing negotiation process between airlines and airports**.	Early consultation with Australian Competition and Consumer Commission (ACCC) and Treasury completed. A consultation paper is expected to be released before the end of calendar year 2025.
Initiative 13	Task the next **Productivity Commission inquiry into the economic regulation of airports** to consider whether there is evidence that airports are misusing market power and whether the current framework allows large airlines to unduly delay beneficial airport expansions.	Future action. The last inquiry was in 2019, with periodic reviews held approximately every 5 years. There is benefit in waiting for impacts from short term reforms in the White Paper to be achieved prior to the next review.
Initiative 14	**Monitor domestic airline pricing and performance**. In October 2023, the Australian Government directed the Australian Competition and Consumer Commission (ACCC) to monitor the pricing of domestic air passenger transport services until the end of 2026.	**COMPLETE AND ONGOING** ACCC releases reports quarterly (February, May, August and November).
Initiative 15	Consult on implementing an **enhanced version of the ACCC's monitoring of pricing and service quality at Australia's major airports** – Sydney, Melbourne, Brisbane and Perth – with the Western Sydney Airport to be included in the price monitoring regime at an appropriate time.	Consultant engaged in January 2025 to conduct a cost-benefit analysis – final report is due October 2025. The cost benefit analysis will be used by the department to prepare an Impact Analysis for consultation in late 2025.

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ATTACHMENT A **SB25-000372**

Initiative	Description	Status
Initiative 16	**Publish additional data on airline performance and aviation competition**.	Public consultation planned for late 2025 on amendments to the Air Navigation Regulation 2016 to enable collection and publication of more detailed data on airline performance.
Initiative 17	**Review government travel purchasing policies** to consider whether changed policy settings could better support competition.	**COMPLETE** On 1 August 2025, the Department of Finance published its review of Australian Government Travel Policies. A key recommendation is for the Department of Finance to consult with the market ahead of the re-tender of the Airline Panel in early 2026.
Initiative 18	**Streamline training and accreditation pathways for licenced aviation maintenance engineers** (LAMEs), including: • allowing for modular licensing of LAMEs. • recognition of licences from overseas authorities with similar standards and requirements. • improving alignment between CASA licensing and VET qualifications.	<u>Allowing for modular licensing of LAMEs</u> The modular licensing scheme is established. Aircraft maintenance engineers can now be licenced by CASA for specific competencies relevant to their careers, without having to complete the full LAME examination process. <u>Recognition of licences from overseas authorities</u> Public consultation on the summary of proposed changes for recognition of foreign aircraft maintenance engineer licences from recognised states and Part 66 Manual of Standards Amendment Instrument closed on 4 June 2025. <u>Improving alignment between CASA licensing and VET qualifications</u> CASA is engaging with the Manufacturing Industry Skills Alliance (MISA) Aviation Working Group, which will recommend changes to the Certificate IV in Aeroskills to provide graduates with a more direct pathway to CASA maintenance licensing. An initial scoping report released in late 2024. The project remains in initial development phase, with the Working Group drafting products in line with a Training Product Development Plan.
Initiative 19	**Set expectations for large Australian airlines to train and employ newly qualified pilots** rather than relying solely on recruiting experienced pilots from other aviation businesses. The Minister for Transport has written to Qantas and Virgin Australia asking them to advise how they will increase pilot training and early career development to support a sustainable pipeline of Australian pilots.	Qantas and Virgin Australia have responded to Minister for Transport's correspondence. Responses have been considered. The department will continue to monitor pilot training and employment pathways and consider whether further Government action is warranted.

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ATTACHMENT A **SB25-000372**

Initiative	Description	Status
Initiative 20	**Establish a new Gender Equity Charter with the aviation industry**.	A draft Charter is under development. Industry and unions to be consulted on the draft prior to finalisation of the Charter. Charter is expected to be establish in Q1 2026, subject to Ministerial agreement.
Initiative 21	**Plan for the future workforce needs of the aviation sector**.	**COMPLETE AND ONGOING** Industry Skills Australia (ISA) released the 2024 Aviation Workforce Plan in July 2024 and the 2025 Aviation Workforce Plan in July 2025. The Plans present industry's view of the key challenges and opportunities for the aviation workforce. The Manufacturing Industry Skills Alliance (responsible for workforce planning for Aviation Maintenance Engineers and Licenced Aircraft Maintenance Engineers) released the Manufacturing Workforce Plan 2025 in August. The Workforce Plans will be updated annually.
Initiative 22	**Consult with industry and the community on the introduction of Low Carbon Liquid Fuels demand-side measures**, including through delivery of a regulatory impact analysis.	Future action. Work to commence on the detailed regulatory impact analysis focusing on a low carbon fuel standard, with options for a sustainable aviation fuel mandate and/or a non-binding Low Carbon Liquid Fuel target.
Initiative 23	**Establish a robust certification scheme**, consistent with international standards, to provide Sustainable Aviation Fuels (SAF) purchasers and air travel consumers assurance of the environmental, safety and social credentials of SAF. The Guarantee of Origin Scheme will be expanded by mid-2028.	Work by the Department of Climate Change, Energy, the Environment and Water is progressing. The initial focus is on developing default emission factors for SAF and renewable diesel made via the Hydroprocessed Esters and Fatty Acids (HEFA). Initial stakeholder consultation and engagement is underway.

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ATTACHMENT A **SB25-000372**

Initiative	Description	Status
Initiative 24	**Provide access to the $1.7 billion Future Made in Australia Innovation Fund to support the development of Low Carbon Liquid Fuel production technologies using new feedstock sources**, building on the current $30 million allocated for activities to support development of a Sustainable Aviation Fuels and renewable diesel industry with production from renewable feedstocks in Australia.	**COMPLETE AND ONGOING** The Australian Government's Future Made in Australia (FMA) agenda was passed in November 2024, including $250 million to develop low-carbon liquid fuel technology as part of the FMA Innovation Fund. Funding announced 6 March 2025. Program development is underway.
Initiative 25	**Consider options for a Low Carbon Liquid Fuel (LCLF) production incentive and demand-side measures to accelerate the development of an LCLF industry in Australia, with a key focus on producing Sustainable Aviation Fuels and renewable diesel**.	Next steps for policy development of production incentives and demand side measures in the context of settling Australia's 2035 target and finalising the Net Zero Plan and sector plans to be considered by government.
Initiative 26	**Direct the Productivity Commission to undertake a review of the determinants of regional airfares.**	Consultation with state and territory transport ministers, Productivity Commission and Treasury on draft Terms of Reference completed in early 2025. Timing of the review is a decision for the government.
Initiative 27	**Extend the Remote Airstrip Upgrade (RAU) Program with additional funding of $50 million over 3 years (from 2024–25)**.	**COMPLETE AND ONGOING** Round 11 opened for applications 4 November 2024 to 13 December 2024. Round 11 outcomes to be announced Q4 2025, subject to Ministerial agreement.
Initiative 28	**Provide $40 million to extend the Regional Airports Program (RAP)** (over 3 years from 2024–25).	Round 4 opened for applications 8 October 2024 to 18 November 2024. Successful projects totalling almost $25 million for 45 regional airport upgrades were announced in February and March 2025. A financial management framework for assessing applications has not been finalised.
Initiative 29	**Update the program guidelines for all regional and remote aviation programs to report against how they contribute to Closing the Gap outcome**s. Grant decisions will also take account of membership of the Australian Government's Gender Equity Charter for Aviation.	**COMPLETE AND ONGOING** Closing the Gap outcomes incorporated in Guidelines for Airstrip Upgrade Program 11 and Regional Airports Program Round 4.

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ATTACHMENT A **SB25-000372**

Initiative	Description	Status
Initiative 30	The Australian Government has written to airport operators to make it clear that, when making decisions to approve future master plans or MDPs, the government will have regard to the appropriateness of the airport's community consultation processes and whether **appropriate access to the airport site has been provided for General Aviation**, consistent with the regulations in the *Airports Act 1996*.	**COMPLETE** Letters sent in August 2024.
Initiative 31	The Australian Government will **require that Civil Aviation Safety Authority refresh its General Aviation Workplan** in consultation with the sector to prioritise changes to the civil aviation safety framework that reduce regulatory burden and support development of new technologies, while keeping the community safe.	**COMPLETE** Civil Aviation Safety Authority published its refreshed General Aviation Workplan on 29 July 2025.
Initiative 32	**Create an independent Aircraft Noise Ombuds Scheme** as part of the Aviation Industry Ombuds Scheme.	Consultation paper released on 8 September 2025. Submissions are due on 5 October 2025. Minister King has stated publicly her intent to introduce legislation in 2025.
Initiative 33	**Improve transparency about aircraft noise impacts**. Airservices Australia will examine its Noise and Flight Path Monitoring System (NFPMS) and include additional information in the NFPMS on aircraft movements and noise impacts. Airservices Australia will also publish a quarterly report on noncompliance with noise abatement procedures.	Airservices Australia's 'Aircraft in Your Neighbourhood' website now includes information on Noise Abatement Procedures and data on compliance with Noise Abatement Procedures at 10 Australian Airports (Sydney, Melbourne, Brisbane, Perth, Adelaide, Canberra, Hobart, Gold Coast, Sunshine Coast and Cairns). Noise Abatement Procedures reported on includes data on most common aircraft types, runway end usage by aircraft, and use of preferred runway operations. Monthly data reporting is available on the Aircraft in Your Neighbourhood for each of the 10 airports. Quarterly reports on non-compliance are expected to be ready by the end of 2025.
Initiative 34	**Produce new guidance for 'Flying Considerately'**.	Draft discussion paper prepared for consultation with industry and communities. Consultation paper expected to be released Q4 2025.

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ATTACHMENT A **SB25-000372**

Initiative	Description	Status
Initiative 35	**Appoint an Airservices Australia executive for noise and environment**.	**COMPLETE** Airservices Australia appointed Ms Jacqui O'Dea as Chief Risk, Noise and Environment Officer on 10 February 2025.
Initiative 36	**Improve land use planning outcomes near airports:** • update National Airports Safeguarding Framework (NASF) 'Guideline A' by 2027. • improve education on the NASF for local planning officials. • updating the Australian standard on building siting and construction in relation to aircraft noise intrusion.	Engagement with Standards Australia is underway. Engagement with National Airports Safeguarding Framework secretariat on 'Guideline A' is underway.
Initiative 37	**Improve engagement with communities affected by changes to airspace and flight paths**.	**COMPLETE AND ONGOING** Airservices Australia is applying Community Engagement Standard (2023) in consultation processes.
Initiative 38	**Update guidelines for Community Aviation Consultation Groups** (CACGs).	Draft guidelines prepared for consultation with industry and communities. Minister has approved consultation on guidelines, consultation paper expected to be released in September 2025.
Initiative 39	**Require additional information in airport master plans and MDPs** about how development of the airport will address climate change resilience, decarbonisation and disability access.	In August 2024, the Minister wrote to airport operators to advise that, when making decisions to approve future master plans and major development plans (MDPs), the Minister will have regard to how well the airport has addressed climate change resilience, decarbonisation and disability access, as well as the appropriateness of the airport's community consultation processes, and whether appropriate access to the airport site has been provided for general aviation. Airports Regulations 2024 to be amended by 30 June 2026 to include requirements to address climate change resilience, decarbonisation and disability access in master plans and MDPs.

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ATTACHMENT A **SB25-000372**

Initiative	Description	Status
Initiative 40	**Review the *Airports Act 1996*** by 2030 to support any decision on airport lease renewals.	Future action, subject to government decision to commence the review. Not likely to commence prior to 2028.
Initiative 41	**Update Australia's Aviation State Safety Programme, National Aviation Safety Plan and National Air Navigation Plan**.	**COMPLETE** The updated State Safety Programme, National Aviation Safety Plan and National Air Navigation Plan were published on the department's website in late October 2024.
Initiative 42	**Reform the administration and management of Australia's airspace** by 2030, through a 4-stage process.	Stage 1 – complete. Uncrewed Aircraft System Traffic Management Action Plan released 13 December 2024. Stage 2 – Draft Australian Airspace Policy Statement completed in consultation with CASA, Airservices Australia and Defence. Timing of release of the statement is a matter for government.
Initiative 43	**Expand requirements for aircraft to broadcast their location electronically**. Widespread use of ADS-B devices will increase aviation safety and efficiency and reduce collision risk. By late 2025, the Australian Government will consider advice about a timetable for mandating ADS-B devices, while also extending subsidies for the purchase of ADS-B equipment until 2027.	Drafting of consultation paper underway by cross-agency working group (composed of the department, Civil Aviation Safety Authority, Airservices Australia, Australian Transport Safety Bureau, Australian Maritime Safety Authority and the Department of Defence).
Initiative 44	**Improve information available to industry about funding and procurement opportunities**.	**COMPLETE** Website updated, see www.drones.gov.au.
Initiative 45	**Release an Advanced Air Mobility (AAM) Strategy** in 2024 that provides long-term policy settings to encourage investment in the nascent sector.	Consultation complete. Strategy expected to be released in 2025.
Initiative 46	Require that **Civil Aviation Safety Authority update its Strategic Regulatory Roadmap for drones and Advanced Air Mobility** in 2024.	**COMPLETE** Roadmap released 11 December 2024.

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ATTACHMENT A **SB25-000372**

Initiative	Description	Status
Initiative 47	Continue working with state, territory and local governments to encourage **increased national consistency and collaboration in regulatory arrangements for drones**, including through the drone rule digitisation project.	Plan under development to determine scope of next round of data to collect from states/ territories.
Initiative 48	Implement a new system to **enable air traffic management to communicate electronically with drones and other uncrewed aircraft**.	Airservices Australia is continuing to work with delivery partners on the integration of Uncrewed Aircraft Systems (UAS) Service Suppliers (USS). The project has been delayed due to technical complexities and is expected to go live in 2026.
Initiative 49	Continue to work with industry on the introduction of **Remote Identification (ID) requirements for drones** to improve safety and enable responsible and accountable drone use.	The department is finalising a Policy Impact Assessment, that outlines policy options for the introduction of Remote Identification technologies in Australia. This is expected to be released for consultation later this year.
Initiative 50	Introduce new legislation by 2030 to **protect Australian communities, infrastructure and businesses from security risks of drones and Advanced Air Mobility**.	Drone Joint Project Steering Committee established on 9 December 2024 to determine roles and responsibilities, legislative scope, and address related and shared drone security issues.
Initiative 51	Consult on **regulatory amendments to manage noise impacts from Advanced Air Mobility aircraft** on communities.	Future action. Initial scoping works to commence 2025-26.
Initiative 52	Work with stakeholders to **develop Advanced Air Mobility infrastructure planning guidance** to support the introduction of Advanced Air Mobility.	Future action. Early development commenced, consultation and release will follow release of Advanced Air Mobility Strategy.
Initiative 53	**Pursue additional capacity ahead of demand in bilateral air service agreements and negotiate for 'open skies' style agreements where to do so is in Australia's interests**.	**COMPLETE AND ONGOING** The department has enhanced Australia's bilateral air services arrangements through successful negotiations with a number of key markets, including open capacity with Malaysia and Canada, and additional capacity with Hong Kong and Chile. The department continues to seek other opportunities for bilateral air services negotiations.

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ATTACHMENT A **SB25-000372**

Initiative	Description	Status
Initiative 54	**Update the Framework for New and Redeveloping International Ports**.	Terms of review released seeking targeted industry stakeholder feedback in December 2024. Consultation period extended until end of March 2025 at request of government agencies and industry. Draft review report provided to other Commonwealth departments and agencies for comment in August 2025.
Initiative 55	**Develop new approaches to cargo screening**, for border control purposes, at Australia's high-volume air and sea ports.	The Australian Border Force (ABF) is responsible for implementing on Initiative 55. The ABF has commenced co-design work with industry and government partners to refine future models for air and sea cargo intervention.
Initiative 56	**Deepen Asia-Pacific regional aviation capability-building** through DFAT funded development transport assistance programs across the Asia-Pacific region, particularly in the Pacific.	**COMPLETE AND ONGOING** The department continues to support and facilitate DFAT funded bilateral aviation capability building programs in Indonesia - under the Indonesia Transport Safety Assistance Package, and Papua New Guinea - under the Transport Sector Support Program.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Tori Wright

SB25-000373

SUBJECT: Per and Polyfluoroalkyl Substances (PFAS)

Talking Points

- The Australian Government is delivering the $130.5 million PFAS Airports Investigation Program (the Program) at up to 37 civilian airports where the government or its entities historically provided firefighting services using PFAS-containing foams.
- The Program aims to identify the nature and extent of PFAS contamination through independently audited site assessment, and develop nationally consistent management plans.
- Management and remediation activities, are beyond the scope of the Program, with the exception of a $7 million contingency fund for interim measures to address immediate or extremely high risks to human health.
- Participation is voluntary, with investigations being undertaken in tranches to manage market capacity constraints. 27 airports are currently participating in the Program.
  - Tranche 1 of the Program including 9 airports (Adelaide, Bankstown, Brisbane, Eagle Farm, Canberra, Hobart, Launceston, Melbourne and Parafield) commenced in early 2022.
  - Tranche 2 commenced in March 2024 and includes a further 7 airports (Archerfield, Camden, Gold Coast, Jandakot, Moorabbin, Mount Isa and Townsville).
  - Tranche 3 includes a further 11 airports, including both leased federal, and non-federally leased airports. Procurement activities for contaminated land specialists commenced in July 2025 (Alice Springs, Bundaberg, Burnie/Wynyard, Cairns, Darwin, Devonport, Karratha, Mackay, Norfolk Island, Sydney and Tamworth).
  - 4 airports have declined to participate in the Program (Essendon Fields, Perth, Proserpine and Rockhampton).
- The Program is expected to be completed by 30 June 2027, with detailed investigations completed and management plans in place for each airport.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is aware the Senate Select Committee on PFAS delivered its interim report on 14 March 2025, including 2 recommendations related to the Jervis Bay Aboriginal Community in the Jervis Bay Territory. Specifically,
  - the Committee recommended that the Department of Defence and the department work with the Wreck Bay Aboriginal Community Council, and other relevant stakeholders, to improve signage, messaging and information provided to the community.
  - the Committee recommended that Parliament considers referring an inquiry to the Joint Standing Committee on the National Capital and External Territories

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which examines governance, representation, and service provision in the Jervis Bay Territory (including the Wreck Bay Aboriginal community settlement).

- The department is coordinating the government response to the interim report, with input from other departments which share PFAS responsibilities. Timing of the released of the government response is a matter for Government.

PFAS discovery at Jandakot Airport (if raised)

- The department is aware of the PFAS discovery at properties neighbouring Jandakot Airport and understands the community's concerns.
- Jandakot Airport's participation in the Program is a critical step in determining the nature and extent of PFAS contamination at the airport and potential migration pathways off-site. Investigation results will inform appropriate management actions. Interim measures are in place to protect the community.
- Fieldworks are currently underway on-airport, as well as in residential areas adjacent to the airport. Off-airport activity includes Water Use Surveys and, where residents consent, sampling of groundwater, soil and biota as informed by results from the Water Use Survey.
- The investigation at Jandakot Airport is progressing and is on track to be finalised in mid-2026.

PFAS guideline values and health advice (if raised)

- In administering the Program and regulating leased federal airports, the department continues to work with airports and other stakeholders to ensure communities are provided with appropriate PFAS health advice and guidance.
- The National Health and Medical Research Council (NHMRC) released new PFAS drinking water guideline values in June 2025, and the updated PFAS National Environment Management Plan (PFAS NEMP) was released in March 2025.
  - the new guidelines values in these publications are being applied and all data collected to date under the Program remains valid.
  - the department ensured environmental land specialists undertaking investigations applied an approach which could account for the new guidelines values when released.
  - in accordance with commitments under the PFAS Intergovernmental Agreement, the department will work with airports to apply the updated PFAS NEMP guidelines.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Tori Wright

SB25-000373

- The department is aware that the International Agency for Research on Cancer (IARC) has evaluated perfluorooctanoic acid (PFOA) as carcinogenic to humans and perfluorooctanesulfonic acid (PFOS) as possibly carcinogenic to humans.

  The department understands the Department of Health, Disability and Ageing (Health) and other relevant government agencies are considering the findings of the IARC and will update relevant guidance materials where required. Questions on drinking water and health matters should be referred to the Department of Health, as the portfolio responsible for national health advice.

- Questions on the PFAS NEMP should be referred to the Department of Climate Change, Energy, the Environment and Water (DCCEEW).

Key Issues

PFAS Discovery at Jandakot (WA):

- In November 2022, Jandakot Airport advised nearby landowners about PFAS contamination impacting their land and drinking water.
  - the airport has undertaken subsequent testing and is providing interim support to impacted residents, including the provision of bottled and bulk water, to protect human health
  - the AEO for Jandakot Airport is monitoring regulatory compliance.
- Program investigations commenced in March 2024, and are anticipated to take about 2 years to complete as it involves a preliminary site investigation, mass flux study, detailed site investigation, human health and ecological risk assessment and management plan to address risks. Interim support, such as provision of water to affected properties, is expected to continue throughout the investigation.

Other PFAS investigation and remediation activities at civilian airports

- The department's Program is separate to both Airservices' *National PFAS Management Program* and Defence's *PFAS Investigation and Management Program*.
  - Defence commenced its program in 2015, and is undertaking investigations at the 2 joint-user airports within the Program's scope (Townsville and Darwin).
  - Airservices provided firefighting services using PFAS-containing foams at 22 airports, and is undertaking, or has undertaken, investigations at its leased sites at 21 of those airports.
- The department's investigations consider all current and previous investigations to avoid duplication.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000373

Whole of government context

- The department works collaboratively with other Australian Government agencies – including the DCCEEW, Defence, Airservices, and Health – to ensure consistency and avoid duplication.
- The government is also working closely with relevant state and territory governments to implement nationally consistent responses to PFAS contamination.

Environmental Regulation

- At leased federal airports covered by the *Airports Act 1996* (the Act), Airport Lessee Companies (ALCs) are responsible for managing the environment, with regulatory oversight provided by a network of Airport Environment Officers (AEOs).
- AEOs are authorised to take regulatory action if someone causes, and does not adequately respond to, pollution at an airport.
- Airports which are not covered by the Act are regulated by the relevant state or territory environment protection authority, or managed by Defence.

Litigation

- The department is not aware of any current class actions or litigation against the government in relation to PFAS matters at leased federal airports.
- Brisbane and Perth airports have commenced legal proceedings against Airservices in relation to historic PFAS contamination.
  - as a corporate Commonwealth entity, Airservices is a separate legal entity to the government.
  - litigation against Airservices is a matter for Airservices.
- Recent class action settlements relating to PFAS (including Haswell and Wreck Bay Aboriginal Community Council) are a matter for Defence.

Background

PFAS are a group of over 4,700 man-made chemicals that have been used globally since the 1950s in household and industrial products that resist heat, stains, grease and water. PFAS contamination is of concern as it is highly persistent, can move long distances in the environment via surface or ground-water, and bio-accumulates in animals and humans.

From the late 1970s until 2010, PFAS were commonly used in firefighting foams in Australia at both civilian airports and Defence sites, due to its effectiveness in suppressing fuel fires.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner/Tori Wright

SB25-000373

Historically, civil aviation firefighting services were provided by various government agencies, including Airservices following its establishment in 1995. Airservices currently provides aviation rescue firefighting services at 27 airports and has used PFAS containing foams at up to 22 of these airports.

Airservices transitioned to only using PFAS-free foam in 2010 on all sites, with the exception of joint-user airports (Townsville and Darwin), where in addition to PFAS free foams, 'Ansulite', which only contains trace elements of PFOS/PFOA, is retained for use in emergency situations or in controlled environments to test equipment.

Defence commenced phasing out its use of PFOS and PFOA-containing firefighting foams from 2004 and switched to Ansulite.

Financial Information as at 31 July 2025

Table 1 - Total PFAS Program Funding (Departmental and Administered)

Program/Project Start Date:	**2021-2022 (1 July 2021)**							
Program/Project End Date:	**2026-2027 (30 June 2027)**							
	2022-23 $m	2023-24 $m	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Budget	9.3	9.6	32.9	44.4	31.1	0.0	0.0	**130.5**
Less:								
Actual Expenditure YTD at 31 July 2025	7.6	8.3	19.6	0.9	0.0	0.0	0.0	**39.6**
Total Committed Funds at 31 July 2025	0.0	0.0	0.0	27.0	16.2	0.0	0.0	**43.2**
Total Uncommitted Funds (balance)	1.8	1.2	13.4	16.5	14.8	0.0	0.0	**47.7**

Note:

- *All figures are GST exclusive.*
- *Total Budget and actual expenditure include $3.2 million in 2021-22.*
- *Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.*
- *Total Uncommitted Funds includes:*
  - *Underspends in departmental funding of $4.0 million between 2022-23 and 2024-25, which are primarily attributable to delayed expenditure in contracted services as a result of delays to completion of the Pilot Program.*

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- *$12.4m of unspent administered funding for 2024-25, which was primarily attributable to delays progressing Tranche 1 and 2 investigations and delays commencing Tranche 3. The department has requested a Movement of Funds at MYEFO 2025-26, to re-profile these unspent funds across the forward years*

- *At 31 July 2025, $43.7 million of program administered funding is not yet committed to a known activity or agreed under contract (all years). This figure will progressively reduce upon completion of planned procurement activities in 2025-26.*

Relevant Media Reporting

- The airport found this chemical in 2015. Now it's being cleaned up. Lucy Arundell, The Canberra Times, 5 July 2025 – https://www.canberratimes.com.au/story/9007517/pfas-cleanup-to-start-at-canberra-airport-after-alleged-delays-by-govt-agency/

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Naa Opoku

SB25-000374

SUBJECT: Aviation Agencies: Funding and Current Issues

Talking Points

- The 2025-26 Budget allocated:
  - $3.9 million in additional funding in 2025-26 to support ongoing safety investigation services provided by ATSB; and
  - $12.9 million in additional funding in 2025-26 to support ongoing safety and regulatory services provided by the Civil Aviation Safety Authority (CASA).
- The *Australian Transport Safety and Investigation Bodies Financial Sustainability Review* (the Review) into the operations and sustainable funding for CASA, the Australian Transport Safety Bureau (the ATSB) and the Australian Maritime Safety Authority (AMSA) reported to the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government at the end of February 2024.
  - due to the complexities of recommendations outlined in the Review, the minister is taking time to carefully consider the options.
- On 1 August 2025, Airservices implemented a weighted average 6% increase to its prices for en route navigation, terminal navigation services and aerodrome rescue and firefighting services (ARFFS).
  - this was the first increase to its prices since a small (0.4%) increase in 2015, followed by a subsequent 2% price decrease in 2019.

Key Issues

The Australian Transport Safety and Investigation Bodies Financial Sustainability Review (the Review)

- The Review was undertaken by Professor John Skerritt who drew on activity-based costings developed by an external consultant, and undertook stakeholder consultation across the aviation, maritime and rail sectors.
- A Joint Project Steering Committee (Committee) has been established between the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts and each of the three transport agencies to consider the recommendations.

OneSKY

- The OneSKY/Civil Military Air Traffic Management System (CMATS) Program is an Airservices and Defence partnership to replace Australia's ageing and separate civil and military air traffic management systems with a new single national system.

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Contact: Naa Opoku **Cleared by:** Richard Wood, First Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 01 **Date:** 15/09/2025

- The Defence component was listed as a Project of Concern (POC) by the Minister for Defence Industry on 27 October 2022. Governance and reporting measures have been strengthened to enable identification and treatment of emerging risks and issues.
- 7 POC Summits have been held to pave a way forward for the program. The most recent POC Summit was held on 3 September 2025.

Background

CASA and ATSB funding

- The department continues to work closely with agencies on the sustainability of their funding arrangements.
  - CASA receives funding from 3 major sources: a fuel excise on aviation fuel consumed by all domestic aircraft; an annual Australian Government appropriation; and regulatory services fees and levies.
  - The ATSB receives an annual appropriation from government and also receives some funding from the Queensland government for rail investigations in Queensland.

Airservices funding

- Airservices is generally fully funded by industry through various charges for the provision of its services and facilities. These charges are regulated by the Australian Competition and Consumer Commission (ACCC).
- Following extensive evaluation and industry and public consultation by Airservices and the ACCC, on 16 October 2024 the ACCC published its decision to "not object" to Airservices' formal price notification, proposing a single weighted average six % increase for the provision of terminal and enroute navigation services and ARFFS.
- Following the ACCC decision, on 21 October 2024, Airservices provided written notice to the Minister of its proposed determination to set new charges for its services and facilities and late payment penalties, pursuant to the *Air Services Act 1995*.
- Subsequently, on 20 November 2024, Airservices formally notified the minister of its withdrawal of the proposed pricing determination, which it deemed to be in the best interests of the aviation sector at that time, recognising the sector's ongoing volatility.
  - on 6 June 2025, Airservices resubmitted its proposed charging determination to the minister, and on 30 June 2025, the minister notified Airservices that she approved the charging determination.
- Further to the interim 6% price increase, Airservices is developing a long-term pricing agreement (LTPA) for the 2026-27 to 2030-21 period.

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- Airservices is working closely with the department, the ACCC and industry stakeholders on the proposed LTPA, with a view to delivering a sustainable long-term pricing framework.
- Airservices intends to submit a draft price notification for the proposed LTPA to the ACCC in early 2026, following more than 12 months of extensive stakeholder consultation.
- Airservices has not announced the value of the proposed LTPA price increase.

- In December 2022, the government provided an equity investment of $495 million to support its operational viability and recovery from the impacts of the COVID-19 pandemic.

Budget Information as at 31 July 2025

Government funding to CASA (excluding GST)

	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Baseline Government Appropriation	41.5	42.0	42.8	43.9	42.7	**212.9**
Additional (Budget 2024-25)	-0.04	-0.04	-0.05	-0.8		**-0.93**
Additional (Budget 2025-26)	-	12.9	-	-		**12.9**
Total Government funding*	**41.5**	**54.9**	**42.8**	**43.1**	**42.7**	**225.0**

**Does not include special appropriations (Fuel and RPAS levies)*

Government funding to the ATSB (excluding GST)

	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Baseline Government Appropriation	22.2	22.4	22.9	23.2	23.5	**114.3**
Additional (Budget 2024-25)	3.9	-	-	-	-	**3.9**
Additional (Budget 2025-26)	-	3.9	-	-	-	**3.9**
Total Government funding	**26.1**	**26.3**	**22.9**	**23.2**	**23.5**	**122.1**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Naa Opoku

SB25-000375

SUBJECT: Emerging Aviation Technologies Policy

Talking Points

- Drones and emerging aviation technologies are a rapidly growing industry.
- Fit-for-purpose policy and regulatory frameworks are required to address safety and security risks, and also to encourage new investment and jobs in the sector.
- To support the financial viability of this emerging sector, the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is working with government and industry stakeholders to ensure safe integration with traditional aircraft, and a consistent approach to rules addressing security and environmental concerns.
- The Australian Government's Aviation White Paper: Towards 2050, released on 26 August 2024, includes a range of initiatives to maximise the opportunities from a growing aviation technology and manufacturing sector, and protect Australians from drone misuse (see **Attachment A** for the full list).
- The department has a dedicated "Emerging Aviation Technologies Policy Forum" to work with other government agencies and industry stakeholders. Members include state and territory representatives, leading emerging aviation technology industry bodies and academia.
- The government is continuing the Emerging Aviation Technology Partnerships Program to encourage the development and deployment of emerging aviation technologies to address community and regional needs.
- Emerging aviation technologies contribute to a number of other government policy priorities, including: decarbonisation, building sovereign manufacturing capability, and supporting productivity and costs savings for a range of industries and critical use cases (such as emergency management, agriculture and infrastructure inspections).

Key Issues

Emerging Aviation Technology Partnerships (EATP) Program

- The government is providing $30.5 million across 2 grant funding rounds to support industry trials to inform policy and regulation development, and to send market signals that encourage adoption of emerging aviation technologies to address priority needs in regional, remote and First Nations communities. Trials are also boosting Australian supply chains and jobs in technology development.

Contact: Naa Opoku **Cleared by:** Richard Wood, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 15/09/2025

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- On 7 November 2022, the government announced $18.1 million in funding for 12 projects under Round One of the EATP Program. Some Round One projects were rescoped, leaving $13.5 million available for Round Two.
- On 13 June 2024, the government announced $13.5 million in funding for 12 projects under Round Two of the EATP Program.
- Both rounds of the EATP Program have been oversubscribed, with a total of 245 applications received seeking over $320 million across both rounds.
- EATP also sought funding co-contributions from successful applicants, which totalled approximately $11.5 million for Round One and approximately $15.6 million for Round Two.

Drone security

- The Australian Government's Aviation White Paper committed to the introduction of fit-for-purpose legislation to adequately protect Australian communities, infrastructure and businesses from security risks associated with drones by 2030.
    - drone security and safety risks are a growing concern across government and industry (critical infrastructure operators in particular).
    - the department, in collaboration with government stakeholders, is working to develop fit-for-purpose drone legislation. The new fit-for-purpose drone legislation will enable clear regulatory and enforcement powers that support safety and security outcomes.
- The department continues to coordinate and collaborate across government and with our international partners on potential and current drone risks, as well as on best practice mitigations. This will ensure risks are effectively managed, whilst still ensuring the Australian economy benefits from these technologies.
    - the department is aware that some international partners are considering prohibiting the use of drones based on the products country of origin.
    - specific questions relating to cyber security risks should be directed to the Department of Home Affairs.

Advanced Air Mobility

- The Aviation White Paper committed to the development of a National Advanced Air Mobility (AAM) Strategy to provide long-term policy settings to encourage investment in this emerging sector.
- AAM aircraft are rapidly advancing through certification, with industry front-runners expecting initial commercial operations overseas in 2026. Industry expects AAM operations to gradually enter into Australian skies around 2027-29 – however, this timing is fluid.
- AAM holds potential benefits for mobility, freight and emergency response (including air ambulance services), alongside improvements to accessibility and connectivity for urban and regional passengers.

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- Fit-for-purpose policy and regulations will support the Australian economy to seize the immediate opportunity of new jobs in AAM aircraft and component manufacturing, along with research and technology development.
- The department consulted with industry on key inclusions required for the AAM Strategy through the AAM Consultative Committee, that was established by the department to engage with industry and inform development of a nationally coordinated and well-planned approach to AAM in Australia. In
- The department is engaging with all levels of government, as well as with international partners through the International Civil Aviation Organization. In December 2024, the department held a virtual briefing session with state and territory government representatives to seek feedback and provide preliminary updates on the AAM Strategy.
- The department is also working with Civil Aviation Safety Authority (CASA) to design regulatory policies to support AAM operations and use of appropriate infrastructure.

Drone rules

- The department is working on a national approach to non-safety drone rules, building on priorities identified through consultation in 2022 across Australian Government, state and territory agencies. As part of the 'digitising drone rules' priority, the department launched a new Local Drone Rules Map in February 2024.
- The map makes it easier to understand what non-safety (i.e. security, environmental etc.) rules apply across different jurisdictions.
- The open data allows easy incorporation of the rules into digital drone systems, including the existing CASA approved drone safety applications. This data is essential to supporting rule awareness and compliance, in line with open data principles and increasingly digital approaches to governance.
- Future data sets are being explored to provide awareness of further no-fly zones, and data that can support operational risk assessments to streamline approval processes for industry.

Drone noise

- Remotely piloted aircraft are subject to a noise regulation framework which came into effect from 1 July 2021, under *the Air Navigation (Aircraft Noise) Regulations 2018*. This requires some drone operators to apply for a drone noise approval. All drone delivery services are subject to a detailed assessment prior to being granted an approval.
    - as at 1 September 2025, the department received 922 noise applications since the regulations came into effect, of which 370 were exempt from noise approvals, 537 approvals issued via a guided self-assessment and 15 required a full assessment. To

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date, no noise applications have been rejected, however some noise approvals have applied conditions to operators to ensure noise impacts are managed effectively.

Unmanned Traffic Management

- The Aviation White Paper initiatives included a commitment to develop and release an Uncrewed Aircraft System (UAS) Traffic Management (UTM) Action Plan to outline steps to enable and integrate new types of air traffic management systems in Australia.
- The Action Plan was delivered on 13 December 2024 and available on www.drones.gov.au.

Financial Information as at 31 July 2025 (all figures are GST exclusive)

- $35.7m in funding was provided in the 2021-22 Budget to progress 3 new technology initiatives. Of this, $35.5 million is to be spent by 30 June 2026 and $0.2 million was returned to consolidated revenue at the end of 2023-24. These are: the Emerging Aviation Technology Partnerships (EATP) Program ($32.6m); the Drones Rules Management System ($1.6m) and the National Drones Detection Network ($1.5m).
- The $35.7 million is comprised of $32.6 million in administered funds, $0.4 in capital funds and $2.7 million in departmental funding.
- The 'Emerging Aviation Technologies Programs' administered item in the 2024-25 Portfolio Budget Statement, covers all three initiatives and the funding profile is outlined below:

Program Start Date:	**July 2021**					
Program End Date:	**June 2026**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	8.4	3.1	0	0	0	**11.5**
Less:						
Actual Expenditure YTD at 31 July 2025	8.4	0.0				**8.4**
Total Committed Funds at 31 July 2025	8.4	3.1	0	0	0	**11.5**
Total Uncommitted Funds (balance)	0	0	0	0	0	**0**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Naa Opoku

SB25-000375

Supporting Information

Freedom of Information (FOI) Requests

- FOI 25-348 - Kanpa Landcare Pilot Program (Marlee Djinda EATP Project)

Attachments

- A: Aviation White Paper emerging aviation technologies initiatives

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2025-2026 Supplementary Budget Estimates

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Attachment A

Aviation White Paper emerging aviation technologies initiatives

Initiative	Status (as at 31 July 2025)
Initiative 42 (Stage one). Release an Uncrewed Aircraft System (UAS) Traffic Management (UTM) Action Plan that will outline steps to enable new types of air traffic management systems in Australia.	Complete - The UTM Action Plan was released on 13 December 2024
Initiative 44. Improve information available to industry about funding and procurement opportunities.	Complete (See drones.gov.au)
Initiative 45. Release an Advanced Air Mobility (AAM) Strategy that provides long-term policy settings to encourage investment in the nascent sector.	On track - Release of the AAM Strategy is subject to Government consideration.
Initiative 46. Require that CASA update its Strategic Regulatory Roadmap for drones and AAM.	Complete - CASA released the updated roadmap on 11 Dec 2024
Initiative 47. Continue working with state, territory and local governments to encourage increased national consistency and collaboration in regulatory arrangements for drones, including through the drone rule digitisation project.	On track - Local Drone Rules Map launched in February 2024, following 18 months of collaboration between Commonwealth, State and Territory agencies. Ongoing map updates to occur. There is regular direct engagement with State, Territory and Local governments.
Initiative 48. Implement a new system to enable air traffic management to communicate electronically with drones and other uncrewed aircraft. Initial capabilities of the Flight Information Management System will roll out in 2025, with additional features added over time.	On track - Airservices Australia is responsible for this item
Initiative 49. Continue to work with industry on the introduction of Remote ID requirements for drones to improve safety and enable responsible and accountable drone use.	On track - The department held a policy workshop with industry in July 2024 to inform its drafting of a Policy Impact Analysis.
Initiative 50. Introduce new legislation by 2030 to protect Australian communities, infrastructure and businesses from security risks of drones and AAM.	On track - Initial engagement with government stakeholders has commence
Initiative 51. Consult on regulatory amendments to manage noise impacts from AAM on communities.	On track - Longer term deliverable
Initiative 52. Work with stakeholders to develop AAM infrastructure planning guidance to support the introduction of AAM.	On track - The department will commence development in 2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/David Jansen

SB25-000376

SUBJECT: Western Sydney International Airport - Airspace & Environment

Talking Points

Airspace and Flight Path Design

- On 4 June 2025, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP announced her:
  - authorisation of Western Sydney International (Nancy-Bird Walton) Airport's (WSI) preliminary airspace and flight path design outlined in the Environmental Impact Statement published at wsiflightpaths.gov.au;
  - acceptance of conditions recommended by the former Minister for the Environment and Water to be attached to the WSI airspace and flight paths;
  - commitment to direct Airservices Australia to prioritise 'Reciprocal Runway Operations' (RRO) and the 'Reciprocal Runway Operations – Noise Abatement Procedure' (RRO-NAP) at night when safe to do so; and
  - establish a time-limited community engagement forum to discuss airspace issues during the early years of WSI's operations.
- These announcements occurred after the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts published the final Environmental Impact Statement (EIS) for WSI's preliminary airspace and flight paths on 7 November 2024.
- The Draft EIS was on public exhibition from 24 October 2023 to 31 January 2024, and received 8,477 submissions.
- Submissions are published via the Online Community Portal at wsiflightpaths.gov.au.
- All submissions were considered, categorised and addressed in a Submissions Report attached to the final EIS.
- The final EIS includes 5 changes to the preliminary flight paths presented in the Draft EIS. These changes act on feedback received during the public exhibition period.
- Implementation of WSI's flight paths remain on track for the airport's opening by late 2026.

Noise Insulation and Property Acquisition Policy

- The final EIS includes the Noise Insulation and Property Acquisition policy. The department is working to commence delivery of the program in 2025. Further information, including program guidelines and details of the final eligibility area will be released ahead of the program's commencement.

Contact: David Jansen **Cleared by:** Richard Wood, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 15/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/David Jansen

SB25-000376

Biodiversity Offset Delivery Program

- The department continues to work in the NSW credit market to secure its remaining offset obligations for the Airport.
- The department's investment in conserving and improving biodiversity values at Defence Establishment Orchard Hills will help to protect one of the last remaining large Cumberland Plains Woodlands areas in Western Sydney.
- Questions in relation to specific activities at Defence Establishment Orchard Hills should be addressed to the Department of Defence.

Key Issues

WSI Airspace & Flight Path Design

The Western Sydney Airport Plan sets out 4 phases for the design of WSI's airspace and flight paths:

1. Planning – development of high-level airspace concepts
2. Preliminary design and environmental assessment – development of a mature airspace design that has been assessed in accordance with advice from the Minister for the Environment and Water
3. Detailed design – validation and refinement of the detailed design by Airservices Australia
4. Implementation – implementation and publication of the final airspace design prior to the commencement of airport operations by late 2026.

The project is currently in the detailed design phase led by Airservices Australia.

An aviation Expert Steering Group (ESG) oversees the airspace and flight path design for WSI, in accordance with the Airport Plan conditions.

The ESG is chaired by the department and includes representatives from:

- Airservices Australia
- CASA
- WSA Co, and
- Department of Defence.
- Sydney Airport Corporation Limited (SACL) was a technical observer of the ESG from September 2018 to December 2024. SACL ceased to be an observer of the ESG due to commercial sensitivities raised by WSA Co.

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- On 27 October 2024, the final EIS was provided to the Minister for the Environment and Water for advice under section 163(1) of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act).
- On 20 December 2024, a delegate for the Minister for the Environment and Water advised the department that conditions be attached to the authorisation of the preliminary flight paths.
- On 4 June 2025, the minister announced her acceptance of these conditions and other operational measures outlined in EC25-002553.
- This announcement marked the official transition of the project to *Phase 3: Detailed design*. The key deliverables for this phase are led by Airservices Australia with the department's support.
- On 25 July 2025, Airservices Australia submitted the Airspace Change Proposal (ACP) to CASA. CASA will consider the ACP, and validate the flight paths, as part of its role as Australia's aviation safety regulator.
- WSI's final flight paths are due to be published for aviation operations in June 2026.

Community consultation on the EIS

- On 27 June 2023, the Aircraft Overflight Noise Tool was released via the Online Community Portal (wsiflightpaths.gov.au). Approximately 344,000 unique users have visited the noise tool.
- 2 letterbox drops have been completed. The first in July and August 2023 to 922,345 addresses across 12 Local Government Areas (LGA) in greater Western Sydney to notify households of the release of the preliminary flight paths. The second, led by Airservices Australia, occurred in late November and early December 2023 to 1.6 million addresses across 26 LGAs.
- Between the release of the flight paths and the end of the draft EIS exhibition, the department held 48 engagement events, including 28 drop-in information sessions, 18 stalls and 2 online webinars. Airservices Australia supplemented the engagement through 8 additional events during the draft EIS exhibition.
- The department considered all 8,477 submissions received during the public exhibition period. The Australian Government's response to these submissions is contained in the Submissions Report that accompanies the final EIS.
- Of the 8,477 submissions received, 680 submissions suggested flight path alternatives which were considered through a formal design change process. Of these, around 300 submissions were considered for further assessment due to their clear and detailed

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presentation of an alternative approach. A technical analysis of each of these suggestions was undertaken, 50 of which were considered to be suitable for further consideration by flight path designers.

- Following a detailed technical assessment of these submissions, the ESG endorsed 5 changes to the design: one material change and 4 minor changes which were subsequently approved by the Minister for Infrastructure for inclusion in the final EIS.
- The material change and one minor change were environmentally assessed and community consultation on these changes occurred throughout August 2024. The department hosted one online and 5 in-person community events in areas affected by the change.
- Throughout August and September 2025, Airservices Australia also conducted 34 in-person and 2 online information sessions with communities in Greater Sydney to raise awareness of the flight path design and seek feedback on the locations of permanent and temporary noise monitoring terminals and the development of noise abatement procedures.

WSI flight path environmental assessment procurement

- The department engaged WSP Australia (WSP) to progress the environmental assessment process for WSI's preliminary flight paths, including a comprehensive stakeholder consultation and communication package. As at 31 July 2025, $14.6 million (GST Exc.) in funding is committed under the package to WSP to deliver the Environment Assessment Documentation, Stakeholder Consultation and Communications Package and a Noise Amelioration Scoping Study.
- The department also engaged To70 Aviation to deliver the Aircraft Overflight Noise Tool which allows users to see flight paths and projected noise impacts relative to an address entered into the tool.

Biodiversity Offset Delivery Program

- The department is required to mitigate the environmental impacts associated with the construction of WSI, by investing in environmental 'offsets' for the threatened and endangered ecosystems and species found on the WSI site. The method for achieving these offsets is outlined in the Biodiversity Offset Delivery Plan (BODP) approved on 24 August 2018 by the former Australian Government Department of the Environment and Energy.
- To date, the department has spent approximately $151 million (GST Exc.) on a range of initiatives set out in the Plan, including:

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- providing $70 million to the Department of Defence to restore and conserve land at Defence Establishment Orchard Hills site for a period of 20 years
- purchasing biodiversity credits through the NSW Biodiversity Offset Scheme and NSW BioBanking Scheme ($71 million) and
- contributing funds to a native seed production program and propagation trials based on seeds collected from the Airport site ($10.5 million).

Noise Insulation and Property Acquisition (NIPA) Program

- Ongoing work to implement the NIPA program includes:
  - finalising the Program Guidelines, for release by the minister, setting out administrative and delivery arrangements for the program, including the details of the program eligibility area, and
  - progressing procurement of a managing contractor service to deliver the program on the ground.
- The program is expected to commence by the end of 2025, with initial work to contact all eligible landowners. Program applications will open in early 2026. The program will run for a 3 year period to 2027-28, allowing sufficient time for eligible landowners to apply, and for works to be completed.
- $72.6 million has been committed to deliver of the NIPA Program under the existing WSA Commonwealth Preparatory Activities Program appropriation.
- To date, the department has spent $69,516 on preliminary program set-up activities, including probity and governance assurance services.

FY2023/24 Financial Statements

- As part of the 2023-24 Financial Statements, a review was undertaken to confirm the appropriate accounting treatment for biodiversity credits related to WSI's development. This assessment was conducted in consultation with a subject expert and accounting technical team from Deloitte.
- As a result, the accounting provision for biodiversity credits increased from $66.4 million (GST Exc.) to $87.6 million (GST Exc.) in 2023-24. The adjustment reflects the full obligation the department estimates is required to pay to offset WSI through the purchase of biodiversity credits in the NSW offsets market.
- It is important to note that the corresponding $21.2 million increase to biodiversity expense in FY 23/24 represents a non-cash accounting adjustment and does not impact cash available to meet the department's obligations.
- Funds to deliver the BODP are sourced from the Western Sydney Airport – Preparatory Activities program appropriated in 2017-18, which also includes funding for airspace

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design, noise insulation and property acquisition, and an Aboriginal cultural heritage keeping place. Existing committed funds and remaining appropriation for the Preparatory Activities program are set out in the table below.

Financial Information as at 31 July 2025

Western Sydney Airport – Preparatory Activities

Program/Project Start Date:	**2017**					
Program/Project End Date:	**December 2027**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	26.0	95.9	6.1	4.3	-	**132.3**
Less:						
Actual Expenditure YTD at 31 July 2025	2.1	0.1				**2.2**
Total Committed Funds at 31 July 2025	11.4	10.3	6.0	4.3	-	**32**
Total Uncommitted Funds (balance)	12.5	85.5	0.1	0	-	**98.1**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Note: The Committed Funds includes allocation of the provision for biodiversity credits that was attributed as expenditure in FY2023/24 Financial Statements but has not yet been spent.

Note: Actual Expenditure for 2024-25 does not include expenditure on biodiversity credits that occurred in 2024-25. This is because the adjustment to biodiversity credits expenditure in FY23/24 already accounts for expenditure in future years.

[1] This does not include $70m that was reallocated to the Department of Defence.

GST Exclusive amount.

Supporting Information: *Questions on Notice (QoNs)*

- SQ25-000351 Western Sydney Airport – Noise Mitigation
- SQ25-000297 Noise insulation at Western Sydney
- SQ25-000006 Departmental purchase of Biodiversity Credits
- SQ24-001372 Noise mitigation
- SQ24-001364 Impact of noise on schools
- SQ24-001363 Stakeholder engagement
- SQ24-001366 Department's submission report
- SQ24-001060 Western Sydney Airport – draft Environmental Impact Statement

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/David Jansen

SB25-000376

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Jim Wolfe

SB25-000377

SUBJECT: Bilateral Air Services Agreements

Talking Points

- Australia has Air Services Agreements with 110 countries facilitating international travel to and from Australia.
- These are treaty level agreements that are legally binding and enforceable.
- These agreements specify the number and type of services and traffic rights that airlines of both countries are allowed to operate.
- Australia has open access capacity agreements with seven of our biggest international arrival markets (New Zealand, China, United States, United Kingdom, Japan, India and Singapore), covering two-thirds of all visitor arrivals into Australia. Agreements with Malaysia and Canada will become open access from March 2026.
- Consistent with the Aviation White Paper, we will pursue additional capacity ahead of demand in our air services agreements and negotiation of 'open skies' style agreements where it is in Australia's interests and can be agreed bilaterally.

Key Issues

Aviation White Paper – Connecting Australia to the World

- The Aviation White Paper highlights that decisions on the priority and nature of bilateral air services negotiations are determined in the national interest, by the minister in consultation with relevant ministerial counterparts and taking into consideration a range of factors including:
  - current and forecast international capacity in each market;
  - reciprocal market opportunities for Australian carriers;
  - expanding access for Australian travellers to new locations including diaspora communities;
  - economic benefits for Australian tourism, trade and education sectors
  - safety and security for the travelling public;
  - job opportunities and job security for Australians;
  - the sustainability of the Australian aviation sector; and
  - international bilateral relations.

Philippines

- Australia and Philippines aviation officials concluded an agreement in September 2025, that will double available passenger capacity to 70 services per week by the Northern Winter 2026 timetable period (25 October 2026).

Contact: Jim Wolfe **Cleared by:** Richard Wood, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 26/09/2025

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- The updated arrangements will also see an immediate increase of capacity available under the agreement to 60 services a week to and from Sydney, Western Sydney, Melbourne, Brisbane and Perth for airlines of both countries.
- The bilateral arrangements continue unrestricted capacity for direct services to other international Australian airports.
- The updated arrangements also expand fifth freedom traffic rights for dedicated cargo services and code sharing opportunities for both country's airlines.

Canada and Malaysia

- At the international civil aviation negotiation (ICAN) event held in October last year, Australia agreed significant increases in capacity with a number of countries including moving to open access agreements with Canada and Malaysia from March next year.
- The updated arrangements with Canada also expanded fifth freedom traffic rights, allowing airlines to operate to all intermediate and beyond points except for points in the United States, excluding Honolulu and San Francisco.

Chile and Hong Kong

- At ICAN agreement with Chile increased available capacity from 14 services per week to 35 passenger services per week from March next year. The updated arrangements also expand fifth freedom traffic rights to allow airlines to operate at all intermediate and beyond points, except for points in China and the US for passenger services.
- Australian and Hong Kong aviation officials also agreed at ICAN to the first increase capacity under our bilateral air services arrangements in nearly 20 years.
- The arrangement phase in an increase in passenger capacity from 70 to 91 services each week to and from Sydney, Western Sydney, Melbourne, Brisbane and Perth for both countries (30 per cent increase), with an immediate increase of 14 services a week. An additional 7 services per week will be available for airlines from 26 October 2025.
- The updated arrangements also provide for unrestricted dedicated cargo services between Australia and Hong Kong.
- The aeronautical authorities also agreed to meet again by the end of 2025 to discuss the expansion of fifth freedom traffic rights and open code share arrangements

Latvia, Mongolia and Rwanda

- Australian aviation officials agreed the draft text of Air Services Agreements with Latvia, Mongolia and Rwanda for the first time.

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- Each of these agreements allows airlines of both countries the opportunity to operate up to 14 passenger services per week and unlimited dedicated cargo capacity.

Qatar

- Under current arrangements, airlines from Qatar are entitled to operate:
  - up to 28 services a week to Australia's 4 major airports of Sydney, Brisbane, Melbourne and Perth (with no more than seven services a week to each airport);
  - unlimited services to Australia's secondary airports;
  - 7 additional services a week to a major airport, via or through a secondary airport; and
  - unlimited dedicated freight services to any point in Australia.
- Qatar Airways is operating 42 services a week to Australia under these arrangements.

Türkiye, Viet Nam and Sri Lanka

- Australian aviation official agreed updated bilateral air services arrangement with Türkiye and Viet Nam in December 2023 and with Sri Lanka in February 2024.
- The updated arrangements provide significant capacity for airlines of each country to expand passenger and cargo operations to and from Australia.

Western Sydney International Airport (WSIA) and Future Bilateral Air Services Talks

- 65 of Australia's 110 bilateral air services arrangements already allow for international operations to WSIA upon its opening. This includes open capacity agreements New Zealand, Singapore, China, Canada, Malaysia, the UK, US, India and Japan.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts has written to a range of other countries seeking the inclusion of Western Sydney in our bilateral arrangements.
- The department is continuing to seek to enhance our bilateral air service arrangements with other countries including Indonesia, Fiji, the Philippines and the Republic of Korea.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Brendon Buckley

SB25-000378

SUBJECT: Aviation and Net Zero

Talking Points

- Aviation generates approximately 2.5% of the world's carbon emissions and around 9% of Australia's domestic transport emissions.
- Aviation is a 'hard-to-abate' sector. Its share of domestic emissions is likely to increase proportionately as passenger demand increases and emissions reduce in other sectors.
- The Australian Government has legislated its greenhouse gas emissions reduction targets, setting a target of 43% below 2005 levels by 2030, and net zero by 2050.
- The government's Safeguard Mechanism requires Australia's largest greenhouse gas emitters, including Qantas and Virgin Australia, to reduce domestic emissions by 4.9% annually to 2030.
- Qantas' baseline is 4,472,910 tonnes CO2-equivalent (t CO2-e) and its emissions in the 2023-2024 reporting year were 4,528,002 t CO2-e, with 55,092 Australian Carbon Credit Units surrendered to meet the baseline. Questions around how Qantas intends to reduce its emissions should be directed to Qantas.
- Virgin's baseline is 2,170,511 t CO2-e and its emissions in the 2023-2024 reporting year were 2,103,081 t CO2-e. Questions around how Virgin intends to reduce its emissions should be directed to Virgin.

Government measures to support decarbonisation of the aviation sector

- The Future Made in Australia agenda identified developing a domestic Low Carbon Liquid Fuel (LCLF) industry as a priority, fast-tracking initial support to focus on sustainable aviation fuel (SAF) and renewable diesel, including:
  - $250 million focused on the development of nascent LCLF production technologies and feedstocks, and the development of a certification scheme for LCLF by expanding the Guarantee of Origin scheme.
- The government established the Australian Jet Zero Council to work with industry to decarbonise aviation, with the 6th meeting held in August 2025.
- To support our 2030 and 2050 net zero targets, the government is developing the Transport and Infrastructure Net Zero Roadmap and Action Plan to reduce greenhouse gas emissions from the transport sector, including in the aviation sector.
- Internationally, Australia actively participates in the International Civil Aviation Organization Carbon Offsetting and Reduction Scheme for International Aviation.

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Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 15/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Brendon Buckley

SB25-000378

- The Emerging Aviation Technology Partnerships (EATP) Program is supporting projects to develop using novel electric and hydrogen aircraft.

Key Issues

Government measures to support decarbonisation of the aviation sector

- The Transport and Infrastructure Net Zero Roadmap and Action Plan is one of 6 sectoral plans being developed to reduce emissions across the Australian economy.
  The roadmap examines ways to reduce greenhouse gas emissions from the transport sector in line with the economy wide-target of net zero by 2050, including in the aviation sector.
- As part of the Future Made in Australia plan, the government will fast-track support for a low carbon liquid fuel industry, with an initial focus on sustainable aviation fuel and renewable diesel (**SB25-000380** refers). The Government has already invested:
  - $250 million over the next decade to commercialise innovation accelerating a low-carbon liquid fuels industry in Australia, as part of the $1.5 billion in grant funding available through the Future Made in Australia Innovation Fund.
  - $18.5 million over 4 years from 2024-25 to develop a certification scheme for low-carbon liquid fuels by expanding the Guarantee of Origin scheme.
  - $1.5 million over 2 years from 2024-25 to undertake a regulatory impact analysis of the costs and benefits of introducing mandates or other demand-side measures for low carbon liquid fuels.
- The government has established the Australian Jet Zero Council to work with industry to encourage emissions reduction across aviation and expand sustainable practices.
  - The Australian Jet Zero Council has met 6 times (between August 2023 and August 2025).
  - members have committed to, and are progressing, a workplan which considers the contribution of sustainable aviation fuel (SAF) to decarbonising aviation.
  - the workplan is published on the Department for Infrastructure, Transport, Regional Development, Communications, Sport and the Arts' website.
- The government is also providing over $30 million in funding through the SAF Funding Initiative, administered through the Australian Renewable Energy Agency (ARENA).
- Internationally, Australia actively participates in the International Civil Aviation Organization Carbon Offsetting and Reduction Scheme for International Aviation, contributing to ICAO's long-term aspirational goal for international aviation of net zero carbon emissions by 2050.
- The $30.5 million Emerging Aviation Technology Partnerships (EATP) Program encourages industry to develop and deploy emerging aviation technologies that utilise

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novel electric and hydrogen aircraft, in support of the Government's net zero carbon emissions target.
  - these projects help to unlock the range of commercial, technological and infrastructure barriers, along with supporting government and regulators to understand the policy and regulatory barriers to enable the use of electric and hydrogen aircraft on shorter-haul and regional routes.

Background

SAF and decarbonisation

- In the absence of other mature and deployable technologies, SAF will play a critical role in assisting aviation to decarbonise in the short to medium term. It is expected that SAF will provide the biggest contribution to the aviation sector's emissions reductions by 2050.
- Some proposed initiatives to reduce the aviation sector's emissions could increase operating costs. SAF, for example, is around 2 to 5 times more expensive than conventional jet fuel.
  - the price for SAF would ordinarily be expected to decrease as production increases and economies of scale are beginning to be achieved. However, pricing will also depend on the growth of demand for SAF.

Electric/hydrogen aircraft and Advanced Air Mobility (AAM)

- Regional aviation operates on tighter cost margins and is more suited to the adoption of rapidly maturing electric and hydrogen technologies, which also promises significantly reduced operational costs and the potential to serve new markets.
- Conversions of turbine regional aircraft and newly designed battery and/or hybrid electric-hydrogen aircraft are projected to result in operating cost savings of 40% compared to turbine aircraft. This is expected to increase opportunities for regional aircraft operators to serve new regional markets that are uneconomical with existing aircraft.
- Flight testing on 20-40 seat hydrogen-electric aircraft conversions has been occurring in the US and Europe for a few years.
- In Australia, Skytrans and Stralis have entered into a strategic partnership and have commenced prototype development of converting turbine-powered aircraft to electric-hydrogen. Rex and Dovetail Electric Aviation have also entered into a similar partnership.
- On 13 June 2024, the government announced $13.5 million in funding for a range of projects in Round 2 of the Emerging Aviation Technology Partnership Program (EATP),

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including to progress electric aircraft charging infrastructure and flight testing of electric/hydrogen aircraft.

- Bankstown-based, AMSL Aero was awarded $1.8 million in Round 2 of EATP and is developing an electric-hydrogen powered AAM aircraft with a projected range of 1000km.
- Stralis Aircraft was awarded $1.65 million in Round 2 of EATP and is converting a single-engine passenger aircraft into a hydrogen-electric aircraft to support zero-emissions regional transport applications.
- Jabiru Aircraft was awarded $0.68 million in Round 2 of EATP and is developing a prototype electric motor and related control system for flight testing using a Jabiru airframe, which will support local manufacturing capability of sustainable aviation propulsion systems in Australia.
- Li-S Energy was awarded $1.35 million in Round 2 of EATP and is developing a prototype fixed-wing drone with solar and lithium-sulphur battery integration, which offers improved capacity and energy density compared to lithium-ion batteries to extend the range of electric aircraft in Australia.
- Further information on AAM and EATP is outlined in **SB25-000375.**

Industry commitments

- In recognition of its environmental impacts, much of the aviation sector has committed to net zero by 2050. Member states of the International Civil Aviation Organization, industry members of the International Air Transport Association, and major Australian airlines Qantas, Jetstar, and Virgin Australia (Virgin) have committed to cut their carbon emissions.
- Qantas Group (includes Jetstar) and Virgin have committed to net zero by 2050.
- Qantas Group has also committed to a target of reducing net emissions by 25% by 2030 (from 2019 levels), and to a target of 10% SAF in its fuel mix by 2030.
- Qantas Group and Virgin are renewing their fleets, which they consider can reduce in-flight emissions by up to 25%.
- Qantas Group has established a A$400 million Climate Fund to invest in sustainability projects and technologies. This includes its US$200 million partnership with Airbus to accelerate establishment of a SAF industry in Australia.

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- Qantas, Sydney Airport and Ampol, supported by Qantas' SAF Coalition partners, imported nearly two million litres of unblended SAF from Malaysia in May 2025. This fuel is being blended and distributed at Sydney Airport to be used on flights, aiming to reduce carbon emissions by 3,400 tonnes.
- On 25 June 2024, Qantas announced it would work with manufacturers and suppliers on electric or battery powered aircraft that are the right size and range for their regional network.
- Virgin Australia entered an agreement with Viva Energy to source SAF for its flights departing from Proserpine, Queensland, between March and July 2025. Under the terms of the agreement, Viva Energy will provide Virgin Australia with SAF consisting of Jet A1 and a 30-40% synthetic blend component made from waste and residue feedstocks.

International Aviation

- With the support of our international airlines, Australia has been participating in the voluntary phase of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) since it commenced in 2019 in preparation for the mandatory phase commencing in 2027.
- Under CORSIA, eligible Australian international airlines have been reporting their emissions from international flights annually.
- Offsetting requirements have now commenced under CORSIA. Airlines may be required to offset their emissions through the purchase of CORSIA eligible emissions units if their operations exceed the global baseline. Airlines can receive a reduction in offset requirements through the use of CORSIA eligible SAF.

Supporting Information

Recent Ministerial Comments

Low-carbon liquid fuels of the Future Made In Australia (Media Release, 6 March 2025)
• We know that industries vital to our national prosperity, like the transportation of people and goods across our vast land, are carbon intensive and hard to abate. • That's why we're investing hundreds of millions of dollars to develop – right here in Australia – the low carbon liquid fuels of the future that will reduce their environmental impact without preventing their operation or expansion. • We have all the ingredients in Australia to be a global clean energy superpower, and the Future Made in Australia fund will help bring that potential to reality.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Brendon Buckley

SB25-000378

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Brendon Buckley

SB25-000379

SUBJECT: Disability Transport Standards

Talking Points

- The Disability Standards for Accessible Public Transport 2002 (Transport Standards) are a legislative instrument made under the *Disability Discrimination Act 1992* (DDA).
- The Transport Standards provide requirements for public transport operators and providers to make their services accessible and remove discrimination against people with disability.
- On 20 March 2024, the Australian Government announced a package of reforms to the Transport Standards. The reforms will improve accessibility across the whole public transport journey, including the training of public transport staff to better meet the needs of people with disability, and make it easier to find and understand information to plan a journey.
- The Transport Standards are currently being updated to reflect new requirements where a regulatory change has been agreed. There will also be changes to the guidance material that support the Transport Standards.
- Feedback from consultation on an exposure draft of the updated Transport Standards will be considered in finalising the legislative amendments to give effect to the reforms. Once finalised and agreed by the Attorney-General, the updated Transport Standards will be tabled in parliament.
- Separately, the government's Aviation White Paper committed to the development of new aviation-specific disability standards, co-designed with people with disability. The new standards will clearly define what airlines and airports need to do to provide a safe, seamless and dignified aviation experience for Australians with disability.
- Co-design of the new standards is underway including through workshops with people with disability during July and August 2025. People with lived experience of the barriers to air travel attended 3 workshops centred around segments of the aviation journey. Participants discussed solutions to air travel barriers which will be used to develop the new standards.
- Formal consultation with the wider community and the aviation industry on options for the new standards will take place later this year. Ahead of the formal consultation period, the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts will also engage with airports and airlines to ensure implementation issues are considered in the co-design process.

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Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 16/09/2025

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000379

Key Issues

- Separate to the reforms to the Transport Standards, the final report and government response for the 2022 statutory review of the Transport Standards (2022 Review) was published on 28 November 2024. The 2022 Review identified several opportunities for action to improve the efficiency and effectiveness of the Transport Standards. Many of these opportunities are being addressed in whole, or in part, through the reforms to the Transport Standards and the implementation of Aviation White Paper initiatives.
- Operators and providers of public transport were required to be 100% compliant with the Transport Standards by 31 December 2022 (except trains and trams, which must be compliant by 2032). The 2022 Review found compliance deadlines would not be met by the majority of operators and providers.
- The reforms do not provide operators and providers of existing assets with any additional time to comply with the current requirements in the Transport Standards. If operators and providers do not meet the compliance deadlines, they are in breach of the Transport Standards and the DDA. Complaints of disability discrimination may be lodged with the Australian Human Rights Commission which has the power to investigate and attempt to conciliate complaints.
- The Attorney-General's Department is reviewing the DDA to ensure it is working to protect people with disability. The enforceability of and compliance with Transport Standards made under the DDA is being considered as part of the review. The submission process and survey are open until 24 October 2025.

<u>Accessible air travel</u>

- People with disability face barriers when travelling by air. This is evidenced by submissions made to the Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability, the 2022 Review of the Transport Standards and consultation undertaken on the Aviation White Paper.
- The Aviation White Paper outlines a range of initiatives to address these barriers.
- The government is co-designing new aviation-specific disability standards with people with disability, as a schedule to the Transport Standards. This includes:
  - setting out the obligations that airlines, airports and other aviation service providers have to facilitate and coordinate the passenger journey for people with disability;
  - requiring airlines to offer passenger assistance profiles that will enable people to communicate accessibility requirements to airlines online, in advance;
  - reviewing airline policies that limit the number of passengers who require assistance;

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- producing user guides that outline airlines' and airports' legal requirements under the DDA and the new standards; and
- reviewing and publicly reporting on airlines' and airports' compliance with the new standards after the new rules come into effect.

- The government will also consult on amendments to the *Civil Aviation (Carriers) Liability Act 1959*, to provide improved remedies for wheelchairs or other mobility devices damaged or lost by domestic airlines.
- 3 full day co-design workshops were held in July and August 2025, focusing on segments of the air travel journey: planning the journey, on the plane and at the airport.
  - Workshop 3 was held at Sydney Airport, and included attendance over the lunch session by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, and Senator the Hon. Jennifer McAllister, Minister for the National Disability Insurance Scheme.

Background

Accessible air travel

- The government released its Aviation White Paper on 26 August 2024, which commits to 56 initiatives to improve the industry's safety, productivity, competitiveness and sustainability.
- Key areas of focus in the Aviation White Paper include improving the aviation passenger experience and ensuring passengers' rights are clear and protected. This includes a strong focus on improving air travel for people with disability.
- In addition to aviation-specific disability standards, other relevant Aviation White Paper initiatives supporting accessible air travel include:
  - establishing an ombuds scheme for the aviation industry scheme
  - delivering a new Aviation Customer Rights Charter
  - extending the Remote Airstrip Upgrade Program to include additional funding for safety and accessibility works
  - requiring additional accessibility information in airport master plans and Master Development Plans, through amendments to the Airport Regulations 2024.

Financial Information as at 31 July 2025

As at 31 July 2025, the department employed 10.46 ASL staff (3.70 ASL for Disability Transport Standards and 6.76 ASL for Aviation Accessibility) for the disability standards functions.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000379

Supporting Information

Recent Ministerial Comments

- "In a statement, Federal Transport Minister Catherine King said what people with disability had been experiencing (when travelling by air) was 'simply not good enough' and she attended a co-design workshop last week." ABC News article, 26 August 2025 www.abc.net.au/news/2025-08-26/people-with-disability-air-travel-aviation-standards-drag/105610372
- "In response to Ms Brice's experience, Ms King said it was clear that the treatment of people with a disability by airlines and airports is "not good enough". "That's why, through the Aviation White Paper, we announced we will protect the rights of people with disability who access air travel by creating new disability standards… This is an important issue and we're not wasting time to get started. My department will soon hold workshops with people who have lived experience of disability and their representatives or carers. The workshops will examine how they access air travel, for example the booking and pre-flight processes, the airport experience and in-flight. These conversations will contribute to the design of standards that will make air travel fairer and more accessible for people with disability." Townsville Bulletin, 23 June 2025. www.cairnspost.com.au/news/townsvilles-julie-brice-calling-out-airlines-for-lack-or-wheelchair-travel-options/news-story/83a8b1dba058889eb7d1640b0ffb4351?btr=c1e123cce236fb9a62bd7a70b7c71087

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- "Paula says she had Uber rides cancelled 32 times because she has guide dog. The company is blaming the drivers", Elias Visontay, The Sydney Morning Herald, July 22 2025 www.smh.com.au/business/consumer-affairs/paula-wanted-to-travel-with-her-guide-dog-but-uber-drivers-kept-cancelling-20250721-p5mgl1.html
- "'Completely unacceptable': Disabled Townsville woman calls out airlines discrimination", Nikita McGuire, Townsville Bulletin, 23 June 2025 www.cairnspost.com.au/news/townsvilles-julie-brice-calling-out-airlines-for-lack-or-wheelchair-travel-options/news-

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- "Big win for wheelchair travel as Townsville woman's advocacy flies high", Nikita McGuire, Townsville Bulletin, 10 July 2025 https://readnow.isentia.com/Temp/198691-1214309988/1105036281_20260710.pdf
- "People with disability still dealing with inaccessible air travel as aviation reforms drag on", Nas Campanella, ABC News, 26 August 2025 www.abc.net.au/news/2025-08-26/people-with-disability-air-travel-aviation-standards-drag/105610372

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Brendon Buckley

SB25-000380

SUBJECT: Low Carbon Liquid Fuels

Talking Points

- The Australian Government is committed to reaching net zero emissions by 2050, and low carbon liquid fuels (LCLF) are an important part of this decarbonisation agenda.
- As part of the Future Made in Australia (FMA) agenda, the government announced plans to fast-track support for an LCLF industry, with an initial focus on sustainable aviation fuel (SAF) and renewable diesel.
- This includes a $1.1 billion Cleaner Fuels Program to stimulate private investment in Australian onshore production of LCLF, and help unlock the vast economic and industrial opportunities from LCLF.
  - detailed design of the program will be undertaken later this year by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts and the Department of Climate Change, Energy, the Environment and Water, in consultation with industry.
- In addition, $250 million has been set aside in the FMA Innovation Fund for the development of nascent LCLF production technologies.
- The government is also providing over $30 million for the Sustainable Aviation Fuel Funding Initiative, through the Australian Renewable Energy Agency (ARENA). A total funding of $33.5 million has so far been provided to five projects, including:
  - $9 million to Jet Zero Australia to determine the viability of its commercial-scale alcohol-to-jet LCLF production facility in Townsville, Queensland and progress towards a final investment decision;
  - $2.4 million to Viva Energy to enable blended SAF supply into Brisbane Airport for commercial use;
  - $8 million to Australian technology and project developer Licella, to complete Feasibility and Front-End Engineering Design (FEED) studies assessing the viability of establishing a biorefinery facility in Bundaberg, Queensland;
  - $8 million to Ampol, to investigate developing a renewable fuels facility for SAF and renewable diesel production at the company's Lytton refinery; and
  - $6.1 million to GrainCorp to investigate the establishment of an oilseed crushing facility that may produce canola oil as a feedstock input for SAF production.
  - Further questions on this program or individual projects should be directed to ARENA.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Brendon Buckley

SB25-000380

Key Issues

- LCLF provide an alternative decarbonisation pathway for hard-to-electrify sectors, including transport (aviation, heavy vehicle, rail and maritime), mining, agriculture and construction. Developing an LCLF industry in Australia will help to accelerate the decarbonisation of these sectors.
  - the recent report 'Refined Ambitions: Exploring Australia's Low Carbon Liquid Fuel Potential' (2025), commissioned by the Clean Energy Finance Corporation (CEFC), finds that a mature Australian LCLF industry could deliver around 230 million tonnes CO2-e in cumulative emissions reduction by 2050.
- A domestic LCLF industry also offers economic and fuel security benefits for Australia.
  - the CEFC report shows that a domestic LCLF industry could be worth $36 billion by 2050 and that most of the $15 billion domestic feedstock opportunity required by 2050 to underpin domestic refiners will be supplied by Australia's agricultural sector.
  - the CEFC report also highlights that a domestic LCLF industry can reduce Australia's reliance on imported liquid fuels, support local resilience, and create energy security for high-value sectors, such as defence.
  - the Commonwealth Scientific and Industrial Research Organisation's (CSIRO) report 'Opportunities and Priorities for a Low Carbon Liquid Fuel Industry in Australia' (2025) estimates that a local LCLF industry could contribute between $6 billion to $12 billion annually in direct economic benefits, with greater gains from regional co-benefits, including diversified income streams for farmers and regional communities.
  - the CSIRO's SAF Roadmap (2023) estimates that there is enough feedstock to support production of up to 14 billion litres of SAF in Australia, or 90% of of domestic jet fuel demand, by 2050.
  - modelling from ARENA's Bioenergy Roadmap estimates bioenergy could potentially support 10,700-28,100 additional jobs by 2030, and 13,400-35,300 additional jobs by 2050 (depending on the level of industry and government intervention). Modelling for an ambitious scenario indicated that at least one in four additional jobs are expected to be in regional areas.
- To capture the decarbonisation, economic and fuel security benefits of a LCLF industry in Australia, the department is undertaking work to consider both potential supply and demand-side measures for LCLF.
  - combining supply and demand-side measures to support an Australian LCLF industry is a key message from stakeholders as part of the 2024 public consultation on *Low Carbon Liquid Fuels – A Future Made in Australia: Unlocking Australia's low carbon liquid fuel opportunity*.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Brendon Buckley

SB25-000380

- The government's $1.1 billion Cleaner Fuels Program, announced on 17 September 2025, will offer grants to domestic producers for the production of LCLF.
  - The ten-year, production-linked incentive is intended to help bridge the gap between local production costs and the international price of LCLF, while our domestic industry scales up to compete globally.
  - Grants will be awarded through a competitive process to ensure value for taxpayer funds.
  - The design of the program is expected to be finalised in mid-2026, ahead of opening applications in 2026-27.
  - The first production of 'drop-in' cleaner fuels, which can be directly substituted for existing fuels and work in today's engines, is estimated by 2029.
- As part of the 2024-25 Budget, the government announced a new *Future Made in Australia Act*. This coordinated package of reforms and initiatives will support the growth of new clean industries that will benefit communities and workers. The FMA legislative package will boost investment, create jobs, capitalise on our comparative advantages and build sovereign capability in areas of national interest.
  - LCLF have been identified as a priority sector as part of FMA. This is due to Australia's potential advantages in LCLF production, the role of LCLF in supporting the transition to net zero, opportunities for increased regional employment and fuel security, as well as identified private sector interest in investing in LCLF production in Australia.
- The government is expanding the Guarantee of Origin scheme to incorporate LCLF and will enable an Australian LCLF market by creating a certification system for LCLF. This will allow producers to demonstrate the emissions benefits of the fuels they produce, helping to create demand.
- Globally, many jurisdictions, including the US, UK and EU, have implemented production incentives and/or mandates to encourage production and uptake of LCLF. Australia will learn from international best practice when designing our policy settings, to leverage our comparative advantages in LCLF, such as our abundant feedstocks, and increase our competitiveness in the global LCLF industry.
  - Australia will also align our policy settings with international frameworks and guidance where possible, including work being undertaken by the International Civil Aviation Organization (ICAO) and International Maritime Organization (IMO).

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000380

Background

- Australia relies on liquid fuels for more than half of our final energy demand. Liquid fuel use accounted for around 31% of Australia's total (net) emissions in 2022-23.
  - this is particularly the case for transport, which accounts for around 70% of Australia's consumption of refined liquid fuel products.
  - hard-to-electrify sectors, including transport (aviation, heavy vehicle, rail and maritime), mining, agriculture and construction, are projected to remain reliant on liquid fuels –particularly aviation fuel and diesel – out to 2050.
- The CSIRO's report 'Sustainable Aviation Fuel Roadmap' (2023) notes that Australia's large landmass, temperate climates, advanced farming practices, access to renewable feedstocks, established supply chains and renewable energy potential are all assets in developing a range of feedstocks to support a domestic SAF industry.
- Australia is already a competitive producer of feedstocks used for LCLF, exporting $2.1 billion worth of canola to the European Union in 2023. Competitiveness in this segment of the supply chain can contribute to broader cost competitiveness, as feedstock costs are a primary driver of the total costs of producing LCLF.
- The CSIRO's report 'Opportunities and Priorities for a Low Carbon Liquid Fuel Industry in Australia' (2025) estimates that by 2050, Australia has sufficient biomass production capacity to produce over 12 gigalitres of LCLF per year – roughly equivalent to around a quarter of total fuel demand.
- LCLF are currently estimated to be between 2 and 5 times higher in cost than their unabated fossil fuel counterpart. That said, LCLF prices are expected to decrease over time as technology and economies of scale improve, although pricing will also depend on the growth of demand for LCLF.
- Excluding use of offsets, LCLF are expected to provide the cheapest available approach to in sector abatement for the aviation industry, once energy efficiency measures are exhausted. Qantas Group (including Jetstar) and Virgin have both committed to net zero by 2050.
  - Qantas has also committed to a target of reducing net emissions by 25% by 2030 (from 2019 levels), and to a target of 10% SAF in fuel mixes by 2030.
  - Qantas has established a A$400 million Climate Fund to invest in sustainability projects and technologies. This includes its US$200 million partnership with Airbus to accelerate establishment of a SAF industry in Australia.
  - Qantas, Sydney Airport and Ampol, supported by Qantas' SAF Coalition partners, imported nearly two million litres of unblended SAF from Malaysia in May 2025. This fuel is being blended and distributed at Sydney Airport to be used on flights, aiming to reduce carbon emissions by 3,400 tonnes.

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- Virgin Australia entered an agreement with Viva Energy to source SAF for its flights departing from Proserpine, Queensland, between March and July 2025. Under the terms of the agreement, Viva Energy will provide Virgin Australia with SAF consisting of Jet A1 and a 30-40% synthetic blend component made from waste and residue feedstocks.
- Virgin Australia and Boeing released a report in May 2025 on an International Book and Claim system for SAF accounting. The report examines the challenges inherent in the current policy frameworks and the critical points of consideration to unlock alternative SAF accounting frameworks, such as Book and Claim.

Supporting Information

Recent Ministerial Comments

Fuelling the future: $1.1 billion to power cleaner Aussie fuel production (Media Release, 17 September 2025)

- As demand for air travel grows, and more goods are moved by road and rail, it's essential we invest in future fuels that allow us to facilitate this increasing demand while meeting our net-zero targets.
- Low carbon fuels have the potential to be a $36 billion industry here in Australia, and we have the opportunity to lead the way on the production of these new fuels.
- We have the renewable feedstocks, access to clean energy and a strong agriculture base, all of which will allow us to develop this new industry, create new jobs and power how Australians move for decades to come.

Low-carbon liquid fuels of the Future Made In Australia (Media Release, 6 March 2025)

- We know that industries vital to our national prosperity, like the transportation of people and goods across our vast land, are carbon intensive and hard to abate.
- That's why we're investing hundreds of millions of dollars to develop – right here in Australia – the low carbon liquid fuels of the future that will reduce their environmental impact without preventing their operation or expansion.
- We have all the ingredients in Australia to be a global clean energy superpower, and the Future Made in Australia fund will help bring that potential to reality.

Relevant Media Reporting

- "Labor reveals $1.1bn plan to replace petrol with fuels made from canola, sorghum and sugar", Dan Jervis-Bardy, The Guardian, 16 September 2025, https://www.theguardian.com/australia-news/2025/sep/16/labor-grants-production-low-carbon-liquid-fuels-climate-emissions
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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Richard Wood/Brendon Buckley

SB25-000380

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- "Virgin Australia and Boeing release SAF report", Biofuels International Magazine, 28 May 2025, https://biofuels-news.com/news/virgin-australia-and-boing-release-saf-report/
- "Qantas receives largest SAF import at Sydney Airport", Fayaz Hussain, SAF Investor, 14 May 2025, https://www.safinvestor.com/news/147608/qantas-sydney/

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Sally Todd

SB25-000381

SUBJECT: Road User Charging – Electric Vehicles

Talking Points

- The Australian Government has publicly indicated it will progress work on road user charging for electric vehicles (EVs).
- The focus of this work will be to ensure EVs make an equitable contribution to the roads they use. It is 'not a double tax' on petrol, diesel cars.
- The government has made it clear the EV road user charging model is not 'set in stone'. The government will work with states and territories to try and work out 'the best model and the best timing'.
- We expect this work will consider a range of options and the interactions with other policies. However, we cannot pre-empt decisions of government.

Key Issues

- Modelling undertaken for the 2023 Intergenerational Report shows that fuel excise collections are projected to decline as a proportion of GDP as the uptake of electric vehicles (EVs) increases under a range of plausible scenarios.
- A number of ministers, including the Prime Minister and the Treasurer have indicated the government will develop a road user charge for EVs.
- In response, some industry bodies and lobbyists have publicly voiced their views on EV road user charging. There has also been conjecture by the media on how the EV road user charging model will operate.
- The government has publicly communicated no final EV road user charging model is settled. There are complex policy questions which will be investigated, including through consultation with governments and industry.
- On 5 September, the Council of Federal Financial Relations released a joint statement on road user charging (see **Attachment A**), which included the following principles which will inform development of an V road user charge:
  - reforms should be designed to not deter the continued take-up of electric vehicles.
  - the reforms to the treatment of electric vehicles will ensure more equitable treatment across vehicle types and provide certainty to support investment.
  - the design of reforms should be as simple as possible and minimise administration and compliance burden.

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Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 26/08/2025

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- any changes are phased to enable the productivity, climate and consumer benefits of increasing electric vehicle uptake over the coming years.

- Ultimately, final decisions on road user charging for EVs, including the model and timing, are a matter for government.
- A Coalition finance spokesman said "everybody agrees that it is not fair that some road users who fill up their car with petrol and diesel pay the costs of maintaining roads, and some road users who have an EV don't contribute to that cost, and so that is an issue which needs to be recognised. We want to see the details here, and it will involve co-operation with the states. It sounds like it's not something that's going to come very quickly, but we'll consider on its merits any proposal that the government brings forward."

Background

Vanderstock

- In July 2021, the Victorian Government implemented a road user charge for light zero and low emissions vehicles. The constitutional validity of that charge was tested in a High Court case (*Vanderstock v Victoria*).
- On 18 October 2023, the High Court's judgment in the Vanderstock case ruled the Victorian charge unconstitutional.

Declining fuel excise

- In August 2023, Treasury published its 6th Intergenerational Report which projects the outlook of the economy and the Australian Budget to 2062-63.
- Under the 2023 Intergenerational Report's 'baseline' and 'higher uptake' scenarios, the uptake of electric vehicles is expected to have a relatively minor impact on fuel excise receipts in the medium term.
- However, the 2023 Intergenerational Report and the National Electric Vehicle Strategy also show timeframes for any future decline in fuel excise are highly uncertain and are dependent on EV uptake rate, the retirement rate of the existing fleet, and the distance driven and fuel consumption of different vehicles such as heavy and off-road vehicles.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Sally Todd

SB25-000381

Supporting Information

Freedom of Information (FOI) Requests

- FOI 25 – 134: request for access to internal the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts policy advice, research or other formal documents relating to options or plans for implementing a road user charging scheme in Australia.
  - no documents were found that match the scope of this request (letter dated 6 November 2024).

Recent Ministerial Comments

- On 28 August 2025 Treasurer Jim Chalmers said "Our focus in road user charging is on electric vehicles. We're not trying to work out ways to double-tax internal combustion engines, we're trying to make sure that people who drive EVs, [the] increasing numbers of people who drive electric vehicles, are making a contribution to the upkeep of the roads that they use. It's fundamentally about making the system a bit fairer."
- On 21 August 2025, following the Economic Reform Roundtable, Treasurer Jim Chalmers said "there was a lot of support in the room for road user charging. There wasn't a final model settled, but there was a lot of conceptual support for road user charging, and we committed to the group that Daniel Mookhey and I would work with Catherine King and other ministers to work through a state's options paper when I meet with the state and territory treasurers on the fifth of September… And to give you a sense of the considerations that people in the room were grappling with, and I suspect the states are grappling with too, is about, obviously the substance of that regime, but also the timing and sequencing of it. Whether that's best done in pieces over time or a swifter model. And there wasn't unanimity on that. I suspect there's probably not unanimity around that in the states and territories either, but we will consider that options paper when we meet in a couple of weeks' time".
- On 21 August 2025, Senator the Hon Katy Gallagher Minister for Finance said "there seem to be a lot of support and an acknowledgement that as our economy transitions to net zero, as people move from petrol to EV vehicles, that we need a way to ensure that we're funding the infrastructure we need, the road infrastructure we need around the country. And there did seem to be largely agreement on that. I'm not saying it's going to be non-controversial. There'll be discussions about, you know, how you do it, when you do it, the states are actively involved… I think we've been clear. We were talking about it before the election. There's a piece of work underway already. Catherine King's talking to infrastructure ministers. What I'm relaying to you is views around the table, the Roundtable, from those industry representatives,

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community representatives, union representatives, were all in understanding what the issue is and why we are needing to talk about it and resolve it."

- On 17 August 2025 Treasurer Jim Chalmers said "We've also been working closely with states and territories in areas like EVs and road user charging, not in a rush, but we'll take the time to get those sorts of considerations right".
- On 13 August 2025 Prime Minister Anthony Albanese said "What I believe is that we need money to ensure that roads are adequate and that is a long held belief", and "What we need to do is to work those issues through and to come up with a realistic plan that can be implemented. And we'll await those discussions."
- On 11 August 2025 The Hon Tanya Plibersek MP, Minister for Social Services said "It's no secret that as the number of petrol vehicles and diesel vehicles goes down, the tax from fuel excise decreases [and] that means less money for building and maintaining roads… The states and territories have been looking at this for some time."

Relevant Media Reporting

- "Jim Chalmers says future road user charge to 'focus' on EV vehicles, not 'double tax' on petrol, diesel cars", Jessica Wang, The Australian, 24 August 2025 - www.theaustralian.com.au/breaking-news/jim-chalmers-says-future-road-user-charge-to-focus-on-ev-vehicles-not-double-tax-on-petrol-diesel-cars/news-story/7bfa7fbd131d444c4758ed600eeb0e7f
- "An EV road user charge is looming. Could it slam the brakes on Australia's clean car transition?", Graham Readfearn, The Guardian, 23 August 2025 - www.theguardian.com/environment/2025/aug/23/ev-road-user-charge-australia-electric-cars-vehicles-clean-transition
- "Jim Chalmers' three day roundtable builds consensus on road user charge, clearing housing approvals backlog", Jessica Wang, NewsWire, 21 August 2025 - www.news.com.au/national/politics/jim-chalmers-threeday-roundtable-builds-consensus-on-road-user-charge-clearing-housing-approvals-backlog/news-story/b26f4a05c1c32d03769d78a7c8428ef8?btr=a185c6181fed461e7bcf3714bb95fdca
- "Heavy vehicle trials to drive design of road users' charge", Geoff Chambers and Rhiannon Down, The Australian, 14 August 2025 - www.theaustralian.com.au/subscribe/news/1/?sourceCode=TAWEB_WRE170_a_GGL&dest=https%3A%2F%2Fwww.theaustralian.com.au%2Fnation%2Fpolitics%2Fheavy-vehicle-trials-to-drive-design-of-road-users-charge%2Fnews-

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story%2F2f7cfb3f3bc16fabe3325562aff71e72&memtype=anonymous&mode=premium&v21=HIGH-Segment-1-SCORE&V21spcbehaviour=append

- "Chalmers moves to phase in EV road user charge", Phillip Coorey and Ryan Cropp, The Australian Financial Review, 13 August 2025 - www.afr.com/politics/federal/chalmers-moves-to-phase-in-ev-road-user-charge-20250813-p5mmpi
- "New Zealand to scrap fuel tax for road-distance levy", Tracy Withers, The Australian Financial Review, 6 August 2025 - www.afr.com/world/pacific/new-zealand-to-scrap-petrol-tax-for-road-distance-levy-20250806-p5mksp
- "EV levy plan sets up revenue fight with states", John Kehoe and Sumeyya Ilanbey, The Australian Financial Review, 14 July 2025 - www.afr.com/policy/tax-and-super/ev-levy-plan-sets-up-revenue-fight-with-states-20250714-p5meq7

Attachments

- A: Joint statement from Treasury Ministers on road user charging 5 September 2025
- B: Media coverage summary

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FOI 26-135 - Document 36 Attachment A

5 September 2025

Joint statement from Treasurers on road user charging

The rapid development of electric vehicle technology is transforming the outlook for both passenger and freight transport, and policies at all levels of government will need to evolve to seize the opportunities and manage the challenges of this new outlook.

Reforms to road user charging arrangements for electric vehicles have the potential to bolster productivity through more efficient use of the road network and vehicle fleet and ensure fair and sustainable funding for road investment and maintenance. Reforms should be designed to not deter the continued take-up of electric vehicles.

The reforms to the treatment of electric vehicles will ensure more equitable treatment across vehicle types and provide certainty to support investment.

The design of reforms should be as simple as possible and minimise administration and compliance burden.

We will ensure any changes are phased to enable the productivity, climate and consumer benefits of increasing electric vehicle uptake over the coming years.

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Attachment B: Media coverage summary

24 August 2025, "Chalmers confirms EV drivers target of road user tax", The Australian

- The Treasurer clarified the road user charge will only apply to electric vehicle drivers and will not "double tax" petrol vehicle drivers.
- The Treasurer said "our focus in road user charging is on electric vehicles. We are trying to make sure that people who drive EVs…are making a contribution to the upkeep of the roads that they use."
- There will be further talks and a presentation of an options paper at a joint state and federal treasurer's meeting on 5 September 2025.

23 August 2025, "An EV road user charge is looming. Could it slam the brakes on Australia's clean car transition?", The Guardian

- Reports that the Productivity Commission has been calling for reforms on how revenue is raised from vehicles.
- Quotes the Treasurer saying that there was "a lot of conceptual support for road user charging".

21 August 2025, "Jim Chalmers' three day roundtable builds consensus on road user charge, clearing housing approvals backlog", NewsWire

- Reports that road user charging is among the 10 immediate reforms from the roundtable that will be progressed to boost productivity.
- Quotes that Treasurer saying that "Treasurer Mookey was very informed and very constructive…right round the table people had a view that this is an idea whose time has come and so we will do that work".

14 August 2025, "Heavy vehicle Trials to drive design of road users' charge", The Australian

- References the national heavy vehicle charging pilot undertaken by the department which is expected to guide the best technology designs for a RUC charging regime.
- Quotes the Prime Minister saying "What we need to do is…come up with a realistic plan that can be implemented".

13 August 2025, "Chalmers moves to phase in EV road user charge", The Australian Financial Review

- Reports the Prime Minister backs the Treasurer's view that the government has a mandate to implement a RUC before the next election. Starting with heavy EVs before being applied to all cars.
- Notes the NSW will apply a RUC on 1 July 2027 if the Commonwealth has not already done so.
- Treasurer "We haven't settled on a model or on timing…".

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6 August 2025, “New Zealand to scrap fuel tax for road-distance levy”, The Australian Financial Review

- Notes the Albanese government flagged a new distance-based RUC on electric vehicles in a speech by the Treasurer in June.
- Reports the Treasurer said he was working with states on implementing a RUC to replace fuel excise.

14 August 2025, “EV levy plan sets up revenue fight with states”, The Australian Financial Review

- Reports NSW and VIC governments are demanding they receive the revenue from the EV RUC.
- Notes NSW and WA have a RUC they intend to implement in 2027, and NSW’s is structured differently to VICs and has not yet been challenged in the high court.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Sally Todd

SB25-000382

SUBJECT: Heavy Vehicle National Law Reforms

Talking Points

- The Australian Government is committed to supporting the heavy vehicle industry.
- The Heavy Vehicle National Law Reform (HVNL) amendment Bill was introduced into the Queensland Parliament on 26 August 2025, as the host jurisdiction. Once passed in Queensland, other HVNL participating jurisdictions will adopt the amended law via their own parliamentary processes.
- The reforms seek to achieve greater safety and productivity in the heavy vehicle sector, and flexibility and simplicity for participants in the heavy vehicle industry. The reforms include measures that:
  - improve the existing accreditation scheme;
  - simplify driver fatigue rules and compliance;
  - refocus enforcement away from administrative errors;
  - extend offences for off-road parties that influence heavy vehicle safety; and
  - shift prescriptive detail from primary legislation into regulations—allowing for more agile, specific and risk-based regulation.

National Automated Access System (NAAS)

- The most significant non-legislative reform agreed by the Infrastructure and Transport Ministers' Meeting (ITMM) is to establish a NAAS.
- The NAAS will replace 90% of current road access permit requests (while recognising access permits will still be needed for some heavy vehicle journeys).
- The NAAS will deliver quicker, more consistent and more transparent road access decisions, that once complete will give industry instant road access network maps in any part of Australia, tailored to any individual vehicle and load.

Key Issues

- The final amendment Bill is expected to commence in mid-2026.
- The final package of legislative reforms provided to ITMM has not delivered on the full intent of the original Ken Kanofski propositions or the desires of industry. This is due to states exercising veto powers over a number of reforms.
- Industry has expressed disappointment with the overall package, as a number of their high priority reforms were not supported by states and territories.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Sally Todd

SB25-000382

Background

- In August 2022 Infrastructure and Transport Ministers agreed to progress a package of HVNL reforms recommended by Mr Ken Kanofski, consisting of 25 legislative reforms and 21 non-legislative actions, including delivery of the NAAS.
- In June 2023, ITMM endorsed a first D-RIS outlining primary law amendments. Ministers endorsed a second D-RIS in September 2024, with a focus on changes to HVNL regulations to increase mass, height and length.
- Most non-legislative HVNL reforms are now complete and agreed legislative reforms are due to commence mid-2026. Work is underway to finalise regulations and key statutory instruments supporting the amended legislation.
- Industry have been consulted through a range of mechanisms, including industry dialogues held by the HVNL Reform Implementation Steering Committee on 23 August 2023, 27 November 2023 and 8 October 2024 and through the NTC led Reform Advisory Committee.

Supporting Information

Relevant Media Reporting

- "Genuine Progress for HVNL", Alex Catalano, PowerTorque, 14 August, 2025 – https://powertorque.com.au/genuine-progress-for-hvnl/.
- "Slow Burn – inside the ongoing HVNL review", Sean Mortell, Owner Driver, 5 May 2025 – https://www.ownerdriver.com.au/slow-burn-inside-the-ongoing-hvnl-review/.
- "Time for real change in Heavy Vehicle National Law", Warren Clark, NatRoad, 22 January 2025 – https://www.natroad.com.au/time-for-real-change-in-heavy-vehicle-national-law/.
- "Cut the red tape: The case for slashing heavy vehicle access permits", Warren Clark, 16 January 2025 – https://www.natroad.com.au/cut-the-red-tape-the-case-for-slashing-heavy-vehicle-access-permits/.
- "HVNL reforms fail to deliver", Staff writer, Prime Mover Magazine, 16 December 2024 – https://primemovermag.com.au/hvnl-reforms-fail-to-deliver/.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000383

SUBJECT: National Freight and Supply Chain Strategy

Talking Points

- The National Freight and Supply Chain Strategy (Strategy) and National Action Plan were agreed by all Infrastructure and Transport Ministers, and released by the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP on 21 August 2025.
- The Strategy sets the agenda for a collaborative approach to deliver actions by governments and industry across all freight modes, to support more efficient supply chains. The Strategy will also help guide future infrastructure investment decisions.
- The goals of the Strategy have been updated to reflect the priorities of industry with a focus on productivity, decarbonising the freight and supply chain sector, building a skilled workforce and ensuring supply chains are safe, secure and resilient.
- The National Action Plan includes 14 nationally significant actions under the National Priority Action Areas of Productivity, Resilience, Decarbonisation and Data. These require the active collaboration of governments to deliver and/or joint government/industry collaboration.

Key Issues

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts worked closely with jurisdictions and industry to develop the refreshed Strategy and a new 5-year NAP.
- Due to the federal and various state elections, the Strategy release was delayed.
- The department has commenced work with the jurisdictions to implement the actions outlined in the National Action Plan.
- 6 key performance measures have been included in the refreshed Strategy for the first time to measure the performance and effectiveness of the Strategy.
- The first annual report under the refreshed Strategy will be provided to Infrastructure and Transport Ministers for consideration by the end of 2025.

Background

- The Strategy, first released in 2019, sets the agenda for a collaborative approach to deliver actions by governments and industry across all freight modes.
- The Strategy was reviewed in 2023-24 to ensure it remained fit for purpose. The review was brought forward following ongoing disruptions to the freight and logistics sector including the COVID-19 pandemic, extreme weather events and geopolitical shifts.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000383

- The Review Report made six recommendations and was released on 22 May 2024. The refreshed Strategy addresses the six recommendations.

Supporting Information

Questions on Notice (QoNs) – 22 July 2025 - Senator McKenzie

- PQ25-000041 2023 Review of the National Freight and Supply Chain Strategy

Recent Ministerial Comments

- Refreshed Strategy – Minister's Media Release
  "New National Freight and Supply Chain Strategy and Action Plan", The Hon Catherine King MP, 21 August 2025 – https://minister.infrastructure.gov.au/c-king/media-release/new-national-freight-strategy-and-action-plan

Relevant Media Reporting

- The release of the refreshed Strategy has garnered positive press across several news outlets.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Sally Todd

SB25-000384

SUBJECT: Train Visibility

Talking Points

- Governments recognise that level crossing safety is important. This is why the Infrastructure and Transport Ministers Meeting endorsed a voluntary Train Visibility Code of Practice (the Code).
- This approach supports rail operators to improve train visibility in the near-term. The process to pursue a mandatory regulatory option takes much more time.
- The Commonwealth is working with jurisdictions and industry to upgrade infrastructure, conduct trials, and engage with the public.
- The Office of the National Rail Safety Regulator (ONRSR) is best placed to answer technical questions about train visibility, the Code's implementation and research.

Key Issues

- Improving level crossing safety is complex and many factors may affect visibility, including train illumination, road conditions, vegetation and physical infrastructure.
- Coordinated government and industry action is needed to implement reform. This involves reaching consensus across governments, working through changes with rail operators (who may differ in size) as well as conducting trials.

Background

Voluntary standards

- The 'Improve Train Lighting and Passive Level Crossing Safety' advocacy group consists of 12 families who have lost loved ones in level crossing accidents. The group considers mandatory lighting would save lives. Some members of the group have been lobbying governments for over 20 years and are critical of the pace of train lighting reform and voluntary approaches to train lighting.
  - Engineers Australia, the National Farmers Federation and the Australian Trucking Association support better train lighting. The WA Nationals also committed to mandatory lighting as part of the 2025 state election.
- In July 2024, the group petitioned the Parliament to implement mandatory fitment of rotating beacon lights on the front of trains and side lighting.
- The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP's response noted that the voluntary Code can be implemented more quickly than regulation, but that ministers are open to taking further action.

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- The minister also noted that courts will consider compliance with the Code in cases involving safety duties, potentially encouraging industry compliance.
- The ONRSR is working with industry to support the Code's uptake, including in-field engagement and education, distributing educational resources and launching a website.
- In March 2024, Aurizon and Pacific National stated they would adopt the Code.
- The ONRSR will provide annual updates to infrastructure and transport ministers about industry implementation of the Code.

Regional Australia Level Crossing Safety Program

- The Commonwealth committed $180.1 million over 5 years from 2022-23 to the Regional Australia Level Crossing Safety Program, for a range of work including regional level crossing upgrades, trials, research and the Regional Railway Crossing Safety Awareness Campaign.
- The campaign (tv, radio, social media, outdoor advertising), ran in regional areas from 19 May to 30 June 2024, aiming to highlight level crossing risks and promote safe driving.
  - the advocacy group criticised the campaign for focusing on driver behaviour and their perception that road users caused collisions.
  - according to the ONRSR, road user behaviour is the leading cause of level crossing accidents and using education to encourage safe behaviour has been identified by the *National Level Crossing Strategy 2023-2032* as a way to improve safety.
- Transport for New South Wales intend to run the campaign for a second time from 28 September 2025 to 30 June 2026.

Rail safety data and research

- According to the Tracksafe Foundation, from 2016 to 2024 there were 28 deaths and 156 injuries from vehicle collisions at level crossings (with 4,466 near hits).
- Tracksafe also recorded 16 deaths and 19 injuries occurred between people and trains (with 3,847 near hits) in the same period.
- The ONRSR has stated that 74% of collisions and 81% of near hits occur at daytime.
- Several studies have examined how to make trains more visible to road users, including a 2022 Australasian Centre for Rail Innovation study and Monash Institute of Railway Technology trials in 2023 and 2024.
- Studies have generally found that road users are better able to see trains with certain lights (especially at night). However, given that most collisions occur during the day, a complex picture has emerged from research about how lighting combinations and contextual factors (such as a driver's line of sight at a crossing) can affect visibility.

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- The studies have also suggested more work is required on topics like train operator health effects and light pollution.

Supporting Information

Questions on Notice (QoNs)- Supplementary Estimates 2024 – 2025 (Senator McKenzie).

- SQ24-001608: Code of practice - train visibility at level crossings.
- SQ24-001356: Illumination of trains, locos, rolling stock.
- SQ24-001357: Train visibility.
- SQ24-001358: Single head light on train.

Relevant Media Reporting

- "We have stronger laws in place for bicycle lighting than we do for trains", Brooke Littlewood, *Farm Weekly*, 14 August 2025.
- "United front: politicians and locals demand mandatory train lighting saying 'enough is enough'", Cally Dupe, *Midwest Times*, 12 August 2025.
- "Railway 'disgrace': Families still fighting for train lighting improvements after 25 years", Cally Dupe, *Countryman News*, 6 July 2025.
- "Rail safety advocate pens open letter to PM in push to make level crossings safer", staff writer, *Big Rigs*, 21 May 2025.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Sally Todd

SB25-000398

SUBJECT: Transport and Construction Productivity

Talking Points

- The Australian Government is progressing productivity measures in the transport and infrastructure sectors.
  - on 21 August 2025, the Minister of Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP released the refreshed National Freight and Supply Chain Strategy and new Action Plan ***(see SB25-000383)*** with four priority areas, including productivity.
  - through the National Construction Industry Forum, the government is working with industry to finalise the Blueprint for the Future to address challenges in the construction sector.
  - a National Construction Strategy is also being developed to improve productivity in the construction of land transport infrastructure.
- Productivity enhancing initiatives continue to be progressed through the Infrastructure and Transport Ministers' Meeting. At the 11 August 2025 meeting, ministers agreed to a future technology pathway to provide more efficient access to rail networks by operators and boost interoperability.
- Road user charging was identified as one of the key topics of discussion during the Treasurer's Economic Reform Roundtable. The government has said it will develop a road user charge for EVs in consultation with states and territories (***see SB25-000381*** *Road User Charging Reform).*

Key Issues

Transport and construction sector roundtables

- On 8 July 2025, the minister convened roundtables with the transport and construction sectors to discuss and identify practical and implementable reforms to support the government's productivity agenda.
- The transport roundtable discussed options to improve productivity and alleviate regulatory barriers.
- At the construction roundtable, participants discussed options to improve productivity at each of the key stages of infrastructure projects like planning and design, construction, contracting and handover.

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2025-2026 Supplementary Budget Estimates

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SB25-000398

Key themes raised at the minister's transport and construction roundtables

- Reducing regulatory barriers to allow better freight movement.
- Streamlining approval processes for infrastructure projects.
- Improving data collection and sharing.
- Greater consistency between jurisdictions.
- New pathways to address skill shortages.
- Improving workplace culture in the construction industry to better attract new talent.

If asked – what is the government doing to progress the topics raised at the roundtables?

- Insights from the roundtables are informing productivity initiatives and the government's broader productivity agenda. Any potential new measures are a matter for government.
- Much of the department's ongoing work is already targeted at improving productivity. For example:
  - in August, the minister released the refreshed National Freight and Supply Chain Strategy and National Action Plan ***(see SB25-000383);***
  - at the 5 September 2025 Council on Federal Financial Relations, Treasurers agreed to expand National Competition Policy priorities to include heavy vehicle access reforms to improve transport productivity;
  - the government is working with industry to finalise the Blueprint for the Future, through the National Construction Industry Forum, to address challenges in the construction sector; and
  - the government is developing a National Construction Strategy to improve productivity in the construction of land transport infrastructure.

Background

- Productivity growth in Australia has slowed.
  - besides a spike from COVID, transport multi-factor productivity has been trending down for decades – from more than 3% last century to zero or less in the last decade.
  - productivity in the construction industry is also in decline. Between July 1988 and June 2023 productivity has declined by 7.2% in the construction sector (source: Australian Bureau of Statistics – Estimates of Industry Multifactor Productivity).
- The Treasurer hosted the Economic Reform Roundtable on 19-21 August 2025 to build consensus on ways to improve productivity, enhance economic resilience and strengthen budget sustainability.

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- the 10 areas of consensus that emerged from the Roundtable were: progress towards a single national market, simplifying trade and reforming tariffs, better regulation, speeding up approvals in national priority areas, building more homes more quickly, how to make artificial intelligence a national priority for Australia, attracting capital and deploying investment, building a skilled and adaptable workforce, a better tax system, and modernising government services.

- The government has also tasked the Productivity Commission to conduct 5 enquiries to identify priority productivity reforms. The 5 pillars of productivity inquiries centre on: creating a more dynamic and resilient economy, net zero transformation, harnessing data and digital technology, building a skilled and adaptable workforce, and delivering quality care more efficiently. The Commissions has released the 5 interim reports for consultation with submissions closing 15 September 2025.

Supporting Information

Consultations/Roundtables:

	Held on	**No. industry attendees**
Transport roundtable	8 July 2025	17
Construction roundtable	8 July 2025	15

Recent Ministerial Comments

Minister Kings speech at the Australian Logistics Supply Chain Summit – August 2025

"Ahead of the Economic Reform Roundtable this week, I sat down with representatives from across the sector to understand how we can support the Government's productivity agenda. What came through clearly in the discussion was that a genuine network approach is needed….

The message was clear - reducing this regulatory burden and creating consistent national standards would unlock significant productivity improvements across the entire supply chain."

Minister Kings media release, Boosting transport and construction productivity, July 2025

"The Albanese Government is serious about tackling the structural challenges in our transport and construction sectors that can stifle productivity, so we can better support innovation and investment across both industries, with the skilled workforce to match.

"I had the privilege of chairing both roundtables and thank all of the industry representatives that contributed to discussions and committed to action.

"I look forward to continuing to work with industry and across Government to drive productivity in Australia's transport and construction sectors."

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Lead/Support contact: Paula Stagg/Sally Todd

SB25-000398

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Mike Makin

SB25-000385

SUBJECT: Connected and Automated Vehicles

Talking Points

- Connected and automated vehicles have the potential to deliver significant benefits for Australians, including improved safety, accessibility, productivity and sustainability.
- Australia's current road vehicle regulations assume that a human driver will be in control of the vehicle at all times. However, in an Automated Vehicle (AV) the Automated Driving System (ADS) will be in control and performing the driving task, either at dedicated times or always depending on the vehicle's automation level. Therefore, Australia needs new laws to regulate automated vehicles if they are to operate on our roads.
- The Australian Government is working with the National Transport Commission (NTC) and states and territories to develop a new end-to-end regulatory framework to support the safe operation of AVs on public roads.
- The Commonwealth is also an active member of the United Nations' working group drafting international vehicle regulations for Automated Driving Systems.

Key Issues

- Responsibility for the regulation of road transport is shared between the Australian Government and state/territory governments:
  - The Commonwealth *Road Vehicle Standards Act 2018* (RVSA) sets national standards for vehicle safety, theft protection, and emissions control (known as the Australian Design Rules (ADRs)) for all road vehicles being provided to the Australian market for the first time.
  - once a vehicle is provided to the Australian market, state and territory governments are responsible for regulating the vehicle's ongoing use, road network access, driver licensing and road rules. Vehicles in-service are expected to continue to comply with the ADRs.
- The current state and territory-based regulation is not fit for regulating AVs as it requires a human driver to be in control of a vehicle at all times, however, when an ADS is engaged, it performs the driving task and requires no human input.
- At the May 2021 Infrastructure and Transport Ministers' Meeting, ministers agreed to align with international AV standards as they are developed to ensure Australia remains part of the global automated vehicle market.
- In February 2022, Infrastructure and Transport Ministers agreed to the development of a Commonwealth Automated Vehicle Safety Law.

Contact: Mike Makin **Cleared by:** Paula Stagg, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 15/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Mike Makin

SB25-000385

- Between 22 April and 11 June 2024, the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts and the NTC jointly undertook public consultation on AV safety reforms. The department is using the consultation feedback to inform development of the Automated Vehicle Safety Law.
- The Commonwealth is also actively working with other members of the United Nations (UN) World Forum for the Harmonization of Vehicle Regulations, known as Working Party 29 (WP.29), on developing internationally consistent AV regulations.
  - within WP.29, there are a number of sub-groups amending existing vehicle regulations and developing new regulations for AVs and, in particular, new regulations for ADS.
  - Australia is part of the leadership group of the ADS working group, which has a target timeframe to develop the ADS regulations for consideration by WP.29 by the end of 2026.

Background

- Several other countries already have regulatory arrangements for the use of AVs or are actively developing them. Vehicles with automated driving systems are now permitted to be used on some roads in countries including France, Germany, Japan and South Korea (however, the latter 2 countries do not currently have any privately-owned automated passenger vehicles on public roads). Some states in the United States also permit the use of AVs, with robotaxis available for public use in parts of California, Georgia and Texas. In May 2024, the Automated Vehicles Act 2024 received Royal Assent in the United Kingdom. The Act authorises AVs to operate on public roads by 2026.
- The National Road Transport Technology Strategy and 2024-27 National Connected and Automated Vehicle (CAV) Action Plan have been endorsed by Infrastructure and Transport Ministers.

Contact: Mike Makin **Cleared by:** Paula Stagg, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 15/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Tristan Kathage

SB25-000386

SUBJECT: New Vehicle Efficiency Standard Policy and Legislation

Talking Points

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is continuing to develop a number of legislative instruments to support the efficiency of the New Vehicle Efficiency Standard (the NVES) (refer to **EC25-002541**).
- In designing the policy settings of the NVES, the Australian Government consulted extensively with a broad range of stakeholders.
- The NVES will encourage vehicle manufacturers to increase the variety and number of low and zero emission vehicles to meet CO_2 emission targets. The NVES also encourages the supply of more efficient internal combustion engine and hybrid technology and will provide Australia with improved fuel security.
- By 2050, the NVES will deliver:
  - 321 million tonnes of carbon abatement;
  - $95.08 billion in fuel savings; and
  - $4.99 billion in health benefits.
- The NVES Statutory Review will commence in 2026.

Key Issues

- The NVES works by setting an average CO_2 target for all new covered vehicles.
- This incentivises manufacturers to meet the CO_2 target with a range of vehicle technologies including EV, hybrid and more efficient internal combustion engine vehicles.
- Over time, the CO_2 target is lowered. To continue to meet or beat the target, companies must provide more choices of fuel-efficient, low or zero emissions vehicles.
- The NVES does not affect second-hand vehicles. It only applies to new vehicles.
- The NVES does not prevent any particular vehicle from being sold.
- The vast majority of advanced economies have similar standards, including the European Union, the United Kingdom, the United States, Canada, Mexico, Brazil, China, Japan, India, South Korea, Saudi Arabia and New Zealand.
- Despite Australia's EV (battery and plug in hybrid) uptake increasing year on year, we are still behind our international peers in EV sales. In 2024, EVs represented 9.65% of new light vehicle sales in Australia, an increase from 8.45% in 2023, compared to 18% global average sales in 2024 (*Electric Vehicle Council – State of Electric Vehicles 2024).* The first half of 2025 saw EVs sales off to a strong start, with battery electric and plug-in hybrid

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vehicles accounting for more than 12% of all new car sales, an increase of 9.6% from the same period in 2024 (*Electric Vehicle Council – EV sales power ahead in 2025*).

Background

- The *New Vehicle Efficiency Standard Act 2024* (NVES Act) came into effect on 1 January 2025, after the legislation was passed by the Parliament on 16 May 2024 and received Royal Assent on 31 May 2024.
- The initial reporting period of the New Vehicle Efficiency Standard (NVES) began on 1 July 2025, with compliance overseen by the NVES Regulator (refer **SB25-000388** for regulation).
- The government's NVES policy aims to reduce emissions from new passenger vehicles by around 60% by 2030, and roughly halve the emissions of new light commercial vehicles over the same period. It incentivises manufacturers to send Australia their most efficient vehicles, and reduces our dependence on imported fuels.

Financial Information <u>as at 31 July 2025</u>

Program/Project Start Date:	**2024-25**					
Program/Project End Date:	**Ongoing**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	28.1	17.3	13.4	12.8	12.8	**84.5**
Less:						
Actual Expenditure YTD at 31 July 2025	12.1	0.3				**12.4**
Total Committed Funds at 31 July 2025	N/A	8.5	N/A	N/A	N/A	**8.5**
Total Uncommitted Funds (balance)	0	8.8	13.4	12.8	12.8	**47.8**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. 2024-25 being a previous financial year no longer shows commitments of funds.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Tristan Kathage

SB25-000386

Supporting Information

Questions on Notice (QoNs)

- SQ25-000332

For detail of QoN, see **Attachment A**.

Freedom of Information (FOI) Requests

- FOI 25-401

Relevant Media Reporting

- "Volkswagen's 'pick and mix' plans", Stephen Ottley, TorqueCafe.com, 4 September 2025 - https://torquecafe.com/volkswagens-pick-and-mix-plans/
- "2026 GWM Tank 500 PHEV detailed for Australia, and Ford and Toyota have no answer", William Stopford, The West Australian, 3 September 2025 – https://thewest.com.au/lifestyle/motoring/2026-gwm-tank-500-phev-detailed-for-australia-and-ford-and-toyota-have-no-answer-c-19900148?utm_source=csp&utm_medium=portal&utm_campaign=Isentia&token=gtMeIxUGElcTBfyAfuZNXuCGFvmze4MzTEyth8xshd4NEHNF97SuTCeVtBpKHuWeyaHDcToTZ3mEVosQkzXvkg%3D%3D
- "2026 Toyota RAV4 to be more expensive than today's model: Official", Zane Dobie, Drive.com.au, 3 September 2025 – https://www.drive.com.au/news/2026-toyota-rav4-to-be-more-expensive-official/
- "Hyundai raises prices on every engine model in Australia", Jordan Mulach, TorqueCafe.com, 3 September 2025 – https://torquecafe.com/hyundai-raises-prices-on-every-engine-model-in-australia/
- "Hyundai raises i20 N and i30 N prices due to emissions regulations, new warranty", William Stopford, Car Expert, 2 September 2025 – https://www.carexpert.com.au/car-news/hyundai-raises-i20-n-and-i30-n-prices-due-to-emissions-regulations-new-warranty
- "Bush Summit: EVs aren't a 'silver bullet' solution to decarbonisation in Australia, according to Toyota Australia boss", Brendan Kearns, Herald Sun, 28 August 2025 – https://www.heraldsun.com.au/bush-summit/bush-summit-evs-arent-a-silver-bullet-solution-to-decarbonisation-in-australia-according-to-toyota-australia-boss/news-story/576f669696fce83ffa2736f10ffd23b8
- "Mazda commits to oil-burning workhorses over electric: 'Diesel in utes is here to stay'", Tung Nguyen, Drive.com.au, 26 August 2025 – https://www.drive.com.au/news/mazda-commits-to-oil-burning-workhorses-over-electric-diesel-in-utes-are-here-to-stay/

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000386

- "Volkswagen Expands EV Choice: Full ID.4 and ID.5 SUV Range Now in Australia", Fleet EV News, 26 August 2025 – https://fleetevnews.com.au/volkswagen-expands-ev-choice-full-id-4-and-id-5-suv-range-now-in-australia/
- "Ford Mustang gets another price increase", Damion Smy, CarExpert, 26 August 2025 – https://www.carexpert.com.au/car-news/ford-mustang-gets-another-price-increase
- "Hyundai Tucson prices reduced and range simplified to better rival Toyota RAV4 and Mazda CX-5", Lukas Foyle, Chasing Cars, 21 August 2025 – https://www.chasingcars.com.au/news/new-car-prices/hyundai-tucson-prices-reduced-and-range-simplified-to-better-rival-toyota-rav4-and-mazda-cx-5/
- "Australia posts record quarter for electric vehicle sales", Kate B, Australian Manufacturing, 18 August 2025 – https://www.australianmanufacturing.com.au/australia-posts-record-quarter-for-electric-vehicle-sales/
- "Suzuki to keep Jimny alive by leaning on electric eVitara and mild hybrids from 2026", Tom Baker, Chasing Cars, 14 August 2025 – https://www.chasingcars.com.au/news/car-industry/suzuki-to-keep-jimny-alive-by-leaning-on-electric-evitara-and-mild-hybrids-from-2026/
- "Isuzu's low carbon 2.2-litre diesel engine here soon", Peter Barnwell, GoAuto.com.au, 13 August 2025 – https://www.goauto.com.au/news/isuzu-ute/isuzu-rsquo-s-low-carbon-2-2-litre-diesel-engine-here-soon/2025-08-13/97107.html
- "Suzuki Unveils New SUVs – Fronx Hybrid, Vitara Hybrid and e Vitara", Fleet EV News, 10 August 2025 – https://fleetevnews.com.au/suzuki-unveils-trio-of-new-suvs-for-2025-2026-fronx-hybrid-vitara-hybrid-and-e-vitara/
- "Renault Duster to get angrier and more electrified", Daniel Gardner, 8 August 2025 – https://www.carsales.com.au/editorial/details/renault-duster-to-get-angrier-and-more-electrified-150042/
- "Suzuki Australia 'ready' for new emissions regulations", Max Davies, MSN, 7 August 2025 – https://www.msn.com/en-au/motoring/news/suzuki-australia-ready-for-new-emissions-regulations/ar-AA1JKG8s
- "Buyer Confidence Drives Best July Ever for New Vehicle Sales", Fleet EV News, 6 August 2025 – https://fleetautonews.com.au/buyer-confidence-drives-best-july-ever-for-new-vehicle-sales/
- "Hyundai: "We do a terrible job with our EVs"", Carsales.com.au, 4 August 2025 – https://www.carsales.com.au/editorial/details/hyundai-we-do-a-terrible-job-with-our-evs-150009/
- "Kia Tasman SUV: "We can turn it around quickly"", Carsales.com.au, 1 August 2025 – https://www.carsales.com.au/editorial/details/kia-tasman-suv-we-can-turn-it-around-quickly-149997/

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Tristan Kathage

SB25-000386

- "Hybrids to dominate Suzuki Australia's electrification future", Max Davies, The Observer, 1 August 2025 – https://www.colypointobserver.com.au/story/9030713/hybrids-to-dominate-suzuki-australias-electrification-future/
- "Real-world testing shows Ford Ranger among emissions-breaching models", Damion Smy, 7News, 1 August 2025 – https://7news.com.au/motoring/real-world-testing-shows-ford-ranger-among-emissions-breaching-models-c-19543616
- "2025 Nissan Patrol Y62 price hike partially due to new emissions laws", Jordan Hickey, Drive.com.au, 1 August 2025 – https://afx.adfixus.com/afx_prid/2025.9.8.1/auth/pta/?bsf_q=bGNzaWQ9RDMzNzdENzAtMDQ1Ri00QzJDLUIwN0YtQzg4NTMzRTg3RTY3Jk5leHRBY3Rpb249UmVkaXJlY3RUb0F1dGhEb21haW4=&afx_csid=fab11ce04f234532b800fd5e9fb4469d8ddf40c055bb6d5&afx_crid=81c6ceefd9024774b3e5502e150b4cc08ddf40c055bb6e2&afx_rqc=1&token=aHR0cHM6Ly93d3cuZHJpdmUuY29tLmF1L25ld3MvMjAyNS1uaXNzYW4tcGF0cm9sLXk2Mi1wcmljZS1oaWtlLXBhcnRpYWxseS1kdWUtdG8tbmV3LWVtaXNzaW9ucy1sYXdzLw==&sv=OnLoadScript_2025.9.8.1&afx_sap=&afx_plsd=&hn=www.drive.com.au

For more relevant media reporting beyond the past month, see **Attachment B**.

Attachments

- A: Relevant QoN
- B: NVES media monitoring cont.

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ATTACHMENT A

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Budget Estimates 2025-2026

Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Committee Question Number: 7

Departmental Question Number: SQ25-000332

Division/Agency Name: DIV - Surface Transport Emissions and Policy

Hansard Reference: Spoken, Page No. 52 (27 March 2025)

Topic: NVES funding in the Budget Papers

Senator Matthew Canavan asked:

Senator CANAVAN: [...] I just want to ask something on the budget papers. In your PBS, on page 24, the new vehicle efficiency standard line doesn't continue. Why is that? There's funding for that in 2024-25, but nothing beyond page 24.
[...]
Mr Betts: We talked before about the departmental appropriation coming down from the 2024-25 year to 2025-26 and how measures terminate and taper over time.
Senator CANAVAN: Yes, it goes to zero. A new vehicle efficiency standard is $1,952,000 in 2024-25?
Mr R Wood: Mr Kathage might be able to add more, but I suspect that reflects an administered amount.
Mr Kathage: I think it might have been a measure in not last year's budget but the budget before that. If it's okay, Senator, we might take it on notice and come back to you.
Senator CANAVAN: Okay .

Answer:

The $1.952m for the New Vehicle Efficiency Standard for 2024-25 in Table 2.2.2 of the Portfolio Budget Statement 2025-26 relates to residual funding for the communications campaign from the 2023-24 Portfolio Additional Estimate Statements measure.

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NVES Media Monitoring (14 March – 31 July 2025) **ATTACHMENT B**

Article title	Author	Source	Date	Hyperlink
Ultimate anti-EV is making a comeback: New V8 dual-cab ute will have top end utes such as the Ford Ranger Raptor, Chevrolet Silverado, Toyota Tundra and Toyota HiLux Rogue shaking in their all-terrain tyres	Dom Tripolone	CarsGuide	31-Jul-25	Weblink
Real world results add complication to NVES	Staff Writer	National Collision Repairer	31-Jul-25	Weblink
Mazda promotes Wakelam	Neil Dowling	GoAutoNews	29-Jul-25	Weblink
Get ready for price rises, warns Suzuki Queensland boss	William Stopford	Car Expert	29-Jul-25	Weblink
Mazda Australia 'would have liked' turbo power in 2026 CX-5, but NVES emissions rules made it impossible	Tung Nguyen	Drive	28-Jul-25	Weblink
Why Chery Australia is bringing its Toyota Kluger rival with only PHEV power	Max Davies	CarExpert	27-Jul-25	Weblink
Porsche offering up to $10,000 off Macan Electric in Australia with finance offer	Jordan Hickey	Drive	27-Jul-25	Weblink
Fiat slashes $20,000 off pint-sized 500e electric car and Abarth 500e Scorpionissima	Tung Nguyen	Drive	24-Jul-25	Weblink
2026 Hyundai Kona price and specs: Turbo-petrol AWD axed, new Elite grades added	Jordan Hickey	Drive	23-Jul-25	Weblink
Isuzu D-Max electric ute could cost more than $100,000 in Australia, with 263km range	Alex Misoyannis	Drive	22-Jul-25	Weblink
Mazda Australia prices to rise due to new NVES emissions rules	Tung Nguyen	Drive	21-Jul-25	Weblink
2026 Hyundai Palisade: V6 and diesel to be axed in favour of four-cylinder and hybrid	Damion Smy	Car Expert	21-Jul-25	Weblink
EV sales plunge forces Porsche, Fiat to slash prices across Australia	Matt Campbell	News.com.au	21-Jul-25	Weblink
Honda knocks $3000 off ZR-V hybrid price	Kez Casey	Drive	20-Jul-25	Weblink
The rise of the anti-EVs: Mitsubishi, Nissan, Toyota, Kia and more fuelling mega ladder-frame SUV and ute revival through models like the 2026 Pajero, Y63 Patrol, Tasman and HiLux	Andrew Chesterton	Carsguide	19-Jul-25	Weblink
Audi reveals big NVES impact: Cheapest Aussie PHEV has been priced to woo buyers from in-house rival! - EV Central	Bruce Newton	EV Central	17-Jul-25	Weblink

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NVES Media Monitoring (14 March – 31 July 2025) **ATTACHMENT B**

2026 Audi A5 achieves price parity between PHEV and ICE	James Wong	CarExpert	17-Jul-25	Weblink
GWM details precise NVES compliance strategy	Tom Baker	GoAutoNews	17-Jul-25	Weblink
No price rises as GWM Australia picks up emissions credits	Damion Smy	CarExpert	16-Jul-25	Weblink
2025 Jeep Wrangler gets price cuts after years of price increases	William Stopford	CarExpert	16-Jul-25	Weblink
Electric car myth busted! New electric car battery rating shows used EV battery life is better than expected	Dom Tripolone	Carsguide	15-Jul-25	Weblink
Polestar lashes carmaker lobby for 'unfounded' attack on EV standards	Sam Irvine	AFR	13-Jul-25	Weblink
Polestar Australia ready to sell NVES credits, but some brands are off the table on principle	Rob Margeit	9media	11-Jul-25	Weblink
Hoekstra warns Trump policy is a "major blow" to climate efforts	Shona Murray	Euronews	10-Jul-25	Weblink
Major street charging push as avalanche of EV models set to hit Australian market	Joe Attanasio	AAP	10-Jul-25	Weblink
You can give as many sticks as you like, but we need carrots': Mitsubishi lashes out against tough new emissions standards as it stands by new ICE versions of 2026 Outlander, Triton, and ASX - relying on PHEVs as the 'considered' option	Tom White	Carsguide	10-Jul-25	Weblink
2025 Audi RSQ8 drops price by $25,000	James Wong	CarExpert	10-Jul-25	Weblink
EVs are already 73 pct cleaner than ICE vehicles, and getting cleaner faster than thought	Joshua S. Hill	thedriven.io	9-Jul-25	Weblink
2025 Ford Ranger and Everest cop price rises	Damion Smy	CarExpert	8-Jul-25	Weblink
Emissions regulations drive up Mustang price	Matt Brogan	GoAutoNews	8-Jul-25	Weblink
New emission rules 'risk higher car prices	Sam Irvine	Australian Fiancial Review	5-Jul-25	Weblink
Australian EV sales surge to record 10.3 pct share, as Tesla, BYD and Geely dominate	Riz Akhtar	thedriven.io	3-Jul-25	Weblink
ACT makes shocking new change for EV buyers	Ilana Cohen	9media	1-Jul-25	Weblink
Inside the NVES: Matt Hobbs Shares Lessons from the Policy Front Line	Fleet Auto News Team	Fleet Auto News	21-Jun-25	Weblink
Save $14K off the price of Ford Mustang Mach-E electric car	Kez Casey	Drive	20-Jun-25	Weblink
NVES compliance could cost dealers up to $2.1 billion	Robert Barry	autotalk	17-Jun-25	Weblink

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NVES Media Monitoring (14 March – 31 July 2025) **ATTACHMENT B**

NVES: Point-of-sale is big issue: Labor has agreed the sale is best point to assess obligations, but some OEMs disagree	John Mellor	GoAutoNews	17-Jun-25	Weblink
How Anthony Albanese's latest laws will force countless Aussies to start driving electric cars	Stephen Johnson	Daily Mail Australia	16-Jun-25	Weblink
Australian uptake of EV and plug in hybrids could stall without tax breaks	Jennifer Dudley-Nicholson	AAP	16-Jun-25	Weblink
States Challenge Federal Rollback of California's Vehicle Emissions Waivers	Marybeth Collins	Environment+Energy Leader	16-Jun-25	Weblink
EV tax breaks, costly climate policies targeted in productivity review	John Kehoe	AFR	12-Jun-25	Weblink
Governor Newsom signs executive order doubling down on state's commitment to clean cars and trucks, kickstarts next phase of leadership	N/A	Officer of Governor of California, Gavin Newsom	12-Jun-25	Weblink
Productivity Commission review targets EV tax breaks and costly net zero emissions policies	John Kehoe	AFR	12-Jun-25	Weblink
Hyundai expects an exodus of brands due to new Australian emissions regulations	Josh Nevett	CarExpert	8-Jun-25	Weblink
US declares Biden fuel economy rules exceeded legal authority	David Shepardson	Reuters	7-Jun-25	Weblink
Nissan Patrol V8 change coming to beat new emissions laws.	Alex Misoyannis	9media	9-May-25	Weblink
Mercedes-Benz, BMW, and other prestige vehicles could get cheaper as Luxury Car Tax faces the axe	Tung Nguyen	9media	6-May-25	Weblink
2026 Isuzu D-Max EV revealed in production form before Australian release	Marton Pettendy	CarExpert	30-Apr-25	Weblink
The EPA is scrapping fuel economy regs, claiming it will bring back US jobs	Jonathan M. Gitlin	Ars Technical	14-Mar-25	Weblink

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Tristan Kathage

SB25-000387

SUBJECT: Maritime Emission Reduction

Talking Points

International Maritime Organization (IMO)

- The Australian Government actively engages in the IMO to influence and support the development of global mandatory standards and measures to prevent ship-sourced pollution, including greenhouse gas (GHG) emissions from international shipping.
- In July 2023, Australia supported the IMO to adopt a Revised Strategy on the Reduction of GHG Emissions from Ships to reach net zero emissions by, or close to, 2050. To achieve the Revised Strategy's ambitions, the IMO developed technical and economic mid-term measures for adoption in October 2025, with the measures taking effect from 2028.
- In April 2025, the IMO approved, in-principle, measures to reduce GHG emissions from ships. If adopted, these measures will form a new chapter to Annex VI of the existing International Convention for the Prevention of Pollution from Ships (MARPOL). This initiative is known as the IMO Net-Zero Framework.
- In October 2025, the IMO will vote on whether to formally adopt the amendments. Successful adoption will require the support of at least two-thirds of States eligible to vote.
- The government is considering its position on the measures. Given the government is in active negotiations with other countries over the measures, it would not be appropriate to disclose our negotiating strategy.

Maritime Emissions Reduction National Action Plan (MERNAP)

- Following on from the Transport and Infrastructure Net Zero Roadmap and Action Plan, the government has developed the MERNAP to chart a practical net-zero course for the domestic maritime sector.
- The MERNAP seeks to identify opportunities for government and industry to collectively support the decarbonisation of our maritime sector.
- Timing for the release of the MERNAP is a matter for government.
- An implementation plan is being developed to progress the action items proposed in the MERNAP.

Green Shipping Corridors

- Australia is actively engaged with Singapore, the Republic of Korea, and other international partners to establish green shipping corridors that trial and demonstrate

Contact: Tristan Kathage **Cleared by:** Paula Stagg, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 2 **Date:** 16/09/2025

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practical zero emission shipping to help scale up the wider adoption of low emission marine fuels and technologies.

Key Issues

Reducing International Shipping GHG Emissions at the IMO

- Australia is critically dependent on international shipping for 99% of our import and export trade by volume, and is the fifth largest user of shipping services in the world.
- The IMO is the United Nations' specialised agency for setting international standards for ship safety and prevention of pollution from ships.
- In April 2025, at the IMO's 83rd Session of the Marine Environment Protection Committee (MEPC), the IMO agreed (in principle) measures to drive down international shipping emissions and accelerate the uptake of low- and zero- carbon fuels. These include a gradually declining GHG fuel standard, an international carbon market and an IMO Net-Zero Fund to subsidise uptake of green fuels and support a 'just and equitable transition' principally in developing countries.
  - in April, the IMO agreed the measures in principle, with around 63 countries supporting the measures and 16 opposed. Australia abstained from voting due to caretaker.
- In October 2025 at an extraordinary session of MEPC, a formal vote for adoption of the framework is likely.
  - if Australia implements the measures, domestic legislation will be needed from 1 January 2028.

Background

MERNAP

- In the 2023-24 Budget, the government committed $8.4m to develop a Transport Emissions Roadmap and Action Plan – a strategy to support the economy's transition to net zero across all forms of transport and transport infrastructure.
- The MERNAP was separately funded ($600,000) to develop the maritime element of the Roadmap and Action Plan and chart a practical net-zero transition course for our domestic maritime sector.
- A series of issues papers on a range of maritime decarbonisation topics covering regulatory challenges and gaps, energy sources and technologies, skills and training, and international partnerships, were released for public consultation during 2023-24. Outcomes from this consultation are being incorporated into the MERNAP.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Tristan Kathage

SB25-000387

Green Shipping Corridors

- A Memorandum of Understanding between Australia and Singapore was signed on 5 March 2024, formalising cooperation on a Green and Digital Shipping Corridor.
- A Memorandum of Understanding between Australia and the Republic of Korea was announced in February 2025, formalising cooperation on establishing Green Shipping Corridors.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Karen Najjar

SB25-000388

SUBJECT: New Vehicle Efficiency Standard Implementation

Talking Points

- The *New Vehicle Efficiency Standard Act 2024* (NVES Act) came into effect on 1 January 2025.
- The first reporting period for the New Vehicle Efficiency Standard (NVES) commenced on 1 July 2025 and ends on 31 December 2025.
- The first NVES units will be issued in February 2026 for the 2025 reporting period.
- The NVES regulator has worked closely with industry participants and other stakeholders to develop IT systems and build understanding of compliance requirements, through:
  - providing early access to input data to the Register of Approved Vehicles (RAV) ahead of compliance obligations commencing
  - reuse of the RAV system to make complying as straightforward and familiar as possible
  - ongoing education and support for vehicle suppliers on their new obligations
  - providing account managers to support all regulated entities
  - the delivery of the NVES regulator website, providing targeted and clear information on the NVES
- The roll out of the regulations has gone smoothly. There has been positive engagement with industry including self-identifying errors and working with the regulators (both NVES and Road Vehicle Safety) to make corrections.

Key Issues

- The NVES works by setting an average emissions target for all new covered vehicles.
- A regulated entity's entire NVES fleet is used in calculating whether they have met the emissions target for a reporting period.
- Entities have until the final emissions value (FEV) is issued (2 years from the interim emissions value (IEV)), to meet or beat the emissions target. They may do this by:
  - supplying more fuel-efficient, low or zero emission vehicles;
  - covering the shortfall in the following two reporting periods by selling more efficient vehicles that are below the emissions target; and/or
  - purchasing units from other entities to offset their emissions values.
- This allows entities to meet the emissions target with a range of vehicle technologies including EV, hybrid and more efficient internal combustion engine (ICE) vehicles.

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Version Number: 3

Date: 30/09/2025

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- Over time, the emissions target is lowered, and in order to continue to meet or beat the target, companies must provide more choices of fuel-efficient, low or zero emissions vehicles.
- Emissions targets are set out in the NVES Act from 2025 to 2029. The targets are 'headline' limits, these limits are then adjusted by weight to determine the final target for a particular vehicle.
- The Australian Government has committed $84.5 million over 5 years commencing in 2024-25 (and $12.6 million per year ongoing) to stand-up the NVES regulator, build the required IT systems and operate the regulator.

Key dates

- The first reporting period runs 1 July 2025 to 31 December 2025.
- The first IEV will be issued February 2026.
- The first NVES units will be issued, and can be traded between entities, from February 2026.
- Entities are not liable for penalties for the 2025 reporting period until February 2028 when the first FEV will be issued, should their FEV be greater than zero.

Key statistics

- We expect significant variation in data and trends over the first reporting period and note the 2025 reporting period is only 6-months in total.
- In July 2025, 50 of the approximately 62 regulated entities entered vehicles onto the RAV.
- This represented 99,300 covered vehicles (those who have an emissions target to meet) during the first month.
- Around 18% of the covered vehicles report zero emissions, meaning they are battery electric vehicles, representing 65 models from 29 different regulated entities.
- This means 82% of NVES vehicles were either a traditional ICE, or a form of hybrid vehicle.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Karen Najjar

SB25-000388

Financial Information as at 31 July 2025

Program/Project Start Date:	**2024-25**					
Program/Project End Date:	**Ongoing**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL (FE) $m**
Appropriation Budget	28.1	17.3	13.4	12.8	12.8	**84.5**
Less:						
Actual Expenditure YTD at 31 July 2025	12.1	0.3				**12.4**
Total Committed Funds at 31 July 2025	N/A	8.5	N/A	N/A	N/A	**8.5**
Total Uncommitted Funds(balance)	0	8.8	13.4	12.8	12.8	**47.8**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. 2024-25 being a previous financial year no longer shows commitments of funds.

**Work is proceeding as planned to establish the necessary NVES regulatory systems. As the work is proceeding, savings are being identified.*

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Contact: Karen Najjar

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Version Number: 3

Date: 30/09/2025

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Andrew Johnson

SB25-000389

SUBJECT: Strategic Fleet

Talking Points – Pilot Program

- The Australian Government is committed to strengthening Australia's economic sovereignty and national security by establishing a strategic fleet of up to 12 Australian flagged and crewed vessels.
- Supply chain disruptions and geopolitical events in recent years, such as the attacks on shipping in the Red Sea, underline the importance of a resilient maritime sector.
- The strategic fleet will provide important training and employment pathways for Australia's seafaring workforce, helping ensure a pipeline of qualified people are available to secure the operations of Australian shipping and ports for the future.
- The government committed funding in the 2024-25 Budget to establish a 5-year strategic fleet pilot program that will secure the first 3 strategic fleet vessels.
- Vessels in the pilot will be privately owned, commercially operated and available to the government to requisition in times of need.
- Publishing the financial commitment would prejudice future investment decisions and inhibit the government's ability to achieve value for money.
- On 6 September 2024 the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts released a Request for Tender (RFT) via AusTender, seeking to establish the strategic fleet pilot program.
- Ministers are not involved in the conduct of the strategic fleet procurement process, consistent with the government's policy as outlined in the Commonwealth Procurement Rules.
- The RFT closed on 29 November 2024 and the department is evaluating the tender applications.
- The department is currently working through the procurement process to ensure the right capabilities and value for money is achieved. The department is working to get vessels on the water as soon as possible.

Talking Points – Shipping Legislation Reviews

- Independent reviews of the *Coastal Trading (Revitalising Australian Shipping) Act 2012* (Coastal Trading Act*)* and the *Shipping Registration Act 1981* (Shipping Registration Act) commenced in August 2024.
- The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, appointed Ms Lynelle Briggs and

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Emeritus Professor Nicholas Gaskell as co-chairs of the independent reviews on 20 August 2024.

- Stakeholder consultation opened on 3 October 2024 and closed 2 November 2024 for both reviews.
- The final report for the review of the Shipping Registration Act and the interim report for the review of the Coastal Trading Act were provided to Minister King in March 2025.
- The reviewers conducted further stakeholder consultation across July and August 2025 to inform their Coastal Trading Act final report recommendations.
- The final report for the review of the Coastal Trading Act is due in November 2025.

Talking Points – Skills and Training

- On 4 March 2025, Minister King and the Minister for Skills and Training, the Hon Andrew Giles MP, announced additional funding for maritime skills and training to support the strategic fleet and broader industry.
- The funding includes $2.5 million for Industry Skills Australia, the transport and logistics Jobs and Skills Council, to undertake targeted actions to address maritime skills and training issues and to enhance training and assessment capacity for relevant maritime qualifications in the VET sector.
- $14.4 million (including $0.6 million for administration) is for a new maritime skills and training initiative that will give up to 20 trainee seafarers each year access to onboard training berths to complete the sea time required for international certification.
- The department has consulted with industry stakeholders to develop the initiative, which is expected to launch later this year.

Key Issues

Pilot Program

- Funding for the pilot is not published to preserve the government's negotiating position.
- The types of vessels that participate will be market led and selected through a competitive, open and transparent process that will ensure the government achieves value for money.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Andrew Johnson

SB25-000389

Legislative Reviews

Shipping Legislation Reviews

- The co-chairs receive a daily rate of $1,603 (GST exclusive) for each official business day they perform work related to the legislative reviews, or $213.73 per hour (GST exclusive) for any part days.
- Allowances for overnight travel and accommodation expenses for the independent reviewers are being administered by the department in accordance with the *Remuneration Tribunal (Official Travel) Determination 2023*.
- Terms of Reference for the reviews are on the department's website.

Skills and Training

- The additional funding to address maritime skills and training issues responds to recommendations made by the Strategic Fleet Taskforce and findings contained within the Maritime Workforce Plan from Industry Skills Australia (ISA). Access to training berths is considered a major barrier to building the seafaring workforce, with a lack of coordination across the sector.
- The department is working with the Department of Employment and Workplace Relations and ISA on implementation arrangements.

Background

- In October 2022, the Strategic Fleet Taskforce was appointed to guide the government on establishing the fleet.
- The taskforce comprised of Mr John Mullen (Chair), Ms Angela Gillham (MIAL), Mr Paddy Crumlin (MUA), Dr Sarah Ryan (Business), and Major-General Jason Walk (Defence).
- The taskforce report and the government's response were publicly released on 8 November 2023.
- The government agreed or agreed in-principle to 12 of the 16 recommendations and commits to further exploration of the remaining four recommendations.
- Industry has been heavily involved in shaping strategic fleet policy through consultation processes, firstly with the Strategic Fleet Taskforce, and then with the department during the development of implementation arrangements.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Andrew Johnson

SB25-000389

Financial Information as at 31 July 2025

Program/Project Start Date:	**Oct-22**					
Program/Project End Date:	**Terminating on 30 June 2029**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	6.7	10.2	9.1	7.8	6.8	**40.6**
Less:						
Actual Expenditure YTD at 31 July 2025	5.9	0.4				**6.3**
Total Committed Funds at 31 July 2025	N/A	4.5	N/A	N/A	N/A	**4.5**
Total Uncommitted Funds (balance)	0.0	5.7	9.1	7.8	6.8	**29.4**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Financial Information – Full program envelope

- Most of the Strategic Fleet's appropriation budget relates to departmental funding. The administered funding that is included in these figures is the $13.8 million committed to support training and skills across the maritime industry in Australia and deliver the Government's commitment to increase accessibility of seafarer training. This funding will terminate on 30 June 2029.
- Note the administered funding for the pilot is not included in these figures as it is not for publication to preserve the government's negotiating position.
- The Department of Employment and Workplace Relations is responsible for administering the $2.5 million funding for maritime skills and training work by Industry Skills Australia.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Andrew Johnson

SB25-000389

Supporting Information

Relevant Media Reporting

- 'Unions reject second register changes', David Sexton, Daily Cargo News, 4 August 2025 – https://www.thedcn.com.au/news/unions-reject-second-register-changes

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Megan Scott

SB25-000390

SUBJECT: Tasmanian Transport Schemes Review

Talking Points

- The Australian Government recognises the importance of the Tasmanian Freight Equalisation Scheme (TFES), as Tasmania is the only state in Australia that is heavily dependent on interstate sea transport links for its economic prosperity.
- On 2 April 2025, the government announced a $95 million boost to the TFES.
  - this is a 25 per cent increase to the rates of assistance under TFES for 2 years from 1 July 2025.
- The government also announced an independent review into the TFES as well as the Bass Strait Passenger Vehicle Equalisation Scheme (BSPVES).
- The review will be conducted in 2025-26 and will:
  - make recommendations to ensure the TFES is fit-for-purpose and delivers for Tasmanians into the future.
  - consider the recommendations from the Senate Select Committee on the TFES, including BSPVES, and how to modernise the system to ensure it best serves Tasmanians including reducing administrative burden for more efficient shipping.

Key Issues

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is working with the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP's Office to finalise the Terms of Reference and the appointment of the independent reviewers. Prime Minister approval of the independent reviewers and his agreement to the final Terms of Reference is required before the review can commence.
- In a letter dated 30 April 2025 the minister committed to Fruit Growers Tasmania Inc. that the review would start within 60 days of the outcome of the federal election.

Background

- Since 1976, the government has provided financial assistance for non-bulk freight movements across the Bass Strait via the TFES, which is an ongoing and demand-driven program.
- On 20 August 2024, the Senate established the Senate Select Committee on the Tasmanian Freight Equalisation Scheme with the final report tabled on 19 December 2024. Recommendations 1 and 5 of the final report recommend the government undertake a review of the TFES and the associated BSPVES (**Attachment A**).

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Phone: s22(1)(a)(ii) **Version Number:** 2 **Date:** 17/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Megan Scott

SB25-000390

- On 2 April 2025, the minister in conjunction with the Hon Julie Collins MP, Minister for Agriculture Fisheries and Forestry, Minister for Small Business; Ms Anne Urquhart MP, Member for Braddon; and the Hon Rebecca White MP, Assistant Minister for Women, Assistant Minister for Indigenous Health, Assistant Minister for Health and Aged Care, announced a $95 million increase to the TFES. $93 million was allocated to the increase in assistance rates and $2 million was allocated for an independent review into the TFES and BSPVES.
- The boost increased the amounts of assistance under TFES by 25% (around a $46.5 million increase each year over the next 2 years), helping restore cost parity for shippers across the Bass Strait and supporting Tasmanian industry to compete in other markets.
  - Tasmanian businesses will now get up to $1,070 per 20-foot equivalent unit (TEU) under the scheme's domestic component (up from $855 per TEU).
  - For northbound goods transhipped on mainland ports, as well as southbound imported goods, the flat rate of assistance will get up to $875 per TEU (up from $700 per TEU).

Independent Review

- The minister will appoint 2 co-chairs to undertake a comprehensive review of the TFES. The review will investigate:
  - the original policy objectives of the TFES and BSPVES and whether these objectives remain fit-for-purpose.
  - whether changes to the design or administration of the schemes are needed to better serve those objectives.
- The review will also consider if the scheme could better support Tasmanian businesses to compete in other markets, recognising that, unlike their mainland counterparts, Tasmanian businesses do not have the option of transporting goods interstate by road or rail.
- During the review, public consultation sessions will be held across Tasmania and Victoria.
- The department will support the independent reviewers.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Megan Scott

SB25-000390

Financial Information as at 31 July 2025

Program/Project Start Date:	**2025-26**					
Program/Project End Date:	**2026**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	0.0	2.0	0.0	0.0	0.0	**2.0**
Less:						
Actual Expenditure YTD at 31 July 2025	0.0	0.0				**0.0**
Total Committed Funds at 31 July 2025	0.0	0.0	0.0	0.0	0.0	**0.0**
Total Uncommitted Funds (balance)	0.0	2.0	0.0	0.0	0.0	**2.0**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

The financial table only relates to the funding for the independent review. It does not include the $93 million for the increased assistance under TFES.

Figures are GST Exclusive.

Supporting Information

Relevant Media Reporting

- "Labor will deliver $95 million boost to the Tasmanian Freight Equalisation Scheme"; the Hon Catherine King MP, the Hon Julie Collins MP, Ms Anne Urquhart MP and the Hon Rebecca White MP, ALP website, 2 April 2025 – https://alp.org.au/news/labor-will-deliver-95-million-boost-to-the-tasmanian-freight-equalisation-scheme/
- "Increased support for Tasmanian freight begins"; the Hon Catherine King MP, Department website, 1 July 2025 – https://minister.infrastructure.gov.au/c-king/media-release/increased-support-tasmanian-freight-begins

Attachments

- A: Recommendations from the Senate Select Committee's final report

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/Megan Scott

SB25-000390

Attachment A: Recommendations from the Senate Select Committee's final report

Recommendation 1

The committee recommends that the Australian Government undertake a review of the Tasmanian Freight Equalisation Scheme with consideration given to:

- the original policy intent of the Scheme and whether it remains fit for purpose;
- options to alleviate the freight cost disadvantage incurred by shippers of eligible non-bulk goods between Tasmania, inclusive of the Bass Strait islands and the mainland; and
- the rates of assistance available and the class scale system.

Recommendation 2

The committee recommends that, in the review of Government Business Enterprises currently being conducted by the Tasmanian Government, the following factors be considered in consultation with key port stakeholders:

- the primary role of TasPorts be; to provide the most efficient and cost effective facilitation of trade; and
- the role of TasPorts as a shipping operator given the National Competition Policy complications and additional costs generated.

Recommendation 3

The committee recommends that Services Australia develop clear and succinct guidance material and support services, including audiovisual user guides and instructions, and a dedicated phone line, to support claimants to better understand their likely eligibility under the Tasmanian Freight Equalisation Scheme to lodge accurate and timely claims.

Recommendation 4

The committee recommends that Services Australia develop an online claims calculator tool with the functionality to estimate the approximate value of prospective claims to assist prospective claimants to better understand their likely eligibility under the Tasmanian Freight Equalisation Scheme.

Recommendation 5

The committee recommends that the Australian Government commission the Australian Competition and Consumer Commission to review the competitiveness of trade on Bass Strait and to the Bass Strait islands, considering both sea and air freight, including the rationale behind commodity pricing for the fresh produce sector.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jacinta McDonald

SB25-000307

SUBJECT: Regional Policy

Talking Points

- The Australian Government's Regional Investment Framework (the Framework) guides investment in regional Australia across all government portfolios (**Attachment A**).
- The Framework guides policy development and decision-making across 4 priority focus areas:
  - people – e.g. skills, education and training;
  - places – e.g. delivering infrastructure where and when it is needed;
  - services – e.g. across communications, health, aviation; and
  - industries and local economies – e.g. supporting the conditions needed for industries to diversify and grow.
- The Framework informed regional investment included in the 2025-26 Budget, as outlined in the Regional Ministerial Budget Statement 2025-26. This included providing additional cost of living support; expanding education and training; strengthening healthcare services; supporting more people into home ownership; investing in critical infrastructure; and seizing opportunities across regional Australia's vast resources and world-leading agriculture sector. *[Further detail on the 2025-26 Regional Ministerial Budget Statement is included in EC25-002408*].
- Since its release in the 2023-24 Budget, the Framework has been implemented through:
  - establishing an Interdepartmental Committee, enabling senior executives across the government to consider regional priorities through an upcoming Budget or MYEFO context;
  - a refreshed Deputy Senior Officials Meeting, supporting collaboration across the three levels of government;
  - the first State of Australia's Regions report, drawing together data and qualitative insights to provide a snapshot of some of the priority contemporary issues for regional Australia, and supporting evidence based and locally informed decisions (released on 6 February 2024);
  - a revised Regional Development Australia (RDA) Charter, refocusing the network's local engagement and support around the Framework's priority focus areas (released on 28 July 2023; and
  - an updated Regional Australia Impact Statement process, embedding the principles and priorities of the Framework in regional investment proposals – released in July 2023.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jacinta McDonald

SB25-000307

Background

The Regional Investment Framework

- The Framework's guiding principles and focus areas for regional investment reflect the government's priorities. The Framework was informed by evidence indicating coordinated and place-based investment delivers better outcomes in regional development[1], as well as intelligence through existing regional networks, such as RDA committees.

Attachments

- A: Regional Investment Framework

[1] OECD (2022), "Making the most of public investment to address regional inequalities, megatrends and future shocks", OECD Regional Development Papers, No. 29, OECD Publishing, Paris, https://doi.org/10.1787/8a1fb523-en.

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Version Number: 0.2 **Date:** 12/09/2025

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FOI 26-135 - Document 47 Attachment A

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

Regional Investment Framework

The Australian Government's approach to supporting strong and sustainable regions.

Purpose

The Framework is a new approach to how the Australian Government delivers regional investment – valuing local voices and priorities, being informed by and building the evidence, operating with flexibility, integrity and transparency, and coordinating across governments to make investments work better for regions. It provides an integrated and coordinated framework for regional development regardless of a region's economic circumstances.

Guiding Principles – *applied across all Australian Government investments in all regions*

- √ Realising the Government's ambition of "no one held back and no one left behind" requires specific regional investment across all portfolios.
- √ Australia's regions and their economies are diverse, with each having unique strengths and challenges.
- √ Delivering on the potential of regional Australia requires building on each region's unique strengths, including helping regions undergoing significant economic change to transition or adapt to specific structural challenges.
- √ Place-based decision making that draws on the experience of local government alongside regional bodies must guide investment in our regions.

Priority Focus Areas – *our investments in regions will have key objectives across all Australian Government portfolios*

√ Meeting the needs of, and providing opportunities for, First Nations people.
√ Supporting the transformation to a net zero economy and decarbonisation. √ Achieving gender equality.

Investing in People	Investing in Places	Investing in Services	Investing in Industries and Local Economies
Putting people at the forefront of growth, with local voices influencing decision making.	*Targeted and place-based investment that enables communities to thrive.*	*Investment in regional services with a focus on improving quality and accessibility.*	*Ensuring regional industries and economies are positioned for sustainable growth.*
√ Listening to local voices and partnering with communities. √ Targeted investment in skills, education, training and local leadership capacity.	√ Supporting adaptive, accessible, sustainable and liveable regions. √ Delivering infrastructure where and when it is needed.	√ Enhancing connectivity, accessibility and equity of services. √ Investment including across communications, health, water, and transport.	√ Investment to help activate economic and industry growth. √ Supporting the conditions needed for industries to diversify and grow.

Implementation

The Framework guides the Government's approach to design and delivery of regional initiatives. It will influence decision making in Budget processes, drive meaningful collaboration across and between governments, embed data and evidence to support better outcomes, and ensure local voices are heard and influence responses.

Informed Investment

- The Commonwealth's **Budget and Mid-Year Economic and Fiscal Outlook** processes will ensure the Framework is influencing Government decision making.
- Agencies across the Commonwealth will embed the Framework's principles and priorities in their proposals, with the support of a refreshed **Regional Australia Impact Statement** process.

Coordination and Collaboration

- A new and regular forum for **engagement and collaboration** between Australian Government agencies will ensure investments are complementary and coordinated.
- The Commonwealth will work in **genuine partnerships** with local and state and territory governments through refreshed, regular forums - supporting joined-up outcomes.

Insights and Intelligence

- **Local insights, data and intelligence** will be central to decision making, drawing on a broad range of groups and networks, such as local government and Regional Development Australia committees.
- Local insights, data and intelligence will contribute to **evidence-based decision making** and delivery of regular State of the Regions reports.

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FOI 26-135 - Document 48

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Michael Gregory

SB25-000309

SUBJECT: Regional Development Australia Committees

Talking Points

- The role of the 50 Regional Development Australia Committees (RDAs) is set out in a Ministerial Charter. The current Charter (**Attachment A**) was released on 27 July 2023.
- The Charter focuses RDA activities on supporting implementation of the Australian Government's Regional Investment Framework (RIF), which guides investment in people, places, services, and industries and local economies.
- Australian Government funding for RDA activities is managed via Funding Agreements, currently in place for the period 1 January 2025 to 30 June 2030. The Victorian RDAs receive their funding via a single agreement with the Victorian Government.
- In February 2025, the Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories, appointed new Chairs for the majority of RDAs (in conjunction with State funding partners where applicable).
  - The Chair roles for RDA Far West and RDA Logan and Redlands were not filled following the roles being advertised. These roles were re-advertised and appointments were made in July 2026.
  - The Chair positions for RDA Illawarra Shoalhaven and RDA Wheatbelt were also re-advertised after the Chairs of these committees resigned. The new Chair for RDA Illawarra Shoalhaven was appointed in July 2025. Applications for the RDA Wheatbelt role have closed and are being considered.
- New Chair appointment terms run from 1 April 2025 to 31 December 2027, except for:
  - RDA Brisbane, which runs from 1 July 2025 to 31 December 2027;
  - RDA Far West, which runs from 7 July 2025 to 31 December 2027;
  - RDA Illawarra Shoalhaven, which runs from 8 July 2025 to 31 December 2027;
  - RDA Logan and Redlands, which runs from 10 July 2025 to 31 December 2027; and
  - RDA Wheatbelt, which will run from the date of acceptance of the role by the candidate to 31 December 2027.

Background

- RDAs are incorporated associations responsible for their own activities and employment arrangements, in line with their funding obligations and Rules of Association. The exception is the 6 Victorian RDAs, which are independent non-incorporated advisory bodies of the Victorian Government.
- RDA Chairs are appointed by the minister, the responsible Australian government minister. Victorian appointments are made in conjunction with the responsible state

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minister, and South Australian (SA) appointments are made in conjunction with the responsible state minister and the President of the Local Government Association of SA.

- The governance responsibilities of the minister, government and RDAs are summarised at **Attachment B**.

Financial Information as at 31 July 2025

Program/Project Start Date:	**July 2009**					
Program/Project End Date:	**Ongoing**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	21.9	22.3	23.0	23.5	24.1	**114.8**
Less:						
Actual Expenditure YTD at 31 July 2025	21.4	6.0				**27.4**
Total Committed Funds at 31 July 2025	0	15.3	21.3	21.3	21.3	**79.2**
Total Uncommitted Funds (balance)	0.5	1.0	1.7	2.2	2.8	**8.2**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Supporting Information

Questions on Notice (QoNs)

- SQ25-000149

Attachments

- A: RDA Charter
- B: Key governance responsibilities of the Minister, government and RDAs

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

Attachment A

An Australian Government Initiative

Regional Development Australia

Regional Development Australia Charter

The Albanese Government's vision for regional Australia is one of strong, connected regions that shape our economic growth and wellbeing; are resilient and responsive to economic and environmental shocks; are inclusive, vibrant and diverse. Regions that our First Nations people have every opportunity to engage in and shape, and where people, businesses and investments thrive.

Regional Development Australia Committees (RDAs) are critical to the delivery of this vision, including supporting the successful implementation of the Australian Government's Regional Investment Framework (RIF), which will guide a more coordinated approach to regional development, underpinned by local engagement.

RDAs play a role in helping to drive economic growth, innovation and entrepreneurship in regions through facilitating investment in community, industry and the environment. RDAs assist to bridge the regional development gaps in regions by working with a broad range of stakeholders across sectors and supporting the delivery of identified Australian Government strategic priorities.

As representatives of their local communities, RDAs will:

- focus their activities and strategy on delivery of the RIF in their region, including investment in people, places, services, and industries and local economies
- support regional stakeholders, including local government and the not-for-profit-sector, to seek grant opportunities that advance strategic regional priorities
- support decarbonisation efforts and the transformation to a net zero economy and enable regional linkages between sectors to achieve these aims
- build the evidence for economic development, including innovation and diversification strategies
- facilitate meaningful engagement across the three levels of government to ensure investments deliver better outcomes for regions, and
- contribute relevant data and local intelligence to support the evidence base to inform regional development strategies, program design and policy responses.

RDAs use their local, cross-sector expertise and regional voice to:

- collaborate with integrity, transparency, respect and accountability
- engage with diverse communities, especially First Nations people
- support the Government's ambition of 'no one held back and no one left behind', and
- support gender equality opportunities in their regions.

Minister for Regional Development, Local Government and Territories

28 July 2023

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

Attachment B

Key governance responsibilities of the Government and RDAs are summarised in the tables below.

Whole of program arrangements

Ministerial Responsibilities	Australian Government Responsibilities	RDA Responsibilities
Appointment, extension and removal of Chair.[1]	Directing an RDA to remove a staff member from working on Funding Agreement activities.	Appointment, extension and removal of Deputy Chair after seeking Minister's agreement.
Agreement to the appointment, extension and removal of Deputy Chairs.	Reviewing information provided by RDAs to validate performance and acquit program funding.	Abiding by the Code, and enforcing disciplinary action against the Deputy Chair (after consulting the Minister), members and staff if necessary.
Enforcing disciplinary action against a Chair for breaches of the Code of Conduct and Ethics for Committee Members and Personnel (the Code).	Conducting audits where necessary.	Engagement and management of staff, including a Director of Regional Development.
Agreeing to disciplinary action against a Deputy Chair for breaches of the Code.	Acting to terminate the Funding Agreement with or without default by an RDA, if required.	Appointment, extension and removal of members.
	Making payments to RDAs when milestones are met.	Management of day-to-day affairs, including ensuring there are effective governance arrangements.
		Provision of certain information to the department, including an annual business plan and budget, an annual report, audited financial statements and a funding acquittal.
		Ensuring compliance with relevant laws.

[1] In SA and Victoria, appointment decisions are made in conjunction with the State Minister for Regional Development. In SA, decisions are made also in conjunction with the President of the Local Government Association of SA.

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Detailed arrangements for jurisdictions

State/ Territory	No of RDAs	Governing System	Other Government Support	Chair Appointment
Indian Ocean Territories (IOT) [2] **Jervis Bay Territory (JBT)** [3] **Norfolk Island (NI)** [4]	1	Incorporated Association	Nil	AG Minister
NSW/ ACT[5]	13	Incorporated Association	Nil	AG Minister
NT	1	Incorporated Association	Minor State Government funding for project work	AG Minister
QLD	11	Incorporated Association	Nil	AG Minister
SA	8	Incorporated Association	From State and local governments to undertake economic development work on their behalf	AG and State Ministers, and the President of the SA Local Government Association
TAS	1	Incorporated Association	Nil	AG Minister
VIC	6	Unincorporated Advisory Committee within Regional Development Victoria	From State Government to undertake economic development work on its behalf	AG and State Ministers
WA	9	Incorporated Association	Nil	AG Minister

[2] IOT services are delivered via a local 'Regional Development Organisation' (RDO). The Chair of the IOT RDO is the IOT Administrator.
[3] RDA Illawarra Shoalhaven (NSW) delivers services for JBT.
[4] RDA Mid North Coast (NSW) delivers services for NI.
[5] RDA Southern NSW and ACT delivers services for the ACT.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Michael Gregory

SB25-000311

SUBJECT: Local Government – Engagement and Financial Assistance

Talking Points

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts administers the majority of the Australian Government's investment in local government.
- In 2025-26, this included $3.5 billion through the Financial Assistance (FA) Grant program (which includes $1.7 billion bought forward and paid to councils on 20 June 2025).
  - FA grant funding is untied and distributed to 547 local governing bodies in accordance with the *Local Government (Financial Assistance) Act 1995*.
  - decisions on the timing and amount of bring forward payments are a matter for the Australian Government.
- In 2025-26, local governments will receive direct assistance through the Roads to Recovery program and the Local Roads and Community Infrastructure program.
- Funding is also available under Infrastructure Investment Program sub-programs including the Safer Local Roads and Infrastructure Program (under Outcome 1, **SB25-000288** refers).

Parliamentary Inquiry

- The 2024 House of Representatives Standing Committee on Regional Development, Infrastructure and Transport (the Committee) Inquiry into Local Government Sustainability (the Inquiry) lapsed with the previous parliament's prorogation. Re-referring the Inquiry is a matter for the Government.
- On 14 February 2025 the Committee released an interim report, which summarises key themes in the evidence provided, but does not make any recommendations.
- The department provided written and verbal evidence to the Committee.

Engagement

- The Local Government Ministers' Forum (LGMF) will next meet in Canberra on 28 November 2025. LGMF is chaired by the Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories, and provides a forum for state, territory and Australian Government ministers to discuss the challenges facing councils.

Contact: Michael Gregory **Cleared by:** Clare Chapple, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1.0 **Date:** 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Michael Gregory

SB25-000311

Background

Parliamentary Inquiry

- On 21 March 2024, the Inquiry was announced following a referral from the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government.
- Public submissions to the Inquiry closed on 31 May 2024, with 16 public hearing held and 287 submissions received.

Engagement

Local government survey

- On 30 July 2025, Minister McBain commissioned a survey of councils on their experience of regulation and compliance activity duplication, to inform the Economic Reform Roundtables held on 19 - 21 August 2025.
  - 60 responses were received, spread across all states and the Northern Territory.
  - the key categories of duplication are: environmental and public health regulations; grant and financial reporting requirements.

National Awards for Local Government

- The ceremony for the National Awards for Local Government was held in June 2025 in Canberra, incorporated into the ALGA National General Assembly.

Australian Council of Local Government (ACLG)

- While the ACLG did not convene in 2025 due to the timing of the Federal election, opportunities for ministerial engagement were made available to local governments attending ALGA's National General Assembly held on 24 - 27 July 2025.
- ACLG was held on 5 July 2024 in Canberra with over 800 attendees.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Michael Gregory

SB25-000311

Financial Information as at 31 July 2025

FINANCIAL ASSISTANCE GRANT PROGRAM

Program/Project Start Date:	**1 July 1974**					
Program/Project End Date:	**Ongoing**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	509.2	3,452.7*	3,588.1	3,724.0	3,863.3	**15,137.3**
Less:						
Actual Expenditure YTD at 31 July 2025	2,221.6*	0	0	0	0	**2,221.6**
Total Committed Funds at 31 July 2025	14.0^	1,726.3	3,588.1	3,724.0	3,863.3	**12,915.7**
Total Uncommitted Funds (balance)	0	0	0	0	0	**0**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
- Appropriation Budget figures from Budget 2025-26 - Budget Paper No.3
** $1.726 billion was brought forward from 2025-26 and paid to jurisdictions on 20 June 2025*
s47C

SUPPLEMENTARY FUNDING FOR SOUTH AUSTRALIAN ROADS

Program/Project Start Date:	**1 July 2004**					
Program/Project End Date:	**Currently 30 June 2026**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	20.0	20.0				**40.0**
Less:						
Actual Expenditure YTD at 31 July 2025	20.0	0				**20.0**
Total Committed Funds at 31 July 2025	0	20.0				**20.0**
Total Uncommitted Funds (balance)	0	0				**0**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Michael Gregory

SB25-000311

Supporting Information

Question Time Brief (QTB)

- QB25-000062

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Version Number: 1.0

Date: 12/09/2025

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000313

SUBJECT: Growing Regions Program

Talking Points

- In the October 2022-23 Budget, the Australian Government committed $600.0 million for the Growing Regions program to deliver community and economic benefits through investment in community-focused infrastructure that revitalises regions and enhances amenity and liveability throughout regional, rural and remote Australia.
- The program provides project funding of between $500,000 and $15.0 million to eligible local government entities and incorporated not-for-profit organisations.
- Program funding must be used to construct new, expanded or upgraded capital works projects in regional, rural and remote areas that are outside the Greater Capital City Statistical Areas (GCCSAs), as defined by the Australian Bureau of Statistics.
- The program is being delivered through 2 funding rounds, through an open competitive process, over 4 years:
  - on 16 May 2024, 40 successful projects from Growing Regions Round 1 were announced, providing $206.6 million in government funding.
  - in January 2025, 72 projects from Growing Regions Round 2 were announced, providing $386.7 million in government funding.
- In May 2025, responsibility for the Growing Regions program transferred from the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, to the Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP. Minister McBain is now the decision maker for the program.
- As at 31 July 2025:
  - 111 projects are receiving $588.5 million in government funding across both rounds of Growing Regions (1 approved project has withdrawn);
  - 86 (77%) funding agreements have been executed between jurisdictions and project proponents; and
  - $88.7 million in program funding has been paid to proponents upon successful completion of agreed project milestones.

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Date: 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000313

Key Points

- Across the Growing Regions program and Thriving Suburbs program (**SB25-000317**), all areas of Australia have had access to a funding opportunity to construct new community infrastructure or expand or upgrade existing infrastructure for wider community benefit.
- Project funding for the Growing Regions program is being provided to successful proponents through state and territory governments, in line with the Program Guidelines and the Growing Regions Program Schedule – Infrastructure Federation Funding Agreement (FFA).
  - under these arrangements, the government has provided program funding to state and territory governments who are responsible for working with approved project proponents to prepare and execute funding agreements, and make payments based on agreed milestones.
  - where projects are cancelled or unable to be contracted, program funds must be returned to the government.
  - where the final cost of a completed project is less than the original approved funding amount, these funds are considered state/territory revenue, and the states/territories agree to consult with the government on the treatment and reallocation of the remaining funding.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts has met with jurisdictions each month since January 2025, and receives monthly project-level progress reports. The department also meets and corresponds with jurisdictions as needed to discuss at-risk projects and provide mitigating policy advice.
- Delivery is underway, with $52.7 million in milestone payments paid to Round 1 proponents and $36.0 million paid to Round 2 proponents (Table 1 and 2 provide more information).

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

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Version Number: 1.0

Date: 12/09/2025

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000313

Table 1: Round 1 – Funding Agreements & Milestone Payments – As at 31 July 2025

State	No of projects	Australian Government funding	Funding agreements executed	Milestone payments
NSW	10	$43,052,992	9	$11,399,072
NT	0	0	0	0
QLD	9	$52,983,125	9	$17,170,000
SA	7	$23,002,015	6	$9,485,574
TAS	1	$11,000,000	1	$200,000
VIC	8	$53,004,470	8	$2,000,000
WA	5	$23,547,533	4	$12,418,029
TOTAL	**40**	**$206,590,135**	**37**	**$52,672,675**

The Australian Capital Territory is geographically ineligible.

Table 2: Round 2 – Funding Agreements & Milestone Payments – As at 31 July 2025

State	No of projects	Australian Government funding	Funding agreements executed	Milestone payments
NSW	16	$79,152,477	14	$11,990,464
NT	2	$5,895,947	2	$0
QLD	25	$159,639,165	21	$20,196,000
SA	5	$11,488,163	3	$752,841
TAS	3	$16,062,960	2	$330,000
VIC	7*	$20,361,976	5	$0
WA	13	$89,282,481	2	$2,780,373
TOTAL	**71**	**$381,883,169**	**49**	**$36,049,678**

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Version Number: 1.0

Date: 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000313

** The Minister approved 72 Round 2 projects and on 19 June 2025 one Victorian project withdrew prior to executing a funding agreement.*
The Australian Capital Territory is geographically ineligible.

Background

- On 26 July 2024, the Prime Minister authorised the extension of the Growing Regions program from 30 June 2026 to 30 June 2027 and the reallocation of $93.4 million in uncommitted funds from Round 1 to Round 2, bringing the total funding envelope for Round 2 to $393.4 million.

Round 1

- Round 1 of the program was open from 5 July 2023 to 15 January 2024 and had a 2-stage application process: Stage 1 - Expression of Interest (EOI), and Stage 2 - full application.

Round 2

- Round 2 of the program was open from 5 September 2024 to 10 October 2024 and had a single stage application (full application only).

Administration and project funding

- All states and territories (except ineligible ACT) were provided program and administration funding for Growing Regions as outlined in Table 3.

Table 3: Project and administered funding by jurisdiction

State	Australian Government Project Funding			Administration Funding *(R1&2)*	Total Funding *(inclusive of Administration Funding)*
	Round 1	Round 2	Total		
NSW	$43,052,992	$79,152,477	**$122,205,469**	$1,372,055	**$123,577,524**
NT	0	$5,895,947	**$5,895,947**	$208,959	**$6,104,906**
QLD	$52,983,125	$159,639,165	**$212,622,290**	$2,276,223	**$214,898,513**
SA	$23,002,015	$11,488,163	**$34,490,178**	$494,902	**$34,985,080**
TAS	$11,000,000	$16,062,960	**$27,062,960**	$420,630	**$27,483,590**
VIC	$53,004,470	$20,361,976	**$78,171,446**	$931,714	**$79,103,160**

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Version Number: 1.0
Date: 12/09/2025

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WA	$23,547,533	$89,282,481	**$112,830,014**	$1,278,300	**$114,108,314**
TOTAL	**$206,590,135**	**$386,688,169**	**$593,278,304**	**$6,928,783**	**$600,261,087**

ANAO Audit of the Growing Regions program

- The first performance audit report, tabled in Parliament on 29 May 2024, found that the design of the Growing Regions program was largely effective. The ANAO provided 2 recommendations to the department relating to performance targets, and developing appropriate advice to government.
  - the department agreed in principle to both recommendations.
- The second performance audit report, tabled in Parliament on 14 November 2024, found that the implementation and award of funding for Round 1 of the Growing Regions program was largely effective. The ANAO provided 2 recommendations to the department relating to identifying in the program guidelines how to assess ineligible project types and expenditure to ensure that successful projects reflect the program's policy intent and objectives, and ensuring transparency of assessment processes by applying the processes as set out in the program guidelines.
  - the department agreed to both recommendations.

Table 4: Financial Information as at 31 July 2025

Program Start Date:	**2023-24**					
Program End Date:	**2026-27**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget [1]	607.1	0	0	0	0	**607.1**
Less:						
Actual Expenditure YTD at 31 July 2025 [3]	600.3	0	0	0	0	**600.3**
Total Committed Funds at 31 July 2025 [2]	0	0	0	0	0	**0**
Total Uncommitted Funds (balance)	6.8	0	0	0	0	**6.8**

[1] Figures include Growing Regions Rounds 1 & 2 FFA administration costs to states/territories of: 1% of project funding + one off $150,000 per state/territory with successful projects being funded.

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[2] Program-specific Schedules have been executed to the Infrastructure FFA. Committed funds relate to funds the Australian Government has committed under these FFA schedules to fund state and territory governments.

[3] Actual expenditure relates to payments made to state and territory governments under the FFA schedules, not payments made by the state and territory governments to proponents.

Totals may contain rounding variances.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000313

Supporting Information

Questions on Notice (QoNs)

- **QoN 3763**

Freedom of Information (FOI) Requests

- **FOI 25-287**

Relevant Media Reporting

- **Birrell calls for more funding**, North Central Review (https://readnow.isentia.com/Temp/198691-1227633257/1115416997_20260812.pdf), 12 August 2025
  Summary: Member for Nicholls, Sam Birrell, has taken aim at the government for failing to deliver the infrastructure regional towns desperately need, accusing Labor of leaving communities like Kilmore to "make do" while vital projects gather dust. [...] While Mr Birrell acknowledged $15 million in federal funding for the Seymour Community Wellbeing Hub under Labor's now-defunct Growing Regions Program, he accused the government of abandoning regional communities by scrapping the scheme without replacing it.
- **Nothing for regional Oz**, Member for Farrer and Deputy Leader of the Federal Opposition, Sussan Ley, Southern Riverina News (https://readnow.isentia.com/Temp/198691-1174777311/1072863841_20260402.pdf), 2 April 2025
  Summary: "In over 20 years, I am staggered to see a Federal Budget which completely forgot to include anything for regional Australia. There is no ongoing funding for the vital Growing Regions Program, Stronger Communities Programme, Local Roads and Community Infrastructure Program and the regional Precincts and Partnerships Program."

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Version Number: 1.0

Date: 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000315

SUBJECT: Delivery of legacy regional programs

Talking Points

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is continuing to implement 4 regional programs initiated under the previous Australian Government:
  - **Community Development Grants Programme** (CDG) – supports infrastructure that promotes stable, secure and viable regional communities.
  - **Regional Recovery Partnerships** (Partnerships) – coordinated investments with other levels of government to support recovery and growth in 9 regions.
  - **Rebuilding Regional Communities** (RRC) – is a stream within the Strengthening Rural Communities program, managed by the Foundation for Rural and Regional Renewal.
  - **Securing Raw Materials** (SRM) – provided businesses with up to $5 million to relocate or expand into regional Australia and partner with a regional university or research organisation to research or develop innovative and locally sourced raw materials.
- In addition, implementation of a further 6 regional programs initiated under the previous government have been completed since 30 June 2024:
  - **Building Better Regions Fund** (BBRF) – supported investment-ready long-term projects in regional communities.
  - **Building Resilient Regional Leaders Initiative** (BRRLi) – delivered place-based leadership training in regional communities to allow regional leaders to develop leadership and resilience skills to support their local communities.
  - **Regional Cooperative Research Centres Projects** (RCRC-P) – supported short-term (up to 3 years) industry-led collaborations.
  - **Regional Growth Fund** (RGF) – supported major transformational projects, which in turn supports long-term economic growth and the creation of jobs in regions.

Key Points

- Many grantees have had difficulties completing their projects within the timeframes, due to factors including supply chain issues, labour shortages, cost escalations and natural disasters.
- The department and/or the Business Grants Hub in the Department of Industry, Science and Resources is working with grantees to finalise projects.

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Version Number: 1.0

Date: 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000315

Program data as at 31 July 2025

Program	Program Start	Program End	Number of Approved Projects (all rounds)	Total Appropriation $m	Total expenditure to date $m
BBRF	2016-17	2024-25	1,292	1,042.5	1,013.0
CDG	2013-14	2025-26	1,481	2,399.5	2,078.3
Partnerships	2020-21	2026-27	22	90.0	90.0
BRRLi	2021-22	2024-25	1	5.0	5.0
RRC	2021-22	2025-26	1	5.7	5.7
SRM	2020-21	2024-25	8	29.4	27.0
RCRC-P	2020-21	2024-25	2	5.8	5.8
RGF	2017-18	2023-24	17	224.7	223.5

Financial Background

Building Better Regions Fund (BBRF)

- BBRF ran over 9 years from 2016-17 to 2024-25 and provided $1.01 billion in government funding over 5 rounds for regional infrastructure and community projects. The program closed on 30 June 2025.

Regional Growth Fund

- The Regional Growth Fund ran over 4 years from 2018-19 and provided $223.5 million in government funding for major transformational projects.

Building Resilient Regional Leaders Initiative (BBRLi)

- The BBRLi pilot initiative was a place-based training program for emerging regional leaders. $5.0 million in government funding was made available over 2 years from 2021-22 to 2022-23.

Regional Cooperative Research Centres Projects (RCRC-P)

- The RCRCP ran for 3 years from 2020-21 and provided $5.8 million in government funding for 2 regional cooperative research centre projects in regional Australia.

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Phone: s22(1)(a)(ii) **Version Number:** 1.0 **Date:** 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000315

Financial Information as at 31 July 2025

COMMUNITY DEVELOPMENT GRANTS (CDG)

Program/Project Start Date:	**2013-14**					
Program/Project End Date:	**2025-26**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	325.4	213.1	0.0	0.0	0.0	**538.5**
Less:						
Actual Expenditure YTD at 31 July 2025	212.4	4.8				**217.3**
Total Committed Funds at 31 July 2025	0.0	215.8	0.0	0.0	0.0	**215.8**
Total Uncommitted Funds (balance)	112.9	-7.5	0.0	0.0	0.0	**105.5**

Notes: Total Committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances. Table data does not cover full life of program.

*Note: This figure is negative (indicating an overcommitment in 24-25) due to the out of session movement of funds for CDG having been approved on 18/9/24, so the appropriation for 24-25 was reduced and now the contractual variations to move milestones into 25-26 are being progressed.

Financial Information as at 31 July 2025

	2023-24	2024-25	2025-26	2026-27	2027-28	**TOTAL**
Changes in the 2025-26 Budget	0.0	*-1.8*	*-3.5*	0.0	0.0	**0.0**
Post-Budget Appropriation ($m)	221.5	325.4	213.1	0.0	0.0	**760.0**

In the 2025-26 Budget, -$1.845m, which was originally profiled in 2024-25 for the delivery of the ACT Jewish Museum project (CDG1630), was moved to the Department of Home Affairs. -$3.5m, profiled in 2025-26 for the delivery of the QLD Holocaust Museum and Education Centre project (CDG1619) was moved to a Special Purpose Payment and the department is currently negotiating the schedule under the Federation Funding Agreement – Infrastructure with Queensland Government.

Contact: Dr Jennie Hood **Cleared by:** Chare Chapple, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1.0 **Date:** 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000315

Financial Information as at 31 July 2025

SECURING RAW MATERIALS (SRM)

SRM Program Start Date:	**2020-21**					
SRM Program End Date:	**2024-25**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	4.6	0.0	0.0	0.0	0.0	**4.6**
Less:						
Actual Expenditure YTD at 31 July 2025	1.6					**1.6**
Total Committed Funds at 31 July 2025	3.0	0.0	0.0	0.0	0.0	**3.0**
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	**0.0**

Notes: In November 2024, uncommitted funds of $5.42 million were reappropriated to offset the Community Infrastructure Programs. This reduced the 2024-25 Appropriation Budget from $10.00 million to $4.58 million (rounded to $4.6 million in the above table).

Financial Information as at 30 June 2025, Program Closure Date

BUILDING BETTER REGIONS FUND (BBRF)

Program Start Date:	**2016-17**					
Program End Date:	**2024-25**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	140.5	0.0	0.0	0.0	0.0	**140.5**
Less:						
Actual Expenditure YTD at 31 July 2025	111.1	0.0				**111.1**
Total Committed Funds at 31 July 2025	0.0	0.0	0.0	0.0	0.0	**0.0**
Total Uncommitted Funds (balance)	29.4	0.0	0.0	0.0	0.0	**29.4**

Contact: Dr Jennie Hood **Cleared by:** Chare Chapple, First Assistant Secretary

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000315

Supporting Information

Freedom of Information (FOI) Requests

- BBRF – FOI 21-176
- CDG – FOI 26 – 025 – Hokoah Club Limited – Briefings held by department associated with the awarding of a grant.
- CDG – FOI 25 – 335 – Shed West (Kenmore Community Mens Shed) – Ministerial Submission prepared by Dept – response to QoN #142)

Relevant Media Reporting

- **Anam Cara House Geelong fighting for federal funding from 2021,** Luke Griffiths, Geelong Advertiser, 1 March 2025
- **$2.7m pledge for care**, Luke Griffiths, Geelong Advertiser, 1 April 2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000317

SUBJECT: Thriving Suburbs

Talking Points

- In 2023-24 the Australian Government committed $350.0 million for the Thriving Suburbs Program over 3 years, to enhance liveability, bolster social cohesion and support local amenity in urban, suburban and peri-urban communities across Australia.
- Thriving Suburbs provides project funding of between $500,000 and $15.0 million to eligible local government entities and incorporated not-for-profit organisations.
- Program funding must be used to construct new, expanded or upgraded capital works projects in urban, suburban and peri-urban communities inside the Greater Capital City Statistical Areas (GCCSAs), as defined by the Australian Bureau of Statistics.
- Thriving Suburbs is an open competitive program that is being delivered through a single round.
- In December 2024, 70 successful projects were announced, providing $317.6 million in funding.
- The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, is the decision maker for the program.
- As at 31 July 2025:
  - 70 projects are receiving $317.6 million in Australian Government funding;
  - of these, 51 (73%) funding agreements have been executed between jurisdictions and project proponents; and
  - $42.7 million in program funding has been paid to proponents upon successful completion of agreed project milestones.

Key Points

- Across the Thriving Suburbs and the Growing Regions programs (**SB25-000313**), all areas of Australia have had access to a funding opportunity to construct new community infrastructure or expand or upgrade existing infrastructure for wider community benefit.
- Project funding is being provided to successful proponents through state governments, in line with the terms and conditions set out in the Program Guidelines and the Thriving Suburbs Program Schedule – Infrastructure Federation Funding Agreement (FFA).
  - under these arrangements, the government has provided program funding to state and territory governments who are responsible for working with approved project

Contact: Dr Jennie Hood **Cleared by:** Clare Chapple, First Assistant Secretary

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proponents to prepare and execute funding agreements, and make payments based on agreed milestones.
  - where projects are cancelled or unable to be contracted, program funds must be returned to the Australian Government.
  - where the final cost of a completed project is less than the original approved funding amount, these funds are considered state revenue, and the States agree to consult with the Australian Government on the treatment and reallocation of the remaining funding.

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts has met with jurisdictions each month since January 2025, and is receiving monthly project-level progress reports. The department also meets and corresponds with jurisdictions as needed to discuss any at-risk projects and provide mitigating policy advice.
- All states and territories (except NT and ACT) were provided program and administration funding for Thriving Suburbs as follows:

Table 1: Australian Government funding by jurisdiction – as at 31 July 2025

State	Approved projects	Project funding	Administration Funding	Total funding *(inclusive of Administration funding)*
NSW	15	$61,568,898	$765,689	$62,334,587
QLD	6	$11,762,179	$267,622	$12,029,801
SA	9	$33,714,784	$487,148	$34,201,932
TAS	1	$2,200,000	$172,000	$2,372,000
VIC	26	$129,406,874	$1,444,069	$130,850,943
WA	13	$79,003,790	$940,038	$79,943,828
TOTAL	**70**	**$317,656,525**	**$4,076,566**	**$321,733,091**

*No projects were approved in the Northern Territory and the Australian Capital Territory.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000317

Table 2: Funding Agreements & Milestone Payments – as at 31 July 2025

State	No of projects	Project funding	Funding agreements executed	Milestone payments
NSW	15	$61,568,898	8	$9,280,990
QLD	6	$11,762,179	6	$3,620,000
SA	9	$33,714,784	7	$2,754,432
TAS	1	$2,200,000	0	$0
VIC	26	$129,406,874	26	$26,380,902
WA	13	$79,003,790	4	$703,962
TOTAL	**70**	**$317,656,525**	**51**	**$42,740,286**

*No projects were approved in the Northern Territory and the Australian Capital Territory.

Background

- The Thriving Suburbs Program Forecast Funding Opportunity was released 16 May 2024, and applications were open between 27 July and 2 September 2024.

Table 3: Financial Information as at 31 July 2025

Program/Project Start Date:	**2024-25**					
Program/Project End Date:	**2026-27**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget[1]	354.7	0.0	0.0	0.0	0.0	**354.7**
Less:						
Actual Expenditure YTD at 31 July 2025[2]	321.7	0.0	0.0	0.0	0.0	**321.7**
Total Committed Funds at 31 July 2025[3]	0.0	0.0	0.0	0.0	0.0	**0.0**
Total Uncommitted Funds (balance)	33.0	0.0	0.0	0.0	0.0	**33.0**

[1] *Figures include $4.7 million Thriving Suburbs Program FFA administrative costs to states of 1% of project funding + one off $150,000 per state with successful projects being funded.*

[2] *Actual expenditure relates to payments made to state and territory governments under the FFA schedules, not payments made by the state and territory governments to proponents.*

[3] *Program-specific Schedules have been executed to the Infrastructure FFA. Committed funds relate to funds the Australian Government has committed under these FFA schedules to fund state and territory governments*

Contact: Dr Jennie Hood **Cleared by:** Clare Chapple, First Assistant Secretary

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000317

Supporting Information

Questions on Notice (QoNs)

- SQ25-000027 – Spoken by Senator Canavan – February 2025
- SQ25-000029 – Spoken by Senator Canavan – February 2025
- SQ25-000031 – Spoken by Senator McKenzie – February 2025
- SQ25-000032 – Spoken by Senator McKenzie – February 2025

Freedom of Information (FOI) Requests

- FOI 25-113

Relevant Media Reporting

- From November 2024, when Thriving Suburbs' funding was announced, up to 31 July 2025, numerous articles have been published by various mainstream media outlets regarding the announcement of approved projects.

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Phone: s22(1)(a)(ii)

Cleared by: Clare Chapple, First Assistant Secretary

Version Number: 0.1

Date: 12/09/2025

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000319

SUBJECT: Stronger Communities Program

Talking Points

- The Stronger Communities Programme (SCP) provides grants of between $2,500 and $20,000 to community organisations and local governments for projects that deliver social benefits for local communities. Funding of up to $150,000 is available for each federal electorate.
- Community consultation is a critical element of the SCP, with each Member of Parliament (MP) required to establish a community consultation committee or consult an existing committee, to identify and nominate projects for consideration.
- The Business Grants Hub (BGH) within the Department of Industry, Science and Resources administers the SCP on behalf of the Department of Infrastructure, Transport, Regional Development, Communication, Sport and the Arts.
- BGH assess grant applications against the Grant Opportunity Guidelines (the guidelines) and determine whether to approve funding (ministers do not approve grants under this program).

<u>Round 9 of SCP</u>

- The Australian Government committed $22.65 million for Round 9 of SCP in the 2024-25 Budget.
- Round 9 was redesigned to streamline eligible activities. There is now a greater focus on projects that support groups experiencing vulnerability or inequities including Indigenous Australians, veterans, immigrants and people with disability.
- The round opened for applications on 14 February 2025, closed for MP nominations on 28 March 2025 and closed for applications on 17 April 2025.
  - the application period was extended twice, from 28 March 2025, to allow additional time for applications to be submitted.
- A total of 2,408 nominations were received under Round 9, and 1,706 of these were successful (70.8%).
- The BGH are currently working with grantees to finalise the execution of funding agreements.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000319

Key Points

Round 9 of SCP

- Design changes were made to Round 9 support lawful delivery of the program, incorporating advice from the Australian Government Solicitor. This advice is subject to legal professional privilege, and the Commonwealth has not waived that privilege.
- On 26 June 2022, the end date for Round 9 was extended by 6 months from 31 December 2025 to 30 June 2026 to allow more time for project completion.
- On 16 July 2025, the BGH notified MPs of successful applications within their 2022 electoral boundaries.
- On 23 July 2025, the BGH notified 1,707 successful applicants that their grant application had been approved and began negotiating funding agreements. One proponent subsequently advised they could not proceed with their project.

Background

- There have been 8 previous funding rounds of SCP, and all 8 rounds have closed for funding.
- 17,487 projects have been approved under SCP (not including Round 9 projects) since the program started in the 2015–16 financial year.
- The BGH works with grantees to finalise their projects within the grant round time frames. Previous SCP round end dates have been extended due to extenuating circumstances, such as natural disasters.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple/Jennie Hood

SB25-000319

Financial Information as at 31 July 2025

Program/Project Start Date:	**2015-16**					
Program/Project End Date:	**2025-26**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	0.00	22.65	0.00	0.00	0.00	**22.65**
Less:						
Actual Expenditure YTD at 31 July 2025	0.00	0.00				**0.00**
Total Committed Funds at 31 July 2025	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Uncommitted Funds (balance)	0.00	22.65	0.00	0.00	0.00	**22.65**

Notes: Total Committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances. Table data does not cover full life of program.

Supporting Information

Relevant Media Reporting

- From 23–31 July 2025, 25 articles have been published by various mainstream media outlets regarding the announcement of approved projects.
- **More than $130k in Grants**, Pip Turton, Shepparton News, 25 July 2025
  Summary: The article quoted Federal Member for Nicholls, Sam Birrell MP, saying the Stronger Communities Programme was oversubscribed and the government must do more to invest in regional communities. [Note, this is statement is factually incorrect as the round was not oversubscribed.]

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Adam Stankevicius

SB25-000321

SUBJECT: Indian Ocean Territories Key Issues

Talking Points

- On 15 August 2025, Qantas Airways Limited (Qantas) was announced as the new long-term air services delivery partner for the Indian Ocean Territories (IOT), effective from 3 November 2025.
- The Qantas proposal is expected to provide significant benefits to the IOT community, including cheaper and more frequent services.

Key Points

IOT Air Services

- The Australian Government subsidises airline services to the IOT as regular services are not commercially viable.
- Following an open and competitive tender process, on 15 August 2025 Qantas was announced as the new long-term air services delivery partner to the IOT. Qantas replaces Virgin Australia as the incumbent IOT air services supplier and begin service on 3 November 2025.
- Qantas' proposal is expected to provide significant benefits to the IOT community, including:
  - an additional 12 Perth to Christmas Island return passenger flights each year, with the 15 November 2025, 20 December 2025 and 31 January 2026 flights on sale from 27 August 2025.
  - significant additional annual passenger (approx. 5,000 seats) and airfreight (over 200 tonnes) capacity to the IOT
  - cheaper ticket prices for passenger flights (up to 42% less), and reduced airfreight costs, with children's fares being 75% of the advertised available adult fare.
- Qantas' proposal also best addressed community preferences as identified through a 2023 survey regarding the delivery of IOT air services, which identified price, seat availability, and service reliability as key priorities.
- The change in service providers affects approx. 5,200 existing flight bookings for travel after 1 November 2025. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts continues to work with the new and incumbent suppliers to minimise impacts of transition.
- On 27 August 2025, Qantas advised that they would price-match the cancelled Virgin bookings for the IOT route, for passengers rebooking on Qantas for similar flights, who provide appropriate supporting evidence.

Contact: Adam Stankevicius **Cleared by:** Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 12/09/2025

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- Qantas' proposal achieves the best value for money outcome for the Commonwealth, with the department conducting the tender in accordance with Commonwealth Procurement Rules.

CI Wharf Crane

- The 2024-25 Budget allocated $22.5 million over 4 years from 2024-25 for the replacement and maintenance of essential infrastructure in the non-self-governing Territories, which includes $10 million in capital funding for the replacement of the crane.
- In December 2024, the department received technical advice for progressing the crane replacement project.
  - the report has identified that any replacement crane would require the crane's supporting infrastructure to be upgraded, including replacement of the existing footing/foundation.
- Further advice is being provided to government on the technical report, the next steps and timeframes for the project.

CI Resort

- On 23 March 2024 the department began directly managing the former CI Resort site, and has restricted public access to the site for safety reasons.
- Given commercial and legal considerations, it is not appropriate to comment further on matters relating to the resort leasehold at this stage.
- The department is procuring the services of a Property Management Agency to assist in marketing the future options for the site.

Gaze Road Warehouse and Freight

- The Gaze Road Warehouse was closed 12 June 2025, following a structural engineering assessment which identified significant safety risks.
- The department continues to assist the community with any ongoing matters caused by the warehouse closure, including by:
  - providing ongoing escorted opportunities for the tenants to retrieve their property; and
  - supporting Altitude Airways to consider options for a freight handling facility, including a larger space for sea freight for the longer term.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Adam Stankevicius

SB25-000321

Enterprise Agreement (EA) Negotiations

- Negotiations to replace the IOT Administration Enterprise Agreement commenced in August 2024.
  - 2 unsuccessful votes have been undertaken and following further consultation with staff, the IOTA has committed to reviewing the conditions previously offered and exploring further opportunities for improvements.
- Negotiations for the IOT Registered Nurses Enterprise Agreement commenced in December 2024 and negotiations are also continuing.

Cocos (Keeling) Islands Co-operative Society Ltd (the Co-op)

- The Co-op entered financial administration on 25 September 2024 and is being managed by Cor Cordis in Perth.
- Cor Cordis provide regular updates to the CKI community, the department and creditors.
- Cor Cordis provided the Australian Government with a proposal requesting financial assistance to support the Co-op.
- The department has referred Cor Cordis to the Northern Australia Infrastructure Facility (NAIF) for support to invest in its infrastructure. The department is also exploring debt management options for Commonwealth debts owed by the Co-op.

Phosphate Resources Limited – Mining Leases

- PRL is seeking business certainty for its mining leases as the current leases expire in 2034.
- The mining lease was granted in 2013, as a new lease, PRL has a statutory right to apply to the future Federal Minister for a renewal of this lease in its final year for a period determined by the minister. This is established under the Mining Legislation (Amendment) Ordinance 1996 (the final year is between 27 June 2033 and 26 June 2034, when PRL can request lease renewal).
- While the renewed term would be determined by the future minister and be subject to relevant Act and regulations applying to Christmas Island at that time, it is expected that the minister would consider PRL's preference in deciding the renewal term.

Service Delivery Arrangements and contracts

- As at 1 July 2025, the department has 39 arrangements with the Western Australian Government to deliver 55 state-type services to CI and CKI.
- The department directly delivers power, health, housing, emergency management and minor maintenance services.

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- The department contracts private sector organisations to manage infrastructure and operations such as the ports and airports on both islands, and deliver community services such as a recreation centre and school bus on CI, and ferry and bus services on CKI.
- The Shires of CI and CKI deliver local government-type services to their communities.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Adam Stankevicius

SB25-000324

SUBJECT: CKI Coastal Hazard Risk Management and Adaption Plan (CHRMAP)

Talking Points

- As part of MYEFO 2024-25, the Australian Government provided $23.3 million over 4 years from 2024-25 to improve emergency preparedness and safety on CKI.
  - this funding has enabled immediate and urgent works on CKI sea walls, cyclone shelters, and includes a community support package, while a long-term response plan to climate change impacts is developed with the community.
- The community consultation and public submission period on the draft Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) closed on 30 June 2025.
- On 13 March 2025, the Minister for Regional Development, Local Government and Territories, the Hon Minister McBain MP announced an extension to the previously advised consultation timeframe, to allow further community engagement and time for feedback.
  - this extension was in response to advice from the CKI community and Shire.
- The Australian Government is now working with the WA Government and Shape Urban (consultants) to respond to community feedback on the draft CHRMAP and incorporate it into the final report.

Key Issues

<u>CHRMAP delivery and recommendations</u>

- The CHRMAP is not yet final.
  - timing of the final report is subject to update of the report to incorporate feedback of the community and stakeholders, and final endorsement by the government. The report builds on the CKI Coastal Vulnerability Study (publicly released in 2022).
- The CHRMAP is being developed and delivered across 3 phases.
  - Phase 1 - from 2018 and 2020, involved a Coastal Vulnerability Assessment.
  - Phase 2 - will deliver the CHRMAP. A draft final CHRMAP and recommended actions recently concluded consultation with the Cocos community and the report is now being updated to reflect community feedback
  - Phase 3 - will use the CHRMAP to inform the Shire's Local Planning Scheme and the Australian Government's response to identified risks.

Contact: Adam Stankevicius **Cleared by:** Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Adam Stankevicius

SB25-000324

Community consultation

- Extensive stakeholder and community consultations were undertaken on-Island in 2022 and 2023, to inform the development of the draft CHRMAP report.
  - community consultations on the full draft CHRMAP were undertaken from January 2025 to June 2025.
  - public information sessions were held between 29-31 January 2025 to present high level information and gather initial feedback.
  - further public meetings were held on island in early April to give stakeholders an opportunity to ask more detailed questions. The project team also provided the community and stakeholders with supporting technical information through webinars and other online material.
  - community feedback is currently being collated and fed into the final CHRMAP report.
- Submissions were received from approximately 25% of the population, representing a very broad cross-section including strong representation from the Cocos Malay community.
  - 49 submissions, with 162 signatories, including two large group submissions
  - majority of feedback was from Cocos Malay community, with approximately 115 signatories from Home Island.

Funding

- The government has committed $23.3 million over four years from 2024-25 as an initial response to the draft CHRMAP findings, including:
  - $12.2 million to maintain and improve the existing sea walls protecting key community infrastructure, and the critical highway linking the community to the port;
  - $8.1 million to support the repair and extension of cyclone shelters on both Home and West Islands, to better protect the community during extreme weather events; and
  - $3 million in support services on CKI, including working with the community on a long-term response as part of the finalisation of the CHRMAP.

Sea wall and cyclone shelter projects

- Geotextile sandbags, thread and sewing machines have been procured for repairs to sandbag walls. Shipment to CKI is scheduled for November 2025.
- Work is underway to identify a suitable contractor to undertake urgent repair works, focusing on the area located near the West Island Health Clinic.

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- Detailed site inspections of the cyclone shelters on West and Home Islands took place in July 2025, by engineers with inspection reports now being finalised.
  - these findings will be used to develop a procurement-ready package of works, which is anticipated to be finalised by December 2025 for shelter remediation and maintenance works to begin in early 2026.

Future Population Location Options

- The CHRMAP identifies on-island assets that will be impacted by sea-level rises over the next 50 years. Long term options include retreat of the community by 2068.
- Relevant ministers are working together on a whole-of-government response to the impacts of climate change on CKI, informed by extensive community consultation and engagement.
- The CHRMAP is expected to be reviewed and updated every five years to provide all levels of government with strategic guidance on managing coastal hazards on CKI over the long term.
- Long-term climate adaptation pathways will require continued, ongoing community engagement, as well as long term analysis and monitoring of actual events and coastline changes.

Defence investment in the airfield upgrade

- Department of Defence is working with the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts to deliver the airfield upgrade project.
- A more resilient airfield will deliver significant benefits to Cocos Islands in terms of frequent operations and by improving the infrastructure against weather events.
- Any specific questions on the airfield should be directed to the Department of Defence.

Financial Information as at 31 July 2025

Future of CKI MYEFO funding:

Program/Project Start Date:	**2024-25**				
Program/Project End Date:	**30 June 2028**				
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	**TOTAL $m**
Appropriation Budget	1.0	8.5	12.8	1.0	**23.3**
Less:					

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Actual Expenditure YTD at 31 July 2025	0.8				**0.8**
Total Committed Funds at 31 July 2025	0	0	0		**0**
Total Uncommitted Funds (balance)	0	0	0	0	**0**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Attachments

- A: Media Coverage Summary
- B: Timeline of key dates

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Adam Stankevicius

SB25-000324

Attachment A

Media Coverage Summary

News Outlet	Date	Title	Summary
ABC	24/04/25	***Polls are open on Cocos (Keeling) and Christmas islands, but voters feel forgotten***	*Story about upcoming federal election and how the Cocos and Christmas Island communities feel forgotten in the process. Voters highlight climate change and cost of living as sticking points. Includes interview with Shire president Aindil Minkom who says islanders feel abandoned and regular storm surges and rising sea levels are threatening the unique Cocos culture. He references the community consultation process on the CHRMAP and disappointment that no political candidate had raised the document or its consequences.*
ABC Triple J Hack	04/03/25	*Forced to leave your home because of climate change*	*A 13 minute audio report on climate refugees, where CKI is used as a case study for the first five minutes of reporting. It includes an interview with a local young adult who suspects CKI will be turned into a defence facility. The presenters note recent airfield investment.* *The majority of the report is a discussion with an academic, Professor Jane McAdam, on issues affecting climate refugees worldwide.*
Radio 6PR	11/02/25	*Perth Today segment – interview by host Simon Beaumont with Cocos Shire CEO Frank Mills*	*A report by the Australian Government has suggested that the Cocos Malay population on Home Island should relocate due to rising sea levels.*

Contact: Adam Stankevicius **Cleared by:** Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Adam Stankevicius

SB25-000324

News Outlet	Date	Title	Summary
			Mills says Government should be building sea walls to protect Home Island. He claims the Commonwealth is refusing to invest in CKI protections but is instead funding the Defence runway upgrade.
ABC Pilbara	10 /02/25	*Cocos (Keeling) islanders blast plan for long-term retreat from rising seas*	*Community 'outraged' by findings of the CHRMAP.* *CEO states culture of the 600 residents is in jeopardy and will seek legal advice about whether the material in the CHRMAP constitutes a breach of human rights.* *CEO expressed concern the Commonwealth is spending $568 million on the Defence Runway Upgrade project but not protecting the community.*
The Sun Malaysia News	10/02/25	*Australia mulls 'retreat' from rising sea in Cocos Islands*	*Article states the Australian government has proposed moving hundreds of residents from their island home within decades as sea levels rise, sparking outrage among inhabitants.* *Referenced Australia's landmark treaty with Tuvalu to offer residents the right to live in Australia if rising seas swamp their homeland and the UN's Intergovernmental Panel on Climate Change which determined rising sea levels are driven by human-induced climate change.*

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FOI 26-135 - Document 55 Attachment B

2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Adam Stankevicius

SB25-000324

Attachment B: Timeline of key dates

Key dates

- 28 to 31 January 2025 – Community consultations including briefing with the Shire Executive, Shire Council and CKI Elders Reference Group.
- Late March-early April – Online engagement and information to support upcoming in-person sessions on island.
- 8 to 15 April 2025 – Community consultations continue on-island including workshops with the Shire Council, CKI Elders, and the CKI Community Reference Group, as well as a potential workshop with IOT Administrator.
- 30 June 2025 –Public consultation period closed.
- July-September 2025 – Community feedback collated and incorporated into final CHRMAP.
- Late 2025 - Final CHRMAP provided to the Government for consideration and endorsement. This will include a Consultation Outcomes Report detailing the findings from the community and stakeholder consultation.
- Late 2025-2027 - once finalised, and in line with WA state planning laws, it is anticipated the CHRMAP will be used by the Shire of CKI to develop a new Local Planning Strategy and Local Planning Scheme, that supports future decisions around land planning and infrastructure investment. This is usually a two-year process.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Rebecca Rush

SB25-000325

SUBJECT: ACT, NT and Jervis Bay Territory Key Issues

Talking Points

Jervis Bay Territory (JBT)

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts facilitates state and local government type services to Jervis Bay Territory (JBT) residents and manages critical infrastructure within the JBT, this includes water, wastewater, some roads and the power network.
- The department collects revenue from users of JBT's essential services including power and water, and rent from Australian Government properties.

Water Management

- The department is aware of issues relating to water discoloration and sediment in the water pipes across the JBT.
- Since September 2020, the department has commissioned testing of JBT drinking water from multiple sites including spectrum testing for metals, acids, anions, E.coli and PFAS.
- The Australian Government committed $15.8 million for a pipeline to connect JBT to the Shoalhaven City Council water supply and explore options to improve wastewater processing.
- The water pipeline project is on track for delivery in early 2026.

Per- and poly-fluoroalkyl substances (PFAS)

- There are very low concentrations of *per- and poly-fluoroalkyl substances* (PFAS) in JBT, likely to be from the historical use of firefighting equipment at Department of Defence's (Defence) Jervis Bay Range Facility and HMAS Creswell.
  - questions should be directed to Defence as the lead agency working with local authorities to monitor, manage and remediate PFAS contamination in the area.

Australian Capital Territory

Tripartite Water Agreement

- The ACT and NSW Governments have approached the Australian Government to enter a tripartite agreement for the supply of water from the Googong Dam area to a number of NSW townships via the ACT water supply network.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Rebecca Rush

SB25-000325

- Joint water security planning between the ACT, NSW and the Commonwealth is required to meet the challenges of a changing climate and housing supply for a growing population.
- The department is working across government to develop an informed Commonwealth position.
- Under s 12 of the *Canberra Water Supply (Googong Dam) Act 1974*, any formal agreement is a matter for the Minister.

National Capital Authority (NCA) Board Appointments

- Merit-based processes are underway to fill the vacant NCA board member position and the NCA Chair expiring June 2026. The selection process is being conducted in accordance with the Government's Merit and Transparency Policy.

Northern Territory

Northern Territory (NT) Administrator - Appointment

- His Honour Professor Hugh Heggie PSM AM's 3 year term as Administrator of the Northern Territory (NT) expires on 31 January 2026.
- The Administrator of the NT is a statutory appointment made by the Governor General under Section 32 of the *Northern Territory (Self-Government) Act 1978* and is subject to consideration by the Prime Minister or Cabinet.
- The reappointment, or appointment of new NT Administrator is a matter for government.

Key Points

JBT Water Management

Potable Drinking Water

- JBT drinking water is currently drawn from Lake Windermere in JBT and treated at the JBT water treatment plant before it is supplied to residents.
- The department is aware of issues relating to water discoloration and sediment in the water pipes across the JBT.
  - the discoloration is due to tannins in the water as a result of the high-water levels in Lake Windermere.
- The Australian Government committed $15.8 million for a pipeline to connect JBT to the Shoalhaven City Council water supply and explore options to improve wastewater processing.

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- $1,233,000 has been spent to date to deliver site investigations, detailed design and specifications, and preliminary construction costs for the water pipeline (11.2km pipeline).
- the department has engaged suppliers to deliver the pipeline, with construction underway.
- the water pipeline project is on track for delivery in early 2026.

PFAS Water Quality Testing

- There are very low concentrations of *per- and poly-fluoroalkyl substances* (PFAS) in the Jervis Bay Territory (JBT), likely to be from the historical use of firefighting equipment at Defence's Jervis Bay Range Facility and HMAS Creswell.
  - questions should be directed to Defence as the lead agency working with local authorities to monitor, manage and remediate PFAS contamination in the area.
- The department commissions monthly testing of potable water for PFAS at the Stoney Creek water treatment plant that services the JBT and the Wreck Bay Community.
  - testing results of the JBT's drinking water, including from August 2025, continue to show PFAS levels are many times lower than the levels prescribed by the Australian Drinking Water Guidelines.

<u>Australian Capital Territory</u>

Memorandum of Understanding – ACT/NSW Water Agreement

- On 28 July 2025, the ACT Minister for Climate Change, Environment, Energy and Water and the NSW Minister for Water, Minister for Housing, wrote to the Australian Government to enter negotiations on the supply of urban potable water to the NSW townships of Yass, Murrumbateman, and Bungendore via the ACT water supply network.
  - joint water security planning between the ACT, NSW and the Commonwealth is required to meet the challenges of a changing climate and housing supply for a growing population.
  - the department is working across government to develop an informed Commonwealth position.
  - under s 12 of the *Canberra Water Supply (Googong Dam) Act 1974*, any formal agreement is a matter for the Minister.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Rebecca Rush

SB25-000325

Appointments to the NCA Board

- The NCA Chief Executive and Board members are appointed by the Governor-General under section 33 of the Australian Capital Territory (Planning and Land Management) Act 1988 (PALM Act) for a period not exceeding five years.
- Merit-based processes are underway to fill the vacant NCA board member position and the NCA Chair expiring June 2026.
- The selection process is being conducted in accordance with the Government's Merit and Transparency Policy.

NCA Board members and Chief Executive

Appointment	Role	Appointment Start Date	Appointment End Date	Tenure
Karen Doran	CEO	02/04/2024	01/04/2029	5 years
Terry Weber	Chair	13/06/2025	12/06/2026	1 years
James Wilson	Member	01/10/2020	30/09/2025	5 years
Helen Marian Lochhead	Member	24/04/2023	26/04/2028	5 years
Vacant	Member			

Northern Territory

Northern Territory Administrator

- His Honour Professor Hugh Heggie PSM AM commenced a 3-year term as Administrator of the Northern Territory on 31 January 2023 that will expire on 31 January 2026
- The appointment process has commenced for the next NT Administrator. The Administrator of the NT is a statutory appointment made by the Governor General under Section 32 of the Northern Territory (Self-Government) Act 1978.
  - by convention, the NT Chief Minister nominates a candidate for the role and the department prepares the appointment instrument and briefing for the responsible minister to review and send for consideration by the Prime Minister.
  - following consideration by the Prime Minister, the appointment instrument is considered by the Governor-General through the Executive Council process.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Rebecca Rush

SB25-000325

- The 2025-26 Budget provided the Office of the NT Administrator with administered funding of $477,000. This amount provides for the Administrator's remuneration, costs of travel outside of the Northern Territory, and removalist and storage expenses as needed. All expenditure requests require Minister McBain's approval.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Rebecca Rush

SB25-000327

SUBJECT: Norfolk Island Key Issues

Talking Points

- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is working in partnership with the Queensland Government to strengthen enforceable child safety protections on Norfolk Island in line with state and national reforms – this work remains a priority.
- Freight security remains a key priority. A dedicated commercial sea freight service began in July 2023 and the freight situation is currently stable.
- The Australian Government subsidises air freight services and underwrites passenger flight services from Australia to Norfolk Island. This supports the supply chain and tourism for the island.
- The Norfolk Island Regional Council (NIRC) continues to manage asbestos material in line with the Waste Management Act (NI) 2003.

Key Points

Insurance

- In late August 2025, Norfolk Insurance Office (NIO) notified the public that it would cease operations from Monday 15 September 2025.
- GCR Financial Limited have offered to accept NIO customers for renewal policies and/or new businesses from 18 August 2025.
- This announcement compounds existing difficulties for households and businesses on Norfolk Island in obtaining insurance.
- The department commissioned Sapere Research Group to undertake a study of the insurance market in Australia's non-self governing external territories in May 2025. The report will provide an overview of the current state of the insurance market, issues and broad opportunities for future action.
  - the department is reviewing Sapere's initial findings and the report is not yet finalised.
- The Department of the Prime Minister and Cabinet is leading whole of government work on the accessibility of insurance across Australia, and this research will feed into those considerations.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Rebecca Rush

SB25-000327

Buffett vs Australia – United Nations Human Rights Committee – Final Committee Views

- In 2018, Mr Albert Buffett submitted a communication to the UN Human Rights Committee, in relation to changes to the administrative arrangements in Norfolk Island as a result of the *Norfolk Island Amendment Act 2015 (Cth).*
- The Committee adopted its views in this matter on 31 July 2025, concluding that the complaint was inadmissible. Questions on this communication should be directed to the Attorney-General's Department (AGD).
    - AGD consulted with the department in its preparation of Australia's response to the United Nations Human Rights Committee (the Committee) in this communication.

Child Safety

- The department contracts Key Assets Australia to support children and families on, and provide state-type statutory and non-statutory child-protection services to, Norfolk Island.
- The department is working with the Queensland Government to assess the feasibility of extending Working With Children Checks (WWCC) and National Disability Insurance Scheme (NDIS) worker screening checks to Norfolk Island under the Intergovernmental Agreement.
- The department has temporary measures in place to mitigate child safety risks on Norfolk Island as much as practicable, including:
    - strengthened regulation of Banyan Park Early Learning Centre – the service must comply with national standards under the National Quality Framework, including mandatory police checks, child protection training, mock quality assessments, and continuous monitoring to ensure child safety is upheld.
    - appointment of a Child Welfare Officer – the role investigates neglect and abuse, makes decisions on care and protection orders, and provides safeguards equivalent to those available under state-based systems.
    - digitisation of Norfolk Island criminal records – this enables criminal history information to be automatically available through the ACIC database for worker screening, strengthening the ability to identify and prevent unsuitable individuals from working with children.

Sea freight

- Norfolk Island is regularly and independently serviced by a shipping provider through a commercial arrangement. The department does not have visibility of these commercial arrangements.
    - there are currently no subsidies for sea freight on the basis that there is no demonstrable market failure and industry has not sought any subsidisation. The

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department underwrites the airline service to Norfolk Island and subsidises the cost of air freight service to maintain vital supply links to the island, particularly of fresh food and medical supplies.

Asbestos management

- Waste management, including the removal of asbestos on Norfolk Island, is the responsibility of the Norfolk Island Regional Council (NIRC) and is managed under the *Waste Management Act (NI) 2003*.
- NIRC are not burying the asbestos contaminated waste on the island.
- There has recently been a number of instances of illegal dumping of potentially contaminated asbestos waste on the island, including in the recycling centre, which have been captured on CCTV. NIRC is investigating appropriate powers under the Waste Management Act (NI) 2003 for prosecuting these offences.

Highly Pathonegenic Avian Influenza (HPAI)

- Norfolk Island is a potential site for the arrival of H5 bird flu due to its importance as a breeding ground, staging point and feeding area for significant populations of migratory and marine birds.
- The Department of Agriculture, Fisheries and Forestry (DAFF) is the coordinating agency for a response and is responsible for undertaking on-ground control operations on Norfolk Island for commercial chicken farms.
- The department is working closely with DAFF, Parks Australia and NIRC to prepare for an incursion of H5 bird flu on Norfolk Island. This includes working with commercial egg farmers, response activities on public land as well as general guidance for the community.
- Any further questions should be directed to DAFF.

Access to Grants

- Due to the absence of a state-level jurisdiction, Australia's non-self-governing territories, including Norfolk Island, experience barriers to grant and funding opportunities administered through Commonwealth-State financial arrangements.
- The department is working with Commonwealth agencies and the Queensland Government to address structural barriers to funding opportunities.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000327

State service delivery

- The Australian and Queensland governments signed the Intergovernmental Partnership Agreement (IGA) on State Service Delivery to Norfolk Island on 22 October 2021.
- Under the IGA, the Queensland Government is responsible for providing education services; health support; apprenticeship and traineeship support and training services; and corrective services for Norfolk Island.
- Discussions remain ongoing on the identification and design of additional future services to be delivered by the Queensland Government.

Water Quality

- Water quality in Emily Bay is a long-standing issue. The government, through the department and Parks Australia, is working closely with NIRC to improve water quality.
- The department is working with the CSIRO to understand the key contributors to reef health decline and to identify management and mitigation actions. The Norfolk Island Water Quality Assessment report was published in January 2024, and a second report is expected to be published in mid-2026.
- Several water quality initiatives funded by the government, to the value of over $7 million, will reduce the contamination of both surface and ground water in the Kingston catchment, and ultimately, the reef.
- Community awareness and education initiatives will be instrumental in making further improvements to water quality.
- The CSIRO was on island in February and May/June 2025 undertaking as part of their monitoring program for the water resource assessment and the water quality assessment.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Rebecca Rush

SB25-000329

SUBJECT: Norfolk Island Regional Council

Talking Points

Norfolk Island Regional Council (NIRC) governance

- Following 2 independent audits in 2020 and a Public Inquiry in 2021, the councillors were dismissed and an administrator, Mr Mike Colreavy, was appointed for a 3-year term to December 2024.
- The Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP appointed Mr Scott Mason as lead administrator and Mr Gary Mottau as financial administrator (the administrators) on 6 December 2024, following the conclusion of Mr Colreavy's term.
  - the administrators were appointed from a shortlist, and in accordance with the requirements of the *Local Government Act 1993* (NSW) (NI).
- The administrators have all the functions of the council, councillor and the mayor. The administrators will continue to strengthen NIRC operations, performance and financial sustainability while supporting the transition to the Norfolk Island Assembly, the new bespoke local governance model for Norfolk Island announced by the Minister in November 2024.

Rates and waste management charges

- The Australian Government provided $1 million ($200,000 for rates & $800,000 for waste management) of additional funding in 2022-23, 2023-24 and 2024-25 financial years to support the staged introduction of rates and waste management charges.
  - this subsidisation has ceased in 2025-26.

Key Points

NIRC and its responsibilities

- NIRC provides a broad range of local government services, including road maintenance and waste management.
- NIRC also provides other services, such as the operation of the Norfolk Island international airport, telecommunications services, ports management, and the electricity generation and distribution service.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is working to improve the financial position and capability of NIRC. This will provide a stable foundation for the future of the island and place the new Norfolk Island Assembly in the best possible position for success when implemented.

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Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000329

Recruitment for NIRC General Manager

- On 31 July 2025, Mr Philip Reid concluded his term as Acting General Manager.
- On 1 August 2025, Mr Scott Hackney, Manager Infrastructure Services, was appointed as Acting General Manager.
- A recruitment process, run by NIRC, is underway, once finalised, an appointment to the role of Interim General Manager will be made.

2025-26 Operational Plan

- NIRC adopted the 2025-26 Operational Plan (the plan) on 25 June 2025, in which NIRC will report a deficit of $4.17 million. The deficit is largely a result of a shift in accounting practices to correctly report on asset depreciation.
- The plan notes a number of Commonwealth grants and subsidies are ceasing, including transitional subsidies for rates, waste charges and the satellite backhaul, and a reduction in funding through the Service Delivery Agreement with the department.
- NIRC is undertaking a review of 9 key services it delivers. To date, NIRC have completed 2 reviews, with 5 underway and 2 not yet started. These service reviews will provide important baseline information for the cost of services going forward, which has not previously been available.

Rates and waste management charges

- On 5 July 2022, and in response to community feedback, the minister and the administrator agreed to stagger increases in rates and waste management charges over multiple financial years.
- The 2025-26 Operational Plan includes rates and waste management charges. The total amount required to be levied for ordinary rates is $1.98 million, which is a 3.5% increase on FY 2024-2025.
- The plan notes the Commonwealth of Australia is no longer providing NIRC with $200,000 in grant funds to provide general rates relief, which has previously been passed onto ratepayers in the form of a rebate on rates notices. NIRC does not intend to recover the revenue from this subsidy from ratepayers in FY 2025-26, but may need to do so in the future.
- NIRC intends to begin the process of reviewing the community's rating structure throughout the 2025-26 financial year, including community engagement on refining revenue specifications across NIRC services, to address perceived equity issues with general rates.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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SB25-000329

Telecommunications services – 000

- From May-June 2025, Norfolk Island Telecom experienced issues with 000 calling on the island. During this time, a specialist engineer was on island working with a team of overseas consultants to address a number of critical issues impacting the service. Residents were still able to report emergencies through alternate emergency numbers.
- On 15 July 2025, the department was advised by NIRC that 000 emergency calling on Norfolk Island was reinstated following the installation of a new softswitch.
- The department continues to support NIRC identifying the root cause of the issue through the procurement of technical advice. This procurement is expected to be finalised by early September.

Background

NIRC rates and waste charges

- Until 2016-17, Norfolk Island property owners were not charged land rates. Initially, rates were introduced as non-value-based property levies; from 2018-19 an ad valorem component was added.
- Rates and waste charges are increasing from a very low base and the additional revenue is critical for the ongoing financial sustainability of NIRC. A review of land values under the *Land Valuation Act 2012* (NI) was undertaken in early 2022.
- Due to the high levels of rate arrears, NIRC initiated debt collection activities and issued civil summons in March 2024. As of 13 February 2025, overdue rates and waste charges total $692,657, down from a reported $970,538 at the end the 2023-24 financial year.
- NIRC provides rebates for eligible pensioners and supports payment plans for those experiencing hardship.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Rebecca Rush

SB25-000331

SUBJECT: Norfolk Island Governance Committee

Talking Points

- The Norfolk Island Governance Committee (NIGC) has met regularly since it was established on 18 October 2023, both in-person on Norfolk Island, and by videoconference.
- The NIGC is a formal avenue for the Norfolk Island community to provide input into Australian Government decisions directly affecting the community.
- The primary role of the NIGC is to design a new bespoke model of local governance for Norfolk Island.
- In November 2024, the Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP, announced a new, bespoke local governance model for Norfolk Island, based on recommendations from the NIGC.
  - the NIGC aims to have settled their policy recommendations to the minister by the end of 2025.

Key Issues

Elements of the new Norfolk Island governance model

- The new body will be called the Norfolk Island Assembly.
- The Norfolk Island Assembly will be able to make local laws, to deliver a more direct and simplified approach to law-making for Norfolk Island.
- The NIGC is still developing a financial model tailored to the Island's needs and circumstances.
- Other elements of the model such as the integrity framework are yet to be developed.
- Progress on the NIGC's work is being communicated to the community through the Community Representatives who conduct weekly public meetings and NIGC communiques which are published after major meetings.
- Further details are on the publicly available fact sheet at **Attachment A**.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/Rebecca Rush

SB25-000331

NIGC Community Representatives

- 3 NIGC community representatives were selected through an election held on 11 October 2023.
  - Chris Magri, Chelsea Evans and s47F
- There is currently 1 vacant community representative role, previously held by s47F .
  - the NIGC agreed on 20 November 2024 that the current community representatives would lead the process to fill this vacancy.
  - to date, the community representatives have not nominated a replacement for s47F and have not provided a timeframe for doing so. The vacancy will not be filled by another election process due to funding and time constraints.

Reinstating a Preamble to the Norfolk Island Act

- In 2024 the NIGC undertook consultation on a new preamble across the Norfolk Island community. The consultation received a high level of engagement, with over 750 submissions.
- The NIGC has considered all of the submissions and has put a proposal for a new Preamble for the Norfolk Island Act to the Minister for her consideration.
- Reinstating the Preamble will require an amendment to the *Norfolk Island Act*. The timing of this is a matter for government.
- The community will have further opportunity to comment on the proposed Preamble through the formal public consultation that forms part of the legislative drafting process.

Background

NIGC administrative arrangements and election

- The NIGC community representatives are appointed to the committee by the minister. These are paid, part-time roles.
- Community representatives will serve until a governance body is re-established on Norfolk Island, or for a maximum of 3 years.
- On 18 August 2023, the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts engaged the Australian Election Company (AusElect) to manage the election for the community representative roles. The total contract value was $122,124.
- 12 candidates nominated to stand for election to the 3 positions.
- 1,129 formal ballots (in person and online voting) were made.

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- The election was a non-statutory community election and voting was not compulsory
- Chris Magri, Chelsea Evans and s47F were the three successful candidates appointed to the committee by the minister.

Joint Standing Committee Inquiry into local governance on Norfolk Island

- The Joint Standing Committee on the National Capital and External Territories (JSCNCET) received over 40 written submissions.
- The department made a submission, which is available on the Committee web page.
- The JSCNCET held public hearings in Canberra on 28 March and 25 July 2023, and on Norfolk Island on 4-5 April 2023. The department appeared in Canberra on 28 March.
- The JSCNCET report made 7 recommendations for re-establishing local democracy on Norfolk Island. Recommendations from the report, alongside the Australian Government's responses, are at **Attachment B**.
- Key recommendations include the development of a new, bespoke model of local governance for Norfolk Island and reinstating a preamble into the *Norfolk Island Act 1979* (Cth) (the Norfolk Island Act). The Australian Government's Response to the JSCNCET report, tabled in Parliament on 11 April 2024, undertakes to work with the NIGC on the development of a new preamble and a proposal for a new model of local governance for Norfolk Island.

Attachments

- A: Norfolk Island Assembly Fact Sheet
- B : Australian Government response to JSCNCET report

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Australian Government

Norfolk Island Assembly

The Norfolk Island Assembly (NI Assembly) will be implemented by an Ordinance made under s19A of the *Norfolk Island Act 1979 (Cth)* (NI Act) and will:

1. Have five members, including a full-time Presiding Officer, with all other members being part-time.
2. Operate on fixed four-year terms.
3. Be empowered to make local laws.
4. Have additional functions as well as local government responsibilities.
5. Be based on the Queensland local government model, with modifications to reflect the unique needs and context of Norfolk Island.

Voter and Candidate Eligibility

To nominate and be elected an individual must be:

1. Over 18 years of age, and
2. Enrolled to vote on Norfolk Island and ordinarily resident on Norfolk Island, and
3. An Australian Citizen.

There will be conditions (such as certain criminal convictions) that exclude an individual from nominating and being elected. These will be consistent with exclusions operating in other Australian jurisdictions.

Law-making powers

It is proposed the NI Assembly may make and enforce laws necessary or convenient for the peace, order, and good government of Norfolk Island on those subject matters ordinarily within the responsibilities of local governments. In some cases, the NI Assembly may also make laws in relation to matters covered by the current body of Norfolk Island continued laws. (These are laws in operation prior to 2015 which have been continued as Commonwealth legislation under the *Norfolk Island Continued Laws Ordinance 2015*.)

Limitations: Limits may apply to the areas of continued law the Assembly may change. Within those limits, which laws are considered for remaking will be a decision for the elected members of the NI Assembly and the process will be undertaken in consultation with the Australian Government.

Revocation and suspension of laws: The Australian Government Minister with responsibility for Territories may suspend or revoke a law if they reasonably believe the law is contrary to

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any other Norfolk Island or Commonwealth law, or inconsistent with the governance principles.

Assembly Governance

Norfolk Island Assembly responsibilities: The NI Assembly is an elected body responsible for the peace, order, and good government of Norfolk Island within the limits prescribed in the establishing legislation.

Governance principles:

1. Transparent and effective processes, and decision-making in the interests of the Norfolk Island community.
2. Sustainable development and management of assets and infrastructure, and delivery of effective services.
3. Democratic representation, social inclusion, and inclusive and meaningful community engagement.
4. Good governance of, and by, NI Assembly; and
5. Ethical and legal behaviour of elected members, governance employees and elected members' advisors.

Responsibilities of elected members:

1. Represent the current and future interests of all the residents of Norfolk Island.
2. Ensure the NI Assembly discharges its responsibilities under the Act to be economically and socially responsible, including maintaining a balanced budget, maintaining Norfolk Island's assets and providing services to the community.
3. Comply with all the laws that apply to Norfolk Island.
4. Provide high quality leadership to the administration of Norfolk Island, and to the community.
5. Participate in NI Assembly meetings, policy development and decision making for the benefit of Norfolk Island.
6. Work with the Australian Government and be accountable to the Government and the community of Norfolk Island for their performance in the Administration of Norfolk Island.

Remedial actions

The Minister may take remedial action if it is in the public interest, including where the NI Assembly or an individual member is not performing their responsibilities properly, or not complying with laws applying to the Assembly.

Remedial actions may include:

1. Appointing an advisor to build the NI Assembly's capacity to perform its responsibilities or comply with relevant laws;
2. Appointing a Financial Controller to address financial concerns; and
3. Suspending or removing individual members.

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The Minister may dissolve the NI Assembly if other remedial actions have been tried, or are considered insufficient due to the level of concern e.g. criminal or corrupt conduct by the NI Assembly.

Interim administrator: If the Minister dissolves the NI Assembly, they may appoint an interim administrator to act in place of the Assembly until the conclusion of a fresh election of members to be held on a stated date.

The powers and responsibilities of the interim administrator: The interim administrator is appointed to act in place of the members of the NI Assembly and has all the responsibilities of the NI Assembly and the Presiding Member. The Minister may limit the responsibilities and powers of the interim administrator.

For more information, go to: https://www.infrastructure.gov.au/territories-regions-cities/territories/norfolk-island/norfolk-island-governance-administration/norfolk-island-governance-committee

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FOI 26-135 - Document 59 Attachment B

Australian Government

Australian Government response to the Joint Standing Committee on National Capital and External Territories report:

Restoring Democracy

February 2024

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Contents

Overview **2**

Australian Government response **3**

Recommendation 1: 3
Recommendation 2: 3
Recommendation 3: 4
Recommendation 4: 4
Recommendation 5: 5
Recommendation 6: 5
Recommendation 7: 5

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Overview

The Australian Government welcomes the opportunity to respond to the report of the Joint Standing Committee on the National Capital and External Territories (JSCNCET) on its inquiry into local governance on Norfolk Island. The report follows the referral of the matter for inquiry by the Minister for Regional Development, Local Government and Territories on 7 February 2023.

The Australian Government appreciates the constructive and inclusive approach taken by the JSCNCET in examining potential options for the diverse and distinct needs of the Norfolk Island community.

The Australian Government supports the Committee's principal finding that a new local governing body should be established on Norfolk Island. The Australian Government has carefully considered the inquiry's recommendations, and is committed to working with the Norfolk Island community to establish a new local governing body that is robust and fit-for-purpose. Work has already commenced towards restoring local governance, through the recent establishment of the Norfolk Island Governance Committee. The Norfolk Island Governance Committee provides a mechanism for the Norfolk Island community to engage with a formal body regarding future planning for the Norfolk Island community. The Australian Government will continue to work with the Norfolk Island Governance Committee to deliver appropriate, sustainable and enduring governance arrangements for Norfolk Island.

The Australian Government thanks the JSCNCET members for their work in delivering the report and its recommendations, including considering 43 submissions and conducting four public hearings.

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Australian Government response

The Australian Government's response to *Restoring Democracy* is set out in detail below.

Recommendation 1:

6.112 The Committee recommends that the Norfolk Island Governance Committee incorporate into its terms of reference consideration of the development of a preamble for the establishing legislation that:

- Recognises the culture, traditions, heritage and history of Norfolk Island;
- Defines the nature of the relationship between Norfolk Island and Australia; and
- Sets out the shared aspirations for the future direction of the relationship.

The Government **agrees** this recommendation.

The Norfolk Island Governance Committee has agreed to incorporate into its terms of reference the development of a preamble. The inclusion of a preamble has already been identified as a priority for the Norfolk Island Governance Committee and the community representatives have commenced work to lead the drafting of a new preamble.

Recommendation 2:

6.121 The Committee recommends a new bespoke model of local governance for Norfolk Island, to be enacted through Commonwealth legislation after thorough community consultation to define some key aspects of the model.

The Government **agrees in principle** this recommendation.

The Australian Government will work with the Norfolk Island community through the Norfolk Island Governance Committee to design a new bespoke model of local governance. The question of whether Commonwealth legislation is required will depend on the final model chosen.

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Recommendation 3:

6.127 The Committee recommends that the new governing body include both democratically elected and appointed members with specific expertise in public administration, and that:

- The governing body consist of at least six members;
- A majority of members be elected, with elected members holding the balance of power on the body;
- The appointed positions be reserved for individuals with expertise in relevant matters of public administration, selected via a merit-based process that preferences qualified local community members when possible; and
- Capacity building be a key responsibility of the governing body to ensure that more Norfolk Islanders are qualified to hold future governance positions either in the governing body or local administration, and in the procurement of goods and services by the administration.

The Government **notes** this recommendation.

The Australian Government notes this recommendation, and, consistent with Recommendation 4, will work with the Norfolk Island Governance Committee to determine the final model for a new governing body.

Recommendation 4:

6.132 The Committee recommends that the Norfolk Island community have a say in the governing body, including that:

- The recommendation contained in this report be referred to the Norfolk Island Governance Committee for further consultation and refinement;
- This consultation and refinement result in a model that includes a clearly defined preamble for the establishing legislation, the size of the governing body, the specific expertise required by this governing body, and the revenue models to be incorporated into the establishing legislations; and
- A binding, compulsory vote of registered voters on Norfolk Island is required to approve the final model determined by the Norfolk Island Governance Committee.

The Government **agrees in part** this recommendation.

The Australian Government is committed to establishing a governance model for Norfolk Island that is fit-for-purpose. The Australian Government, through the Norfolk Island Governance Committee, will undertake thorough public consultation in order to provide the Norfolk Island community with the opportunity to have a say regarding the governing body.

The Norfolk Island Governance Committee has commenced the process of further consultation and refinement regarding the recommendations contained in the report.

A community election was held in October 2023 to elect the community representatives to the Norfolk Island Governance Committee. Community support for the final model will be tested through engagement with the Norfolk Island Governance Committee.

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Recommendation 5:

6.134 The Committee recommends that the first elections for the new governing body should be held prior to December 2024.

The Government **notes** this recommendation.

The Australian Government is committed to establishing a new local governing body for Norfolk Island that is fit for purpose. The Norfolk Island Governance Committee is consulting with the community in developing a model, and the Government will consider the outcomes of this work. Should legislative change be required, the Australian Government cannot commit the Federal Parliament to passing legislation within a specific timeframe.

Recommendation 6:

6.138 The Committee recommends that the governing body be adaptive and supportive of the unique local history and identity of Norfolk Island, and that:

- The new Commonwealth legislation contain the form of the preamble developed by the Norfolk Island Governance Committee; and
- The legislation contain provisions for periodic review to ensure that the governing body is adaptable and can meet the future needs and interests of both Norfolk Island and Australia.

The Government **agrees in part** to this recommendation.

The Government is consulting with the Norfolk Island Governance Committee on the wording for a new preamble.

The question of whether Commonwealth legislation is required to enact a new governance model will depend on the final model chosen.

Recommendation 7:

6.138 The Committee recommends that the responsibilities of the new governing body and the mechanism for local input into Commonwealth and State responsibilities be clearly defined following the restoration of local democracy on Norfolk Island, including that:

- To ensure Commonwealth and State services meet local needs – the governing body should have a formal advisory role in relation to education, health, population strategy, heritage management, biosecurity, sea-freight and tourism;
- The management of key historical sites of cultural importance to the local community be subject to joint management between the Commonwealth and the local community; and
- These matters be incorporated into the terms of reference of the Norfolk Island Governance Committee for further local consultation and refinement.

The Government **agrees in part** to this recommendation.

The Australian Government is committed to strengthening relationships between Commonwealth, State and local stakeholders. The roles and responsibilities of any new governance arrangement will be clearly defined as the model is developed.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Jane Christie

SB25-000333

SUBJECT: Northern Australia Infrastructure Facility (including Review)

Talking Points

- On 27 August 2025, the Minister for Northern Australia, the Hon Madeleine King MP tabled an Independent Review of the *Northern Australia Infrastructure Facility Act* 2016 (the Review):
  - the minister received the Review on 12 February 2025, and tabled it within the statutory timeframe (15 sitting days).
  - the Review was conducted by the Honourable Warren Snowdon (Chair), Professor Peter Yu and Dr Lisa Caffery (together, the Panel).
  - The Australian Government is currently considering the Review's recommendations.
- Members of the Northern Australia Infrastructure Facility (NAIF) Board are appointed by the minister.
  - on 31 December 2025, 2 current NAIF Board member appointments are scheduled to expire.
  - work is underway to identify potential candidates for these positions through an open market skills-based search.

Key Points

NAIF Act Review

- Section 43 of the *Northern Australia Infrastructure Facility Act 2016* (the NAIF Act) requires the minister commission a review of the NAIF Act as soon as possible after 30 June 2024.
  - the NAIF Act requires the minister to table the Review in the Parliament within 15 sitting days of receiving it. The statutory timeframes for tabling were met.
- The Review makes 21 recommendations, focused on:
  - extending the NAIF's investment mandate;
  - enhancing the operational independence and financial arrangements of NAIF;
  - greater opportunities for NAIF to support economic outcomes for First Nations communities and organisations; and
  - expanding the use of NAIF small loans.
- To inform its recommendations, the Panel received 40 written submissions, and held 85 targeted meetings with stakeholders from all levels of government, industry, First Nations organisations, research groups, and regional development bodies.

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Contact: Jane Christie **Cleared by:** Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 2 **Date:** 12/09/2025

- The Review and submissions that provided permission to publish, and that do not include inappropriate content are available on the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts' website.

Review Timing

- The minister announced the Review and Panel on 19 August 2024.
- The Panel released a Discussion Paper on 28 August 2024, to guide consultation and seek written submissions. The Discussion Paper included the Review's Terms of Reference.
- Stakeholder engagement and consultation was undertaken between September and November 2024. This included 6 site visits of current and potential NAIF investments:
  1. James Cook University's Engineering and Innovation Place and Student Halls of Residence (Townsville, Queensland);
  2. Alpha HPA (Gladstone, Queensland);
  3. Marine Biomedical (potential project) (Broome, Western Australia);
  4. Kimberley Cotton Gin (Kununurra, Western Australia);
  5. Humpty Doo Barramundi Farm (Darwin, Northern Territory); and
  6. Charles Darwin University's Education and Community Precinct (Darwin, Northern Territory).

Review Costs

- The 2024-25 Budget provided $1.9 million to undertake the Review – covering Panel remuneration, travel for stakeholder engagement and a small departmental secretariat Taskforce of up to 6 staff covering the Review period.
  - of this budget allocation, $0.8 million was spent.

Panel selection process

- The minister chose a Panel model to ensure the Review drew on a range of expertise and was underpinned by transparency, integrity and fairness, while remaining impartial and independent.
- Panel members were selected by the minister.
  - the department provided the minister a shortlist of potentially suitable reviewers considering connection to and experience in the north, skills, and diversity, including geographic, culture and gender.

Terms of Reference

- The Terms of Reference accord with the requirements of the Act, seeking advice from the Panel as to:

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- whether the time limit of 30 June 2026 for making decisions to provide financial assistance should be extended; and
- appropriate governance arrangements for the facility after that date.

NAIF Board Appointments

- There are currently 7 NAIF Board members, plus the Ex-Officio member.
- On 31 December 2025, 2 current NAIF Board member appointments are scheduled to expire, Ms Kate George and Mr Grant Cassidy.
  - work is underway to identify potential candidates for these positions through an open market skills-based search. An executive search firm, Korn Ferry has been engaged.
  - the minister has written to Ms George and Mr Cassidy thanking them for their service to date and inviting them to express their interest in reappointment.

NAIF CEO resignation

- The NAIF CEO Craig Doyle has advised the NAIF Board of his intention to retire from his position later this year.
- Mr Doyle was appointed CEO in June 2022.
- In accordance with the NAIF Act, the Board is responsible for appointing the CEO, and a recruitment process is underway to ensure continuity. The process will be open, transparent and merit-based.
- The CEO remuneration is determined by the Renumeration Tribunal.

Background

The NAIF

- The NAIF was established on 1 July 2016 as a Corporate Commonwealth Entity under the NAIF Act.
- The duties of the minister are set out in the NAIF Act.
- NAIF is not directly appropriated as it is a Corporate Commonwealth Entity. Appropriations are made to the department, which are then paid to NAIF and are considered 'departmental' for all purposes.
  - resourcing from the government for NAIF operations in 2025-26 is approximately $22 million.

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2025-26 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Jane Christie

SB25-000335

SUBJECT: Middle Arm and Regional Logistics Hubs

Talking Points

- The 2022-23 October Budget included:
  - $1.5 billion in planned equity to support common-user marine infrastructure at the Middle Arm Sustainable Development Precinct (Middle Arm); and
  - $440.0 million in planned equity to support Regional Logistic Hubs along key transport links in the Northern Territory (NT), including in Katherine, Alice Springs and Tennant Creek.
- The Australian Government's investment in these projects is provisioned in the Contingency Reserve and will remain there until the government has made a final equity investment decision. The government's planned investments will be considered in line with the Commonwealth Investment Framework.
- The projects are led by the NT Government as the project proponent. Planning and business case development by the NT Government is ongoing.
- Strategic Environmental Assessments under the NT *Environmental Protection Act 2019* and the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* are being undertaken for Middle Arm.
- For both projects, the NT Government is working with Infrastructure Australia to progress business cases for evaluation under the Infrastructure Australia Assessment Framework.
- The Australian Government is not party to the NT Government's negotiations with proponents interested in Middle Arm.

Key Issues

<u>Status of the Australian Government's planned investments</u>

- Provisioning funding to make planned equity investments does not constitute a final investment decision, and the government continues to consider its investment in line with the Commonwealth Investment Framework (RMG308).
- This process requires the NT Government, as the project proponent, to progress the projects through Stage 3 of the Infrastructure Australia (IA) Assessment Framework. It also requires subsequent due diligence and work to structure final investment options and support implementation of the government's planned equity investments.
- It was a decision of government, given the scale of investment, to provide a planned equity investment into the Middle Arm project.

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- this approach allows the Australian Government to work in partnership with the NT Government to manage commercial and governance interests, as well as deliver key policy objectives, such as supporting clean energy, lowering carbon emissions, and advancing sustainable economic growth opportunities for the NT.

Status of Middle Arm

- Middle Arm is in an early stage of planning and is undergoing a 'Strategic Assessment' under the Commonwealth *Environmental Protection Biodiversity Conservation Act 1999* (EPBC Act) and the NT *Environmental Protection Act 2019.*
  - questions regarding the environmental assessment should be referred to the Department of Climate Change, Energy, the Environment and Water (DCCEEW)
- The NT Government is working on a Stage 3 business case for evaluation under IA's Assessment Framework.
  - common user infrastructure at the Middle Arm Precinct is currently (listed in August 2023) a Stage 2 proposal on IA's Infrastructure Priority List.
  - on 16 February 2024, the NT Government submitted a Stage 3 business case to IA which was not formally accepted by IA for evaluation at that stage as further information and analysis was required.
  - questions on IA's engagement with the NT Government should be referred to IA.

Senate Environment and Communications References Committee Inquiry into the Middle Arm Industrial Precinct

- On 5 September 2023 the Senate referred an inquiry into Middle Arm to the Committee.
- The Committee tabled its report on 21 August 2024. The Committee was unable to reach agreement on a unanimous set of recommendations, and presented 31 recommendations from individual Committee members:
  - The Australian Greens made 6 recommendations, including a recommendation that the $1.5 billion Australian Government commitment be reallocated to clean energy projects.
  - Senator David Pocock made 5 recommendations, mainly regarding ongoing assessment, regulatory and planning processes to inform the $1.5 billion Australian Government investment, as well as for investigation into the circumstances of the original commitment.
  - Senator Lidia Thorpe made 20 recommendations, largely oriented at engagement with Traditional Owners, broader calls for cultural reforms, requesting Middle Arm not proceed and the $1.5 billion Australian Government commitment be reallocated to other services (such as housing and health).

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- The Committee's report notes a range of matters that will be considered through ongoing regulatory and assurance processes, and reflects that planning for the project by the NT Government remains at an early stage.
- An Australian Government response was due to be tabled in the Parliament by 21 November 2024. The timing of a response is a matter for Government.

Status of the Regional Logistics Hubs

- Investment and development plans for the Regional Logistics Hubs also remains at an early stage.
  - NT freight rail and logistics capacity improvements are currently listed (listed in April 2023) as a Stage 1 Early Stage Proposal on IA's Infrastructure Priority List.
- On 16 February 2024, the NT Government submitted a Stage 2 and Stage 3 business case for evaluation by IA which was not formally accepted for evaluation. IA provided proponent feedback on information gaps to be addressed in a future submission.
- The NT Government is progressing the development of both Stage 2 and Stage 3 business cases for evaluations under IA's Assessment Framework.
- Questions on IA's engagement with the NT Government should be referred to IA.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Jane Christie

SB25-000338

SUBJECT: Bruce Precinct Masterplan

Talking Points

- In the 2024-25 Budget, the Australian Government provided $9.98 million over 2 years from 2024-25 for the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts to work with the ACT Government to develop a Bruce Precinct Master Plan (Master Plan). The appropriation includes:
  - $8 million in administered funds (Outcome 3.3), and
  - $1.98 million in departmental funds (including 4.0 ASL) over 2024-25 to 2025-26.
- The Master Plan will identify optimal land uses within the Precinct which includes the Australian Institute of Sport (AIS) Campus run by the Australian Sports Commission (ASC); and the North Canberra Hospital Campus (NCH) and Canberra Institute of Technology Bruce Campus (CIT Bruce); and will complement an AIS Master Plan to be developed by Minister for Sport and the Australian Sports Commission (ASC).
- The department is leading implementation on the Bruce Precinct Master Plan due to the close partnership needed with the Australian Sports Commission to integrate the outcomes of the AIS Master Plan; and 50% of the land in the Precinct being subject to National Capital Authority (NCA) land planning requirements.
- To support the development of the Master Plan, the department has established a collaborative working group whose membership includes ACT Government representatives, ASC and NCA.
- In close consultation with the ACT Government and the ASC, work to date has concentrated on building relationships and understanding the needs of all interests, with the department leading procurement of services to develop a Master Plan to be delivered in early 2026.
- The ACT Government has representatives on the assessment and selection panel for the tender process to procure a specialist firm to deliver on the Master Plan and are also part of ongoing governance oversight to ensure that the Plan is fit for purpose for both the Australian and ACT Governments.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Jane Christie

SB25-000338

Key Issues

Project status

- The Master Plan is being developed to meet the needs (and address planning legislation requirements) of both governments; and to address the optimal use of land within the Precinct.
- The department's procurement went to market on 14 August 2025 and tenders closed 3 September 2025.
- The Master Plan process is expected to take between 6-9 months to be complete (2nd quarter 2026).
- Final delivery of the Master Plan is subject to co-endorsement by governments.
  - publication of the final Master Plan is a decision of government.
  - implementation of the Master Plan will be subject to further government consideration.

Background

- The department's work on the Master Plan is also being carried out within the context of other complementary developments, namely:
  - ASC's development of the AIS Master Plan
    - questions regarding the AIS Master Plan should be referred to the ASC.
  - the AIS Podium Project, supported by the Australian Government investment of $249.7 million (over 3 years) through 2024-25 Budget towards revitalisation of AIS facilities.
    - questions regarding the AIS Podium Project should be referred to ASC.
  - The Joint Standing Committee on the National Capital and External Territories tabled the report, *A Capital for All Australians*, in May 2024:
    - the Committee made 21 recommendations. Senator David Pocock provided an additional 9 recommendations.
    - the Australian Government is considering the report and timing of a response is a matter for government.
  - questions regarding ACT Government facilities and land use within the Precinct, including the NCH and CIT Bruce should be referred to the ACT Government.
  - the recommendations in *A Fit for Purpose Australian Institute of Sport: An Independent Review* (Erin Flaherty and Robyn Smith).
    - the department released the report on 10 May 2024.
  - the announcement of the National Capital Investment Framework in July 2023 by the Prime Minister, the Hon Anthony Albanese MP (refer to **SB25-000340**).

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Jane Christie

SB25-000338

Financial Information as at 31 July 2025

Program/Project Start Date:	**2024-25**					
Program/Project End Date:	**2025-26**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	0.0	8.0	0.0	0.0	0.0	**8.0**
Less:						
Actual Expenditure YTD at 31 July 2025	0	0				
Total Committed Funds at 31 July 2025	0	0	0	0	0	**0**
Total Uncommitted Funds (balance)	0	8.0	0.0	0.0	0.0	**8.0**

- *Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.*

	2023-24 $m	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	**TOTAL $m**
Opening Appropriation	0	8.98	1.0	0	0	**9.98**
Movements/decisions		-7.98	+7.98			**0**
Movements/decisions						**0**
Movements/decisions						**0**
Movements/decisions						**0**
Current Appropriation	**0**	**1.0**	**8.98**	**0**	**0**	**9.98**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Jane Christie

SB25-000340

SUBJECT: National Capital Investment Framework

Talking Points

- On 22 July 2023, the Prime Minister, the Hon Anthony Albanese MP, and the ACT Chief Minister, Andrew Barr MLA, jointly announced the National Capital Investment Framework (the NCIF), a commitment to work collaboratively on building a better nation's capital through targeted infrastructure investment.
- The NCIF was initiated between the Prime Minister and the ACT Chief Minister in the lead up to the 22 July 2023 announcement.
- The NCIF is an in-principle commitment to work collaboratively on building a better nation's capital and ensuring it is future proofed to meet the needs of a rising population in a planned, coordinated way.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts took over responsibility of the NCIF from Department of Prime Minister and Cabinet (PM&C) in early 2025 (as part of allocation of Ministerial responsibilities to bring forward submissions for the 2025-26 budget).
- The department is working closely with the ACT Government to develop governance arrangements for the NCIF to support projects under this Framework.
- The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP is responsible for implementation of the Framework with the ACT Government.
- Funding agreed in the 2025-26 Budget under the NCIF includes $102 million over 4 years to support 2 ACT Government urban infrastructure projects:
  - $68.9 million towards the design and construction of the new Canberra Aquatic Centre and;
  - $31.1 million towards the design and development of the new Canberra Convention and Entertainment Centre Precinct and;
  - $2.0 million for the department to support project delivery.
- These projects will be delivered in partnership with the ACT Government on a 50/50 cost share basis, with the Australian Government's contribution capped.
- The department is currently working closely with ACT Government officials on relevant details to inform a Federation Funding Agreement - Infrastructure (FFA schedule) to deliver this commitment, which is expected to be finalised later this year.

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2025-2026 Supplementary Budget Estimates

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SB25-000340

- The ACT Government and the Department will work closely with the National Capital Authority (NCA) on the design and delivery of these projects.

Key Points

The NCIF

- The proposed governance arrangements for the NCIF include establishment of a Senior Officials Group (NCIFSOG), envisioned to provide strategic direction and coordination for delivery of ACT infrastructure projects under the NCIF.
- The Australian Government funding for these projects will be provided through a FFA schedule with the ACT Government. This schedule is currently in negotiation and is expected to be finalised by the end of 2025.
- The department took over responsibility of the NCIF from PM&C in late-January 2025 (as part of allocation of Ministerial responsibilities to bring forward submissions for the 2025-26 budget).
  - at the Additional Estimates hearing of the Finance and Public Administration Committee in late February 2025, Senator David Pocock asked a series of questions of PM&C in relation to NCIF, including which department was responsible for its management and what date management transferred *(*Please see **Attachments A and B** for this referenced document).
  - On 28 November 2024, Senator David Pocock tabled an Order for the Production of Documents (OPD) relating to the NCIF.
    - the minister responded to the OPD in a letter dated 17 December 2024, that was tabled on 13 January 2025 noting that the NCIF did not sit in her portfolio at that time (*Please see **Attachment C** for this referenced document*).

Canberra Convention and Entertainment Centre Precinct

- The project is currently in Planning and Design phase – with anticipated completion by 2028-29. Led by the ACT Government the following activities have been conducted:
  - Functional Design Brief: Submission of a design brief outlining spatial and operational requirements, including early precinct master planning to support project feasibility.
  - Delivery Model Evaluation Report: Completion of a report recommending the preferred delivery model, supported by comparative analysis, risk assessment, and alignment with project objectives.
  - additional questions regarding this project should be referred to ACT Government.
- The Australian Government has not committed any funding to the construction phase of the Canberra Convention and Entertainment Centre Precinct.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Jane Christie

SB25-000340

Canberra Aquatic Centre

- The project is currently in Planning and Design phase – with anticipated completion in 2028-29. Led by the ACT Government the following activities have been conducted:
  - procurement processes for the project's Design Consultant and Commercial Advisor, Business Case and Project Management Consultant are nearing completion.
  - due diligence activities at the preferred location have also commenced.
  - additional questions regarding this project should be referred to ACT Government.
  - questions regarding the NCA's public engagement *on Commonwealth Park Concept Vision 2025* should be referred to NCA.

Background

- The Australian Government continues to make significant contributions to major infrastructure through the Infrastructure Investment Program (IIP) in the ACT including:
  - Light Rail Stage 2A (construction) and 2B Planning
  - William Hovell Drive Duplication
  - Athllon Drive Duplication (North and South), and
  - Monaro Highway – Stage 1 (construction) and Stage 2 (Planning).
    - questions regarding the IIP should be referred to NSW and ACT Infrastructure Investment Branch, Land Transport Infrastructure Division.
- The Australian Government has also committed $10 million to develop a Bruce Precinct Master Plan (appropriated to the Department not ACT Government) over 2 years (from 2024-25). Refer to **SB25-000338**.

Financial Information as at 31 July 2025

Program/Project Start Date:	**2025-26**					
Program/Project End Date:	**2028-29**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	0	12.0	12.5	27.5	48.0	**100.0**
Less:						
Actual Expenditure YTD at 31 July 2025	0	0				

Contact: Jane Christie **Cleared by:** Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 2 **Date:** 012/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Jane Christie

SB25-000340

Total Committed Funds at 31 July 2025	0	0	0	0	0	**0**
Total Uncommitted Funds (balance)	0	12.0	12.5	27.5	48.0	**100.0**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Attachments

- A: Senate Estimates Question on Notice – SEQON25-001498
- B: Senate Estimates Question on Notice – SEQON25-001499
- C: Senate Order for the Production of Documents 723

Contact: Jane Christie

Cleared by: Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 2

Date: 012/09/2025

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Senate Finance and Public Administration Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE
Additional Estimates 2024-25

Prime Minister and Cabinet Portfolio

Department/Agency: Department of the Prime Minister and Cabinet
Outcome/Program Group: Prime Minister and Cabinet
Topic: National Capital Investment Framework - commitments

Senator: David Pocock
Question reference number: [PSU to insert]
Type of question: Spoken; Proof Hansard pages 55 and 56, 24 February 2025
Date set by the committee for the return of answer: 24 March 2025

Number of pages: [PSU to insert]

Question:
Senator DAVID POCOCK: ... What is the framework?
Ms Williams: The framework is a commitment between our two governments—the Commonwealth government and the ACT government—to work together to invest in further infrastructure in Canberra.
Senator DAVID POCOCK: But that sounds like just a commitment. Is there an actual framework behind that, or is that the extent of it?
Ms Williams: It is a set of commitments, as you say, that sits under that description of the framework.
Senator DAVID POCOCK: Is that set of commitments able to be tabled?
Ms Williams: I think we might need to take that on notice, unless colleagues are aware.
Senator DAVID POCOCK: What's the reason for that?
Ms Luchetti: We'll have to take that on notice as a first step just to think about the status of it and whether it went through—
Senator DAVID POCOCK: Cabinet in confidence?
Ms Luchetti: I just need to take that on notice.
Senator DAVID POCOCK: I'd be keen to have a reason.
Ms Luchetti: I have to take it on notice from a cabinet perspective.
...
Senator DAVID POCOCK: ...How many projects have been submitted under the framework since it was first announced? Surely there's some info you can give me.
Ms Williams: We would have to take that explicitly on notice. I'm aware that there have been a number of commitments made publicly to projects, but I do not have a list of projects here in front of me. I'd be happy to provide you with that information, however, on notice.
Senator DAVID POCOCK: Do you have the date of the last project that was submitted?
Ms Williams: I do not, no.
Senator DAVID POCOCK: So I'm none the wiser as to what's going on here. Obviously, PM&C said that my OPD couldn't be complied with; you said there were too many

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documents to sort through. So I turn up to estimates to try and find out a bit more, and it seems like you can't even give me some very basic information on something that was meant to be essentially a city partnership type arrangement. After putting a lot of pressure on the government, stakeholders are saying that the ACT is the only jurisdiction without a city partnership. The National Capital Investment Framework was announced, and since then it's this secret black hole that we're not allowed to know about. It just seems strange.

Ms Williams: The way I'd characterise it is that this is an ongoing piece of work with the ACT government to identify and work through what those priority projects for investment might look like under the framework. Like I said, I'm aware of a number of announcements around this, but the full suite of what the framework will cover, I think, is still underway, which is why I don't have any information here in front of me today. But, like I said, I'm very happy to look into this and provide you with what detail we can.

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Senate Finance and Public Administration Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE
Additional Estimates 2024-25

Prime Minister and Cabinet Portfolio

Department/Agency: Department of the Prime Minister and Cabinet
Outcome/Program Group: Prime Minister and Cabinet
Topic: National Capital Investment Framework - decision maker

Senator: David Pocock
Question reference number: [PSU to insert]
Type of question: Spoken; Proof Hansard pages 55 and 56, 24 February 2025
Date set by the committee for the return of answer: 24 March 2025

Number of pages: [PSU to insert]

Question:
Senator DAVID POCOCK: ...Who's the decision-maker on requests submitted under the framework? The department of infrastructure know absolutely nothing about it and don't have a single document that mentions the National Capital Investment Framework, so I'm interested, given it's all sitting in PM&C: who's the decision-maker?
Ms Williams: At this point in time, I think it will be appropriate to direct questions with respect to the framework to the department of infrastructure, transport—
Senator DAVID POCOCK: No, sorry. They know nothing.
Ms Williams: I am aware that this is a more recent transfer of responsibility. I understand you did request some information; at that time, I suspect, they did not have responsibility for the framework. More recently, that responsibility has been transferred to that department.
Senator DAVID POCOCK: Can I ask for the date on transfer?
Ms Williams: I'd have to take that on notice. I don't have that with me here.
…
Senator DAVID POCOCK: Before I head over to Infrastructure estimates, can you just give me details about—you said it's been handed over to the department of infrastructure in its entirety in terms of decision-making and in terms of delivery. Which parts have been and which parts haven't been? Will they have all the files that you've—
Ms Williams: I understand that the department will work across the relevant portfolios within government—because there will no doubt be a number of projects that will have to be worked through—and would take the lead on negotiations with the ACT government on this matter. So the department of infrastructure should be able to talk to you about where they're at within that process. But, like I said, I'm happy to take on notice your question to this committee and see what information we can provide you with.

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FOI 26-135 - Document 64 Attachment C

Senator David Pocock

Notice of Motion - Order for the Production of Documents

(at giving of notices)

I give notice that on the next day of sitting, I shall move that there be laid on the table by the Minister representing the Minister for Infrastructure, Transport, Regional Development and Local Government, by no later than 9 am on 9 December 2024, any files notes, meeting notes, meeting agendas or other records of interaction held by the Minister, the Minister's Office or the Department that refer to the National Capital Investment Framework, and additionally:

1. Any agreement, memorandum or other document that formally establishes the National Capital Investment Framework;
2. Any document showing the eligibility criteria by which applications for funding under the National Capital Investment Framework are assessed;
3. Any process documents related to the National Capital Investment Framework, including any document that shows how applications for funding are received and assessed; and
4. Any proposals that have been submitted for assessment under the National Capital Investment Framework since its establishment.

Senator David Pocock

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(4)
LODGED

FOI 26-135 - Document 64 Attachment C

ASSISTANT MINISTER FOR A FUTURE MADE IN AUSTRALIA
ASSISTANT MINISTER FOR TRADE
Senator the Hon Tim Ayres

Senator the Honourable Sue Lines
President of the Senate
Parliament House
CANBERRA ACT 2600

Dear President,

Please see attached letter for tabling from the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, regarding Order for the Production of Documents No. 723.

Yours sincerely,

Tim Ayres

20 December 2024

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

FOI 26-135 - Document 64 Attachment C

The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government
Member for Ballarat

Senator the Hon Malarndirri McCarthy
Minister for Indigenous Australians
Parliament House
CANBERRA ACT 2600

Dear ~~Minister~~ Malarndirri,

I refer to the Order for the Production of Documents No. 723, moved by Senator David Pocock and agreed to by the Senate on 28 November 2024.

Senator Pocock has sought a range of information on the National Capital Investment Framework (the Framework). The Framework is not managed within my portfolio.

However, in accordance with the information sought by Senator Pocock as part of the Order, I draw your attention to a document tabled by the Australian Capital Territory Government on 25 June 2024, entitled 'Major infrastructure program – Investment – Transparency – Assembly resolution of 19 March 2024 – Government response'. This document includes a number of correspondences from Andrew Barr MLA, Chief Minister, to the Hon Anthony Albanese MP, Prime Minister, regarding the Framework. The document is available at: LIST_Major-Infrastructure-Program-Investment-Transparency-Assembly-Resolution-of-19-March-2024-Govt-Response.pdf

I would appreciate your assistance in conveying this information to the President of the Senate.

Yours sincerely

Catherine King MP

17/12/2024

cc Senator the Hon Penny Wong, Minister for Foreign Affairs and Leader of the Government in the Senate

PO Box 6022 Parliament House, Canberra ACT 2600 | Tel: (02) 6277 7520

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Casey Greentree

SB25-000342

SUBJECT: Northern Australia Agenda

Talking Points

- The Australian Government is working to support development in northern Australia, to enhance the prosperity and wellbeing of northern communities.
- The government refreshed its northern Australia agenda in the *Northern Australia Action Plan 2024–2029* (the Action Plan) which was released on 26 August 2024.
- The Action Plan:
  - acknowledges the role of the north in delivering government priorities including the transition to a net zero economy, Future Made in Australia agenda, Closing the Gap and implementing the National Defence Strategy.
  - reaffirms the government's commitment to the north and sets the strategic direction for the next stage of investment and growth in the region.

Key Points

Role of the Office of Northern Australia (ONA)

- The ONA supports the delivery of the government's northern Australia agenda. ONA's primary roles are to:
  - oversee and champion the northern Australia policy agenda to support resilient and sustainable economic growth to secure a strong and sustainable future for northern Australia (through influencing development and implementation of policies across government that impact on the north)
  - lead coordination and reporting on the Action Plan
  - advocate for the development of northern Australia across the government, including resolution of challenges and maximisation of opportunities
  - support the Northern Australia Ministerial Forum (NAMF) and the Northern Australia Indigenous Reference Group (IRG).

Northern Australia Action Plan 2024–2029 (refer EC25-002366)

- The *Northern Australia Action Plan 2024–2029* (Action Plan) was released by the Hon Madeleine King MP, Minister for Northern Australia, at the Developing Northern Australia Conference on 26 August 2024.
- The Action Plan recognises the north's unique challenges, new and emerging opportunities and recognises that to succeed we need to work differently in the north – working in partnership and place, with a focus on resilience and evidence-based decisions and a commitment to advance First Nations outcomes at its centre.

Contact: Casey Greentree **Cleared by:** Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 1 **Date:** 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Casey Greentree

SB25-000342

- The Action Plan outlines:
  - 6 policy priority areas that provide the framework for the development of Australian policies and programs over the next 5 years:
    - activating the northern economy;
    - infrastructure to unlock growth;
    - safe and secure north;
    - growing the northern workforce;
    - liveable, healthy and resilient communities; and
    - protecting the north's environment and cultural heritage.
  - 17 Areas for Continued Focus which seek to address known barriers and policy gaps
    - these will be progressed in the short to medium term by relevant Australian Government agencies with the support of the Office of Northern Australia (refer EC25-002366).
  - Northern Australia Initiatives which showcase current Australian Government investment aligned with the policy priorities (refer EC25-002370).
- An Annual Progress Report on the Action Plan and is expected to be released alongside the Annual Statement to Parliament in November, and will include:
  - an update on government actions in northern Australia,
  - outline work done by partner agencies to progress the 6 policy priority areas, and 17 areas for continued focus, and
  - provide an update on new government initiatives supporting the north.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Casey Greentree

SB25-000344

SUBJECT: Northern Australia Indigenous Reference Group

Talking Points

- The Northern Australia Indigenous Reference Group (IRG) advises the Minister for Northern Australia, the Hon Madeleine King MP, and the Minister for Indigenous Australians, Senator the Hon Malarndirri McCarthy, on practical actions to enhance the economic and social prosperity of First Nations people in northern Australia.
- IRG members are accomplished First Nations Australians from the north. Their selection is considered against geographic spread, gender diversity and industry representation.
- The current IRG was appointed on 17 July 2025 and will serve until December 2026, with the option of extension. Minister Madeline King made this membership announcement on Thursday 24 July 2025.
- Minister Madeleine King attended the newly appointed IRG's first meeting in Cairns, virtually, on 23 July 2025.
- Improving the prosperity of First Nations people and communities is central to the success of the northern Australia agenda and is reflected in the Northern Australia Action Plan 2024 –2029 (Action Plan) which was released on 26 August 2024. It also aligns with the Australian Government's commitment to Closing the Gap.

Key Points

Northern Australia Indigenous Reference Group

- The IRG consists of 6 members, as detailed in the list below.

Members	*Key Industry Experience*
Professor Martin Nakata (Chair) (QLD)	Higher Education, research and Indigenous leadership
Mr Troy Fraser (QLD)	Local and state government, Indigenous organisations
Ms Ninielia Mills (WA)	Indigenous organisations
Ms Flora Warrior (TSI)	Business Administration, Business start-up, Microfinancing
Mr Damien Djerrkura (NT)	Indigenous organisations
Ms Alinta McGuire (NT)	Banking

- It is intended that a second member will be appointed for Western Australia, and a process is under way to identify a suitable applicant.

Contact: Casey Greentree **Cleared by:** Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 2 **Date:** 12/09/2025

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- The refreshed IRG membership have had 1 meeting on 22 July 2025 in Cairns and have chosen to focus on 3 priority areas, including:
  - supporting the education and training pipeline to deliver economic empowerment,
  - supporting First Nations Enterprise, and
  - ensuring that there are mechanisms to measure and evaluate improvement for First Nations people from Australian Government investment in northern Australia.

Expression of Interest (EOI) Process

- An EOI opened publicly on Tuesday, 28 January 2025 and applications closed on Wednesday, 28 February 2025.
  - former IRG members were not required to submit an application, instead they were asked to indicate their preference to continue as an IRG member. This approach was implemented with the agreement of the minister and based on a number of the former members being relatively new to the IRG.
  - 43 applications were received from the EOI process, of these:
    - 4 applicants were former IRG members reapplying
    - 39 new applicants; of whom 31 met the base eligibility requirements.
- The ONA worked closely with National Indigenous Australians Agency in the development of the EOI process and communication materials (refer to EC25-002368).
- Minister Madeline King announced the new IRG membership on Thursday 24 July 2025.

Northern Australia Action Plan 2024–2029

- Commitment to advancing First Nations outcomes is embedded across the 6 priority areas in the Action Plan, with specific actions within each priority.
- In addition, the Action Plan identifies 3 specific Areas of Continued Focus (ACF) relating to First Nations priorities, these are:
  - ACF 3**:** scope a First Nations Economic Partnership to improve economic outcomes for First Nations peoples, including northern perspectives.
  - ACF 4**:** enhance self-determined, sustainable opportunities for First Nations peoples and business, including Prescribed Bodies Corporates, to leverage and protect their land, water, traditional knowledge, expertise, ingenuity and cultural heritage and other assets, including a focus on access to capital, capacity building and benefit sharing.
  - ACF 5**:** enhance participation of Aboriginal and Torres Strait Islander community-controlled organisations and First Nations business in delivering services in the north.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Erin Cassie

SB25-000346

SUBJECT: Precincts and Partnerships Programs (rPPP and uPPP)

Talking Points

- The regional Precincts and Partnerships Program (rPPP) and the urban Precincts and Partnerships Program (uPPP) bring together governments, communities and other partners to fund the design, development and delivery of precincts across Australia.
- Funding for projects is administered by the state and territory governments through a schedule to the Federation Funding Agreement (FFA) – Infrastructure.
- On 5 September 2025, the Australian Government paused both the rPPP and uPPP programs to new applications. Stakeholders with applications in draft (in the business.gov.au grants portal) at noon 5 September 2025 have until 17 October 2025 to finalise and submit their applications.
- Assessment of these applications is expected to exhaust the available funding for rPPP and uPPP, which informed the ministers' decision to close the programs to new applications.
  - at 5 September 2025, there were 27 submitted uPPP applications in the grants portal worth $209.9 million (not including the 49 in Batch Two valued at $357.7 million which are subject to minister consideration – as at 16 September 2025), and 193 submitted rPPP applications worth $1.6 billion.
- Assessment of applications will continue until the funding is fully allocated.
- It is a matter for government regarding whether any additional funds will be allocated to these programs such that we can re-open to new applications.

regional Precincts and Partnerships Program

- The rPPP was announced in the 2022-23 Budget, with funding of $400.0 million over 3 years from 2023-24. The program was later extended to 2026-27.
- The program opened for applications via the Business Grants Hub on 24 August 2023 and assessment of the first batch of applications commenced in late 2023.
- To date, the government has committed $230.32 million for 44 projects through the rPPP.

urban Precincts and Partnerships Program

- The uPPP was announced in the 2023-24 Budget, with funding of $150.0 million over 3 years from 2024-25.
- The program opened for applications via the Business Grants Hub on 29 July 2024 and assessment of the first batch of applications commenced in late 2024.

Contact: Erin Cassie **Cleared by:** Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 2 **Date:** 16/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Erin Cassie

SB25-000346

- To date, the government has committed $45.67 million for an initial 6 uPPP projects announced in January 2025.

Key Issues

- As of 12 noon 5 September 2025 (AEST), both programs paused to new applications. Applicants with 'draft' rPPP or uPPP applications in the business hubs system have until noon 17 October 2025 to submit their applications.
- An additional $170 million for the rPPP and $104 million for the uPPP remains available for applications already submitted or draft applications that are submitted by 17 October 2025. It is anticipated that successful applications received to 17 October 2025 will fully exhaust the remaining funding.
- It is anticipated that rPPP applications lodged up to 31 December 2024 will be considered by the Independent Expert Panel in the next batch (Batch Five). There are 106 applications in that batch. Batch Five assessments are expected to begin in October 2025.
- At 5 September 2025, there were 152 draft uPPP applications and 119 draft rPPP applications commenced but not yet submitted in the application portal. Many draft applications are commenced and then abandoned and it is not anticipated this number will finalise and submit.

Background

- The uPPP is available to projects located within the ABS' Greater Capital City Statistical Areas (GCCSA), while the rPPP is available to projects located elsewhere in Australia.
- On 13 August 2025, the Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories, announced $67 million for the latest 15 rPPP projects.
- Further information is provided in back pocket briefs EC25-002380 (rPPP) and EC25-002379 (uPPP), summary of Questions on Notice **Attachment A**, and summary of Hansard Extracts **Attachment B**.

Financial Information as at 31 July 2025

Budget information as at 31 July 2025 (regional Precincts and Partnerships Program)

- Administered funding of $400.0 million over 3 years was appropriated for the rPPP from 1 July 2023. At MYEFO 2024-25, the government agreed to extend the program to 30 June 2027 and move $15 million in funding from 2025-26 to 2026-27.
- At 31 July 2025, $163.32 million was committed through the FFA-Infrastructure.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Erin Cassie

SB25-000346

- Departmental funding of $8.24 million has been allocated to the rPPP from 2022-23 to 2025-26. Funding supports ASL within the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts ($4.21 million – including independent assessment costs) and for the Business Grants Hub ($4.04 million).

Program/Project Start Date:	**2023-24**					
Program/Project End Date:	**2026-27**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	250	135	15	0	0	**400**
Less:						
Actual Expenditure YTD at 31 July 2025	158.7					**163.3**
Total Committed Funds* at 31 July 2025	158.7	4.2	0.3	0	0	**163.3**
Total Uncommitted Funds (balance)	91.3	130.8	14.7	0	0	**236.7**

Budget information as at 31 July 2025 (urban Precincts and Partnerships Program)

- Administered funding of $150.0 million over three years was appropriated for the uPPP from 1 July 2024.
- At 31 July 2025, $45.67 million was committed under the FFA-Infrastructure.
- Departmental funding of $6.8 million has been allocated to the uPPP from 2023-24 to 2026-27. Funding supports ASL within the department ($3.93 million – including independent assessment costs) and for the Business Grants Hub ($2.87 million).

Program/Project Start Date:	**2024-25**					
Program/Project End Date:	**2026-27**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	50	50	50	0	0	**150**
Less:						
Actual Expenditure YTD at 31 July 2025	45.7					**45.7**
Total Committed Funds* at 31 July 2025	45.7	0	0	0	0	**45.7**

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Total Uncommitted Funds (balance)	4.3	50	50	0	0	**104.3**

** Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.*

Supporting Information

Questions on Notice (QoNs)

- QoN 26 SQ25-000030, QoN 130 SQ25-000285, QoN 131 SQ25-000286, QoN 132 SQ25-000288, QoN 133 SQ25-000289

Freedom of Information (FOI) Requests

- rPPP FOI requests 25-287, 25-286, 24-241, 24-069, 24-461

Attachments

- A: Summary of the content of QoNs
- B: Summary of Hansard extracts

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Attachment A: SB25-000346 rPPP/uPPP

PDMS entry	Date	Hansard reference	Senator	Question #
SQ25-000030	24 February 2025	Spoken	Matthew Canavan	26

On 24 February 2025, Senator Canavan asked the date that the urban Precincts and Partnerships Program (uPPP) guidelines were provided to the minister.

Answer

1 November 2023: The uPPP draft guidelines were provided to the Hon Catherine King MP.

5 June 2024: Minister King made the decision to deliver this program through the Federation Funding Agreements (FFA) Framework.

4 July 2024: Revised draft guidelines, reflecting the decision to administer the program through the FFA – Infrastructure, were provided to the minister.

PDMS entry	Date	Hansard reference	Senator	Question #
SQ25-000285	05 March 2025	Written	Bridget McKenzie	130

On 5 March 2025, Senator McKenzie asked i) how many applications the Regional Precincts and Partnerships Program (rPPP) had received; and ii) how long does it take for a submission to be assessed and a response provided.

Answer

1. At 31 January 2025, the Business Grants Hub in the Department of Industry, Science and Resources had received 322 applications to the rPPP.

2. Applications are assessed in batches, with timing and number depending on application volume. At 31 January 2025, 3 rPPP batches had been processed, 1 in 2023-24 and 2 in 2024-25. An average of 44 applications were considered in each batch.

PDMS entry	Date	Hansard reference	Senator	Question #
SQ25-000286	05 March 2025	Written	Bridget McKenzie	131
SQ25-000288	05 March 2025	Written	Bridget McKenzie	132

On 5 March 2025, Senator McKenzie asked when the City of Greater Bendigo, and Care Villas Australia in Merbein, would receive information on their applications.

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Answer

Applications are batched for assessment at least twice a year. The number and timing of batches varies depending on the volume and nature of applications received. Once the assessment process is completed for a specific application, the Business Grants Hub notifies the applicant of the outcome in writing.

PDMS entry	Date	Hansard reference	Senator	Question #
SQ25-000289	05 March 2025	Written	Bridget McKenzie	133

On 5 March 2025, Senator McKenzie asked:

1. Have the program Guidelines recently changed.
2. When were they changed?
3. Has a Media Release been circulate advising of these changes?
4. Why were the Guidelines changed?
5. How will the change affect those applications that are currently in the system?
6. The definition of precinct changed. How has the definition of precinct changed?
7. Will these changes to the Guidelines, delay the roll out of the program?

Answer

1. Yes.
2. The updated guidelines were published on the Department's website on 18 February 2025.
3. No. The Business Grants Hub emailed applicants directly on 17 February 2025 to advise of the update.
4. The rPPP guidelines were updated to:
    a. reflect the Australian Government's decision to administer the program through arrangements under the FFA – Infrastructure
    b. extend the Project Completion Date to 31 March 2027
    c. increase alignment with the guidelines for the urban Precincts and Partnerships Program (including increasing the score required against each assessment criterion to 75%)
    d. provide minor administrative updates.
5. Applicants who have submitted their applications are not required to make any changes. Their existing application will proceed for assessment under the updated guidelines. Applicants also have the option to resubmit updated applications or to withdraw.
6. The updated guidelines clarify that a precinct should encompass multiple infrastructure elements delivered collaboratively by multiple partners.
7. Applications are continuing to be assessed under the updated guidelines.

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Attachment B: SB25-000346 Summary of March 2025 Hansard

RURAL AND REGIONAL AFFAIRS AND TRANSPORT LEGISLATION COMMITTEE

THURSDAY, 27 MARCH 2025

CANBERRA

1. Summary only. Refer Pages 54 – 55 of Hansard:

Senator the Hon Bridget McKenzie asked how many applications the Regional Precincts and Partnerships Program (rPPP) had received.

The department responded the program had received 340 applications across all jurisdictions.

2. Summary only. Refer Pages 55 – 56:

Senator McKenzie asked about the length of assessment.

The department noted that the length of assessments may vary depending on the volume of applications in a batch, when the application was received, and the cost of convening the assessment panel. The department provided information about the timing and size of the first three batches.

3. Summary only. Refer Page 56:

Senator McKenzie asked about the timeframe of Batch Four.

The department noted that Batch Four had been considered by the Independent Expert Panel and recommendations had not yet been provided to the Minister.

4. Summary only. Refer Pages 56 – 57:

Senator McKenzie asked about an rPPP application from the Bendigo Art Gallery.

The Department noted that application would be considered as part of Batch Five which had not yet been assessed by the Independent Expert Panel. The department confirmed Batch Five would not be considered before caretaker.

The Department confirmed it would not provide decision briefs to the Minister during caretaker.

5. Summary only. Refer Pages 57 – 58:

Senator McKenzie asked about an rPPP application from CareVillas Australia.

The Department confirmed the application was under consideration in Batch Four.

6. Summary only. Refer Page 58:

Senator McKenzie asked about changes to the rPPP program guidelines

The Department noted Minister King approved updated guidelines on 18 December 2024 which were published on the department's website on 18 February 2025. The Department confirmed the Business Grants Hub emailed all proponents who had applications in the system on 17 February 2025 to let them know about the changes.

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Attachment B: SB25-000346 Summary of March 2025 Hansard

The Department also confirmed the changes were largely administrative to note: the administration of the program through the Federation Funding Agreements Framework; extension of the project completion date to 31 March 2027; clarification of terminology; and to improve consistency between the urban and regional guidelines. The department confirmed applicants were advised they did not need to take any action—their existing application would remain under consideration – however applicants had the option to update their application in response to the changes.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Erin Cassie

SB25-000349

SUBJECT: City and Regional Deals

Talking Points

- The City and Regional Deals, and the Albury Wodonga Regional Projects initiative, are delivered in partnership between the 3 levels of government.
- The Australian Government is investing $9.4 billion in 12 places through City and Regional Deals. This investment has leveraged an additional $11.7 billion in co-investment from Deal partners.
  - this includes the recently expired Hinkler Regional Deal and the current Albury Wodonga Regional Projects initiative.
- As at 31 July 2025, over $6.7 billion (71%) of the government's contribution has been expended. Approximately $2.7 billion (29%) remains.
- The Deals are made up of multiple commitments, each tailored to the needs of specific communities and places. In total, across all 12 locations, there are 259 commitments which are made up of almost 400 different projects.
- Of the 259 commitments, 127 commitments (49%) have been completed, 76 commitments (29%) are in progress[1], 28 commitments (11%) are in planning[2], and 28 commitments (11%) are ongoing[3].
- The majority of Deals and commitments are progressing well toward delivery, with a minority experiencing issues that partners are working collaboratively to resolve.

Note:
1. In progress: Construction (or equivalent) has commenced and is currently active.
2. In planning: Prior to construction or other implementation.
3. Ongoing: Commitment is designed to be enduring and has no specified or measurable end date.

Key Issues

- There are 10 Deals currently in place, plus the Albury Wodonga Regional Projects initiative and the recently expired Hinkler Regional Deal.
- The 10 Deals are located in: Adelaide, Barkly (Tennant Creek and surrounds), Darwin, Geelong, Hobart, Launceston, Perth, Townsville, South East Queensland (SEQ) and Western Sydney.
- Oversight of the Barkly Regional Deal (Tennant Creek and surrounds) has moved to the First Nations Partnerships Division following a restructure in the Department.
- Deal commitments are funded and administered in a variety of ways, including through other government programs, state or territory governments, local governments and other organisations.

Contact: Erin Cassie
Cleared by: Lisa Rauter, First Assistant Secretary
Phone: s22(1)(a)(ii)
Version Number: 2
Date: 25/09/2025

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- Of the 259 Deal commitments, the Partnership Programs Branch and First Nations Partnerships Division directly administers funding for 78 commitments (30%) under Outcomes 3.1 and 3.3.
- Of the $1.65 billion directly administered by the Partnership Programs Branch and First Nations Partnership Division, $1.05 billion (64%) has been spent.
- The Deals are in different stages of delivery:
  - 4 Deals signed between 2016 and 2018 (Townsville, Launceston, Western Sydney and Adelaide) are well progressed with collectively more than half of commitments complete.
  - 6 Deals signed between 2018 and 2020 (Darwin, Hobart, Geelong, Barkly, Hinkler and Perth) are well into their implementation with collectively 40% of commitments complete.
  - 2 Deals have recently entered into the implementation phase: SEQ and Albury Wodonga. Between SEQ and Albury Wodonga, four projects are complete, 25 are in progress and nine are in planning.

Background

Departmental resourcing for Deal administration

- Through the 2024-25 Budget, the government provided $12.6 million over 4 years to deliver the government's urban agenda. This included funding to support the continuing administration and delivery of City and Regional Deal commitments and the Albury Wodonga Regional Projects to their completion. These funds also support governance and oversight to the Macquarie Point and Launceston urban renewal projects.

Financial Information as at 31 July 2025

Program/Project Start Date:	**2016**					
Program/Project End Date:	**2042**					
	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget	404.7	262.7	140.2	37.6	31.0	**876.2**
Less:						
Actual Expenditure YTD at 31 July 2025	285.4	0.0				**285.4**
Total Committed Funds at 31 July 2025	118.9	262.7	140.2	37.6	31.0	**590.4**
Total Uncommitted Funds (balance)	0.4	0	0	0	0	**0.4**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Erin Cassie

SB25-000349

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
Note: Funds include Barkly Regional Deal (Tennant Creek and Surrounds).

- This table only include budgets for commitments administered by Partnerships and Projects Division and First Nations Partnerships Division (Barkly Regional Deal) under outcomes 3.1 and 3.3 of the Portfolio Budget Statements and payments to state programs through Budget Paper 3. This table does not include funding under other outcomes or other portfolios. All figures are for administered funding.

Supporting Information

Questions on Notice (QoNs)

- Townsville – QoN 73, SQ24-001209; QoN 70, SQ24-001208; QoN 68, SQ24-001206; QoN 69, SQ24-001207
- Albury Wodonga – QoN 135, SQ25-000293
- Barkly – QoN 134, SQ25-000291

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Erin Cassie

SB25-000350

SUBJECT: Macquarie Point Precinct

Talking Points

- The Australian Government has made a capped commitment of $240.0 million for urban redevelopment at the Macquarie Point precinct in Hobart.
- The government's funding commitment for Macquarie Point requires the Tasmanian Government to meet the conditions and expectations set out in a schedule to the Federation Funding Agreement – Infrastructure (FFA schedule).
- The Tasmanian Government, through the Macquarie Point Development Corporation (MPDC), is currently preparing a master plan and housing plan, as required by the FFA schedule. The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts is working with the Tasmanian Government to finalise these 2 plans.
- The FFA schedule for the Macquarie Point Urban Redevelopment was signed by the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, on 16 May 2024 and counter-signed by the Tasmanian acting Minister for Sport and Events, the Hon Nick Duigan MLC, on 17 May 2024. The schedule is published on the Federal Financial Relations (FFR) website.

Key Issues

<u>Macquarie Point Precinct Urban Redevelopment</u>

- The milestones of the Macquarie Point FFA schedule reflect correspondence from the minister to the Tasmanian Premier, the Hon Jeremy Rockliff MP, dated 28 April 2023. The correspondence is available on the MPDC website.
- The non-financial milestones are:
  1. Commonwealth acceptance of a refreshed Macquarie Point Precinct Plan.
     - completed – 16 September 2024.
  2. Agreement signed by the Commonwealth and Tasmanian Government for the upgrade of Macquarie Wharf 6.
     - as at 10 September 2025, this is provisionally completed – subject to the Tasmanian Government seeking the minister's formal acceptance.
  3. Commonwealth acceptance of a Stakeholder Engagement Report on the refreshed Macquarie Point Precinct Plan.
     - completed – minister accepted the report on 2 September 2025.
  4. Commonwealth acceptance of the Macquarie Point Precinct Master Plan to implement the Precinct Plan.

Contact: s22(1)(a)(ii) **Cleared by:** Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 2 **Date:** 12/09/2025

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   - completion expected by end 2025 – the department has provided feedback to MPDC on a first draft of the Master Plan.
5. Delivery of a finalised Housing Plan developed in consultation with the Commonwealth.
   - completion expected by end 2025 – the department has provided feedback to MPDC on a first draft of the Housing Plan.

- Following completion of the 5 non-financial milestones above, the FFA schedule will be renegotiated with the Tasmanian Government to incorporate financial milestones. No funds have been expended to date.
- The Macquarie Point FFA schedule also requires the Tasmanian Government to engage with community groups and all affected stakeholders, including First Nations groups, RSL Tasmania and the Hobart City Council, and to maintain and enhance the existing amenity of the site (Note the stakeholder Engagement Report, once accepted, is the evidence this consultation has occurred).

Background

Project of State Significance

- The proposed multipurpose stadium at Macquarie Point has been designated a Project of State Significance (PoSS) and is currently being assessed by the Tasmanian Planning Commission (TPC).
- The Tasmanian Government, through the MPDC, has reached 70% detailed design.
- As at 10 September 2025, the TPC is expected to issue its Final Integrated Assessment Report later in September 2025 which will make recommendations for the proposed multipurpose stadium.
- Following the release of the Final Integrated Assessment Report, and dependent on its findings, it is likely that the Tasmanian Government will seek to pass enabling legislation for the stadium.
- The PoSS process is specific to Tasmanian planning legislation, and questions pertaining to the PoSS should be directed to the Tasmanian Government.

Wharf Upgrades at Macquarie Point

- On 16 October 2024, the Prime Minister, the Hon. Anthony Albanese MP, announced that the government had reached an agreement with the Tasmanian Government to contribute $188 million over four years to upgrade Wharf 6 at Macquarie Point to support the operations of the RSV *Nuyina*.

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- The formalisation of this agreement through an FFA schedule with the Tasmanian Government is a milestone of the FFA schedule for the Macquarie Point urban redevelopment.
- The Macquarie Wharf 6 (Port of Hobart) Federation Funding Agreement – Environment was signed by the Hon Tanya Plibersek MP, then Minister for Environment and Water, on 8 January 2025, and the Tasmanian Premier on 10 February 2025.
- Requests for further information should be directed to the Environment portfolio (DCCEEW).

<u>UTAS Stadium Redevelopment Project (Launceston)</u>

- The Budget line item that includes Macquarie Point also commits $65.0 million to deliver upgrades as part of the University of Tasmania (UTAS) Stadium Redevelopment Project in Launceston (Hobart and Launceston – urban renewal co-investments). The government's funding commitment for the UTAS Stadium is set out in a separate FFA schedule signed on 5 June 2024 and is available on the FFR website.
- In line with the FFA schedule, the following is underway to progress the UTAS project:
  - match day facilities upgrades were completed in April 2025.
  - a construction contract was awarded for the new Eastern and Centre-West Stands in September 2025 and construction is expected to commence shortly.
  - contracts for the waterproof LED ribbon board around the ground and upgrades to the stadium lighting are expected to be awarded by the end of 2025.
- The UTAS Stadium Redevelopment is expected to be completed by the end of 2027.

Financial Information <u>as at 31 July 2025</u>

Program/Project Start Date:	**May 2024**						
Program/Project End Date:	**June 2028**						
	2023-24 $m	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m	**TOTAL $m**
Appropriation Budget: UTAS Stadium	5.0	8.0	15.6	36.4	0	0	**65.0**
Appropriation Budget: Macquarie Point	0	0	80.0	100.0	60.0	0	**240.0**
Appropriation Budget: Total	**5.0**	**8.0**	**95.6**	**136.4**	**60.0**	**0**	**305.0**
Less:							
Actual Expenditure YTD at 31 July 2025	5.0	4.0					
Total Committed Funds at 31 July 2025		8.0	95.6	136.4	60.0	0	**300.0**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Erin Cassie

SB25-000350

Total Uncommitted Funds (balance)	0	0	0	0	0	0	**0**

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Katrina Kendall

SB25-000352

SUBJECT: Investing in Our Communities (IIOC)

Talking Points

- The Investing in Our Communities program (IIOC) is 1 of 2 programs established by the Australian Government as part of the October 2022-23 Budget, to deliver its 2022 Election Commitments for community and sporting infrastructure projects.
- The IIOC program delivers projects with a government funding contribution of up to $5.0 million.
- The IIOC program is being delivered as a one-off, closed, non-competitive round. Only applicants nominated by the government were invited to apply for funding.
- The IIOC program opened on 8 February 2023 and was closed to applications on 30 November 2023.
- Under the published guidelines, applicants had up to 6 months from receiving an invitation to apply, or until 30 November 2023 (whichever was earlier), to submit an application.
- As at 31 July 2025, of the 356 projects under the IIOC program:
  - 154 projects were complete;
  - 194 projects were contracted and underway; and
  - 8 projects were not approved for funding, had funding withdrawn or were terminated at the request of the grantee.
- As at 31 July 2025, expenditure to date under the IIOC program was $130.8 million (out of total allocated funding of $306.0 million).

Key Points

- The IIOC program funds election commitment projects with a government contribution of up to $5.0 million.
  - this includes some projects committed by the former government under the Community Development Grants (CDG) programme in the 2022 Pre-Election Economic and Fiscal Outlook (PEFO).
  - other election commitments over $5.0 million are funded under the Priority Community Infrastructure Program (PCIP) (refer **SB24-000354**).
- Projects include sporting infrastructure, cultural facilities and other community priorities intended to assist communities to build their strength and improve liveability.

Contact: Katrina Kendall **Cleared by:** Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 2 **Date:** 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Katrina Kendall

SB25-000352

- Applicants include not-for-profit entities, as well as state, territory and local governments.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts has no role in the identification of government election commitments, including the nominated organisation or commitment value.
- An Assistant Secretary within the department (currently the Assistant Secretary, Major Projects and Programs) is the Decision Maker under the program guidelines.
- Administration of the program is being undertaken by the department, not a grants hub.
- The assessment of eligible IIOC projects was undertaken against 3 criteria as set out in the IIOC Program guidelines:
  - project benefit;
  - project viability and sustainability; and
  - grantee viability and capacity.

Financial Information as at 31 July 2025

Program Start Date:	**2022-23**					
Program End Date:	**2026-27**					
	2024-25	2025-26	2026-27	2027-28	2028-29	**TOTAL**
	$m	$m	$m	$m	$m	**$m**
Appropriation Budget	145.2	103.9	16.1	0.0	0.0	**265.2**
Less:						
Actual Expenditure YTD at 31 July 2025	81.9	8.1	0.0	0.0	0.0	**90.0**
Total Committed Funds at 31 July 2025	63.4	95.7	16.1	0.0	0.0	**175.2**
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	**0.0**

Notes: Table reflects forward estimates period only, not life of program. Expenditure in 2023-24 was $38.5m and in 2023-23 expenditure was $2.3m. Total committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Katrina Kendall

SB25-000354

SUBJECT: Priority Community Infrastructure Program (PCIP)

Talking Points

- The Priority Community Infrastructure Program (PCIP) is 1 of 2 programs established by the Australian Government in the October 2022-23 Budget, to deliver its 2022 Election Commitments for community and sporting infrastructure projects.
- The PCIP program primarily delivers projects with a government funding contribution of $5.0 million or more.
  - some smaller value commitments are also delivered under the program, including those for feasibility studies and business cases.
- The PCIP program is being delivered as a one-off, closed, non-competitive round. Only applicants nominated by the government were invited to apply for funding.
- The PCIP program opened on 8 February 2023 and was closed to applications on 30 November 2023.
- Under the published guidelines, applicants had up to 6 months from receiving an invitation to apply, or until 30 November 2023 (whichever was earlier), to submit an application.
- As at 31 July 2025, of the 93 projects under the PCIP program:
  - 6 projects were complete;
  - 85 projects were contracted and underway; and
  - 2 projects were withdrawn from the program (one at the request of the proponent, and the other is now being delivered through another program).
- All PCIP projects are scheduled to be completed by 30 June 2027.
- As at 31 July 2025, expenditure to date under the PCIP program was $229.0 million (from total funding allocated of $938.8 million).

Contact: Katrina Kendall

Cleared by: Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 2

Date: 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Katrina Kendall

SB25-000354

Key Points

- The PCIP program funds election commitment projects with a government commitment of $5.0 million or more, and select commitments with a lower dollar value.
  - this includes some projects committed by the former government under the Community Development Grants (CDG) programme in the 2022 Pre-Election Economic and Fiscal Outlook (PEFO).
  - other election commitments under $5.0 million are funded under the Investing in Our Communities (IIOC) program (refer **SB24-000352**).
- Projects include sporting infrastructure, cultural facilities and other community priorities intended to assist communities to build their strengths and improve liveability.
- Applicants include not-for-profit entities, as well as state, territory and local governments.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts has no role in the identification of government election commitments, including the nominated organisation or commitment value.
- The Minister for Infrastructure, Transport and Regional Development and Local Government, the Hon Catherine King MP, is the Decision Maker under the program guidelines.
- An Assistant Secretary in the department has some delegated functions to support the program's administration, as set out in the published guidelines. This includes actions such as approving progress reports, approving an exemption from ineligible grant expenditure, and approving minor changes to projects on a case-by-case basis.
- Administration of the program is being undertaken by the department, not a grants hub.
- The assessment of PCIP projects was undertaken in 2 stages:
  - Stage 1 – a Desktop Review; and
  - Stage 2 – a formal value with relevant money assessment.
- In Stage 1, the assessment considered organisation and project eligibility, co-funding arrangements and the suitability of financial arrangements in place to sustain the organisation during the grant period.
- In Stage 2, projects were assessed against 4 criteria, as set out in the program guidelines:
  - economic benefits of the project;
  - social benefits of the project;
  - project viability and sustainability; and
  - grantee viability and capacity.

Contact: Katrina Kendall **Cleared by:** Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number**: 2 **Date:** 12/09/2025

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa Rauter/Katrina Kendall

SB25-000354

Financial Information as at 31 July 2025

Program Start Date:	**2022-23**					
Program End Date:	**2026-27**					
	2024-25	2025-26	2026-27	2027-28	2028-29	**TOTAL**
	$m	$m	$m	$m	$m	**$m**
Appropriation Budget	303.6	379.6	202.9	0.0	0.0	**886.1**
Less:						
Actual Expenditure YTD at 31 July 2025	175.7	0.6	0.0	0.0	0.0	**176.3**
Total Committed Funds at 31 July 2025	127.9	379.0	202.9	0.0	0.0	**709.8**
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	**0.0**

Notes: Table reflects forward estimates period only, not life of program. Expenditure in 2023-24 was $52.7m. Total Committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances.

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2025-2026 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead contact: Lisa Rauter/Katrina Kendall

SB25-000356

SUBJECT: Major and Local Community Infrastructure Program (MLCIP)

Talking Points

- The Australian Government has committed up to $560.9 million for projects under the new Major and Local Community Infrastructure Program (the program), which will deliver funding to over 220 community infrastructure projects across the country.
- The program will deliver the government's community infrastructure commitments made in the context of the 2025 Federal election, the 2025-26 Budget and the Pre-Election Fiscal Outlook.
- The objectives of the program are to:
  - build resilient communities through the provision of social and community facilities;
  - improve community amenity, accessibility and liveability through investment in community infrastructure; and
  - drive economic growth in communities and the broader region.
- Eligible projects must have as their primary outcome the construction, upgrade or extension of infrastructure, to provide economic and social benefits to the community (or be a feasibility study, business case or masterplan for a project of this type).
- The program has been established as a closed, non-competitive program, with only organisations nominated by the government invited to apply for funding for the identified projects.
- The program opened on 1 September 2025, with applications due on 1 December 2025, unless an extension is granted in line with the published program guidelines (latest possible submission is 1 March 2026).
- Consistent with the government's commitment to transparency in program administration, all organisations invited to apply will need to submit a funding application for each project.
- Each application will be subject to a merit assessment as outlined in the program guidelines.
  - applications need to score at least 60% against each of the 3-assessment criteria. Applications that do not meet this benchmark will not be considered value with relevant money and will not be awarded funding.
- All projects approved under the program should be completed by 30 June 2029.

Contact: Katrina Kendall **Cleared by:** Lisa Rauter, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 2 **Date:** 30/09/2025

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam PSM / Greg Perrett

SB25-000363

SUBJECT: Sport Budget and Election Commitments

Key Deliverables

- Since the 2024-25 Budget, the Australian Government has committed approximately $800 million to high-performance and community sport programs ($838.9 million over 4 years).
- This includes a record $489 million towards high-performance sport over the first 2 years of the Los Angeles 2028 Olympic and Paralympic period. This is the largest ever government investment in Olympic and Paralympic sports to help Australian athletes achieve success on world stages.
- The government is also making the largest investment in the Australian Institute of Sport (AIS) infrastructure since its establishment in the 1980s.

Talking Points

- The government invested $489 million in high-performance sport over the current 2-year cycle (2024-25 and 2025-26). This included $54.9 million in additional para sport funding, doubling the existing support.
- Additionally, the government has injected $249.7 million over 3 years to revitalise the AIS site in Canberra ahead of Brisbane 2032.
- The government is continuing to invest in sport through its 2025 election commitments.

Key Issues

- In the 2025-26 Budget (including the Pre-election Economic and Fiscal Outlook), the government provided $15.7 million for 2 sport measures:
  - $13.6 million in 2025-26 as a contribution towards the St George Dragons' Community and High-Performance Centre (rugby league). The government executed a Federation Funding Agreement with the NSW Government on 25 August 2025.
  - $2.1 million in 2025-26 to Paralympics Australia to support Australia's team at the 2026 Milano-Cortina Winter Paralympics. Questions should be directed to the Australian Sports Commission (ASC) which is administering this funding.
- This builds on major funding investments in sport over the previous 18 months ($823.2 million over 4 years) to support high-performance athletes and para-athletes and encourage participation in sport:
  - $494.2 million in the 2024-25 Budget (includes $249.7 million for the AIS redevelopment).
  - $329.0 million in the 2024-25 MYEFO (including the 2024-25 Portfolio Additional Estimates Statements).

Contact: Greg Perrett **Cleared by:** Travis Haslam, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 19/09/2025

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- Sport-related election commitments (2025):
  - $15.0 million for the North Queensland Cowboys Community, Development and High-Performance Centre in Cairns - supporting the continued development of women's rugby league in the region.
    - The government plans to use a Federation Funding Agreement with the Queensland Government. Timing of funding is still to be determined.
  - $5.0 million for a Multicultural Swimming and Water Safety Program - to improve water safety skills and prevent drownings among multicultural communities and people born overseas.
    - The program will be co-designed with stakeholders, including Royal Life Saving Society Australia and groups representing multicultural communities.
  - $0.5 million to establish a new Australia-India focussed national hockey franchise (Melbourne Cobras) - to strengthen our sporting and cultural ties with India, and provide more opportunities for women and men to play hockey at the elite level.
    - The government plans to use a Federation Funding Agreement with the Victorian Government. Funding to be provided over 4 years, commencing in 2025-26.

Background

Funding from previous Budget cycles - MYEFO 2024-25 and 2024-25 PAES

ASC-led measures

High-performance sport (Win Well) – Questions to be directed to ASC

- On 28 June 2024, the government announced additional funding of $283.5 million over 2 years from 2024-25 for high-performance sport. This funding was in addition to the existing ASC base high-performance funding ($102.8 million per annum).
- The investment provides support for recruitment and retention of athletes, coaches and leadership personnel; ensures athletes have the day-to-day resources, support and guidance for training and preparation to achieve international success; and provides access to domestic and international competition to prepare for success.
- Programs that will support high-performance athletes now, and in the lead up to the Brisbane 2032 Games, include:
  - High-Performance Grants to national sporting organisations ($118.5 million)
  - Olympic and Paralympic Fund ($40.5 million to cover increases in competition costs)
  - Performance Pathways and Athlete Pathways Grants ($51.9 million) to support athletes reach their potential
  - Paralympic sport uplift to address systemic and structural barriers to performance ($54.9 million)
  - Direct Athlete Support Grants to assist with cost-of-living pressures ($17.6 million).

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam PSM / Greg Perrett

SB25-000363

Women Leaders in Sport program – Questions to be directed to ASC

- $3.2 million in 2025-26 to support women in coaching, officiating and sports administration.

AFL in the Northern Territory – Questions to be directed to ASC

- $1.1 million over 2 years from 2024–25 to continue supporting First Nations community participation in AFL training and competitions across the Northern Territory.

Paralympian medal incentive payments – Questions to be directed to ASC

- $980,000 to Paralympics Australia to give our para-athletes the same financial incentives for winning medals at the 2024 Paris Games as our Olympic athletes.

<u>DITRDCSA-led measures</u>

AFC Women's Asian Cup 2026

- $15 million to support the delivery of the AFC Women's Asian Cup 2026. (Sydney, Perth, Gold Coast – 1-21 March 2026).
- Funding is being provided under a funding agreement with Football Australia. $5.0 million paid as at 31 July 2025.

Leichhardt Oval upgrade and restoration

- In a $40 million partnership with the NSW Government and Sydney's Inner West Council, the Australian Government is contributing funding of $20 million to upgrade and restore historic Leichhardt Oval in Sydney.
- The government plans to offer a Federation Funding Agreement to NSW by the end of 2025. The Inner West Council expects to complete the project in 2027-28.

ICF Slalom World Championships

- $1.2 million over 2 years from 2024–25 as a co-contribution with the NSW Government for the delivery of the 2025 International Canoe Federation Canoe Slalom World Championships held in Sydney (29 September to 4 October 2025).
- The government is administering funding via a Federation Funding Agreement with the NSW Government. $0.8 million paid as at 31 July 2025.

Indigenous Marathon Project

- $1.2 million in 2025–26 to the Indigenous Marathon Foundation for the Indigenous Marathon Project which supports young First Nations people to train and participate in marathon events.

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- The government will use a closed non-competitive grant selection process for this funding, inviting the Indigenous Marathon Foundation Limited to apply.

VIRTUS World Athletic Championships and World Boccia Challenger

- $1.2 million over 2 years from 2024–25 to support the delivery of VIRTUS World Athletic Championships to be held in Brisbane (8-15 October 2025) and the 2025 World Boccia Challenger to be held in Canberra (3-11 November 2025).
- The government has a grant agreement with Sport Inclusion Australia for Virtus funding, executed on 28 February 2025. All payments for event delivery ($0.46 million) have been made.
- Boccia funding is being administered via a Memorandum of Understanding between Boccia Australia and the Australian Sports Commission. All payments for event delivery and legacy ($0.25 million) have been made.

The Big Issue's Community Street Soccer – Questions to be directed to the Department of Health, Disability and Ageing

- $1.7 million in 2025–26 to continue The Big Issue's Community Street Soccer program which uses sport as a tool to help marginalised and disadvantaged individuals.

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam / Greg Perrett

SB25-000364

SUBJECT: Play Our Way Program

Key Deliverables

- The Australian Government's $200 million Play Our Way Program is specifically for women and girls. Funding is being delivered through 2 streams:
  - Stream 1: Facilities ($136.2 million) to support new and upgraded facilities, playing areas, or spaces for sport and physical activity, specifically for women and girls.
  - Stream 2: Participation and Equipment ($55.6 million) to support sustainable and enduring sport participation programs and/or new or upgraded equipment, specifically for women and girls.
- The Grant Opportunity closed on 29 April 2024, with 290 organisations across Australia offered funding under Stream 1 and Stream 2 (collectively).
- As at 2 September 2025, 160 agreements were executed under Stream 1 (98%) and 126 grant agreements executed under Stream 2 (100%).

Talking Points

- Through the Play Our Way Program, the government is giving women and girls more opportunities to access, participate and stay involved in sport and physical activity.
- Funded projects are creating a better sporting landscape for women and girls across over 90 types of sports and physical activity.
- With all but 4 grant agreements now in place, grantees are delivering Play Our Way initiatives in communities across Australia.

Key Issues

- The Play Our Way Program builds on the positive impact of the FIFA Women's World Cup 2023 through projects that aim to improve sporting facilities, equipment and participation programs specifically to meet the needs of women and girls.
- On 19 August 2023 the Prime Minister; Minister for Finance, Women and the Public Service; and the Minister for Aged Care and Sport announced $200 million for the Play Our Way Program Grant Opportunity over 3 years from 2024-25 to 2026-27.
- The Hon Anika Wells MP, Minister for Communications and Minister for Sport, is the responsible minister.
- The Secretary of the Department of Health, Disability and Ageing was the decision maker.

Contact: Greg Perrett **Cleared by:** Travis Haslam, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 18/09/2025

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- The program is now being administered by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts and is subject to the *Commonwealth Grant Rules and Guidelines 2017.*
- The design of the program was supported by experts across sport and government. This included an Expert Advisory Panel of athletes with lived experience in community and professional sport and a Commonwealth agency working group.

Stream 1:

- The assessment had 2 phases:
  - In the first phase, applicants submitted Expressions of Interest (EOI). The EOI opportunity was open from 18 March to 29 April 2024.
  - The Office for Sport received 1,024 EOIs, collectively seeking $1.08 billion, competing for $136.3 million in funding. Successful EOI applicants were notified on 8 August 2024 and unsuccessful applicants were notified on 15 August.
  - The second phase considered full applications. The Office for Sport invited 271 full applications, based on the most suitable EOIs. The application form was open from 12 August to 23 September 2024.
  - The Office for Sport received 255 applications though the second phase. Of these, 166 were successful, but 2 did not proceed to the funding stage.
  - Successful applicants were notified of outcomes on 4 December 2024 and unsuccessful applicants were notified on 5 December 2024.
  - 160 of 164 grant agreements were executed as at 2 September 2025, and the Office for Sport, the Community Grants Hub and grantees are working together to finalise the 4 outstanding agreements. It is anticipated that 2 of the outstanding agreements will be executed within the coming weeks. The remaining 2 need further negotiation.

Stream 2:

- Assessment was a single phase.
- The Grant Opportunity was open from 18 March to 29 April 2024 for applications (coinciding with the Stream 1 EOI process). The Office for Sport received 661 applications, collectively seeking $249 million, competing for $55.6 million in funding.
- 124 organisations were successful. All Stream 2 applicants were notified of the outcomes on 27 September 2024.
- The Office for Sport subsequently funded 2 more applications from a reserve list, developed during the assessment process for use, should additional funding become available. The reserve list is now closed as funding is fully committed.

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- All 126 grant agreements are executed.

General

- The Grant Opportunity Guidelines provided anticipated timeframes for grant opportunity processes, however these were indicative only and dependent on the number and quality of applications throughout the submission period.
- The program was heavily oversubscribed, with over 1,600 applications received across both streams. This meant that assessment took longer than initially anticipated.
- The implementation time for Play Our Way was reasonable for a program of this scale and complexity.
- While the Office for Sport has policy responsibility and accountability for Play Our Way, some administrative functions (such as offering and executing funding agreements) are managed by the Community Grants Hub.
- The Office for Sport is working closely with the Community Grants Hub to establish and manage all Play Our Way grants over the lifetime of the program.
- No further funding is available under the program.

Financial Information

- Table 1 provides a funding overview as at 31 July 2025.
- Figures are GST exclusive.

Table 1

Program Start Date:	1 July 2023					
Program End Date:	30 June 2027					
	2023-24 $m	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	**TOTAL $m**
Appropriation Budget	1.7	70.3	91.7	36.3	0.0	**200.0**
Less:						
Actual Expenditure YTD at 31 July 2025	1.7	70.3				**72.0**
Total Committed Funds at 31 July 2025	0	0	90.6*	36.3	0.0	**126.9**
Total Uncommitted Funds (balance)		0	1.1**			**1.1**

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

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- The department is seeking to retain $2.0 million in unexpended 2024-25 funds, for use in 2025-26, subject to a movement of funds request through the 2025-26 Mid-Year Economic Fiscal Outlook process. This consists of:
  - *$0.9 million in committed funds, and
  - **$1.1 million in uncommitted funds.

Question on Notice SQ25-000029

- The QoN at **Attachment A** only sought Stream 1 and 2 grant funding information. As the only expenditure in 2023-24 pertained to non-grant expenses, all spending up to 2024-25 is included in the 2024-25 column of the QoN.

Supporting Information

Questions on Notice (QoNs)

- SQ25-000029 – Attachment A (submitted to the MO 26 August 2025 but not cleared at the time of writing this brief)

Freedom of Information (FOI) Requests

- FOI IR 25-398 – see **Attachment B1**
- FOI 26-014 – see **Attachment B2**
- FOI 25-422 (withdrawn) – see **Attachment B3**

Relevant Media Reporting

- Funding recipients have commenced announcing grants received through Play Our Way. While there are too many to include, the following provides examples of these:
- Building Imperials' future, Murray Valley Standard, 7 April 2025 - https://murrayvalleystandard.com.au/news/2025/04/07/building-imperials-future/
- Surfing Australia's 'RISE' development camp backs female coaches, judges and officials, Australasian Leisure Management, 2 July 2025 - https://www.ausleisure.com.au/news/surfing-australias-rise-development-camp-backs-female-coaches-judges-and-officials/
- Girls United kicks off to empower young female soccer players, North West Telegraph, 9 August 2025 - https://thewest.com.au/news/north-west-telegraph/girls-united-kicks-off-to-empower-young-female-soccer-players-c-19622288?utm_source=csp&utm_medium=portal&utm_campaign=Isentia&token=lcnOMmMG6Wxs4wqtt8L5HC7BsnyiHnb71B%2BEox3uC2ulFQylg3Mj1w7mWWXZII3SffM0pGoMfFV0E3eryGEOqQ%3D%3D

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam / Greg Perrett

SB25-000364

- Lighting upgrade at Lakeside Sports Complex a boost for budding athletes, The National Tribune, 13 August 2025 - https://www.nationaltribune.com.au/lighting-upgrade-at-lakeside-sports-complex-a-boost-for-budding-athletes/

Attachments

- A: Question on Notice SQ25-000029
- B1: FOI IR 25-398
- B2: FOI 26-014
- B3: FOI 25-422

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Senate Committee: Community Affairs Committee

QUESTION ON NOTICE

Additional Estimates 2024-2025
Outcome: 4 - Sport and Physical Activity

PDR Number: SQ25-000029

Question Subject: Play Our Way - Funding Split

Type of Question: Spoken, Hansard page 108, 26 February 2025

Senator: Anne Ruston

Question:

Senator RUSTON: In relation to the equipment stream, $19 million of the $20 million this year, has any of the funding been spent in the two out years for this program, or is it only the infrastructure one that potentially could have been spent into the out years?
Mr Haslam: There are two parts to that question. The participation and equipment grants are also over three years. There's a breakdown of that. My understanding is that the funding for this financial year is the only money that has been paid, and there are milestones for future financial years based on the projects. To be specific, I think it's $18.8 million that has been paid.
Senator RUSTON: In terms of the milestones into future years—we're talking about participation and equipment—I'm keen to understand whether there are potential commitments on the basis of milestones being achieved that would have, in effect, funding committed into the out years for that program as well.
Mr Haslam: That's correct. Of the 124 successful grant applications, 120 are contracted, so they are being rolled out based on funding being paid by milestones per financial year. Some of those programs will actually not commence until next financial year, for example.
Senator RUSTON: I'm interested to understand this. You've got the $70 million, the $87 million and then the
$33 million, and then you've got a breakdown between the infrastructure and the participation and equipment lines that sit underneath that funding. How much of each of those lines has been spent in the 2024-25 year? How much has been committed, subject to milestones or any other sort of reasonable requirements, in the out years? You may not have it here now. I'd just be interested in the profile of that over the three years.
Mr Haslam: I'm happy to take that on notice. We don't have that level of detail because it will be based on the individual milestones of each actual project—about when they're delivering—but, in terms of contractual commitments, 120 of the 124 are contracted for the participation.
Senator RUSTON: I'm more interested in the money.
Mr Haslam: Okay. I'll take that on notice to give a breakdown for you.

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Answer:

$200.00 million is allocated for the Play Our Way Program through to 2026-27.

As at 31 July 2025, $199.8 million of this allocation is either spent ($71.8 million), committed ($126 million) or subject to a movement of funds request at the 2025-26 Mid-Year Economic Fiscal Outlook ($2 million).

Funding is allocated by financial year, which determines the amount available for expenditure per year. When the Commonwealth enters a grant agreement, this commits the full grant amount subject to the grantee meeting its funding obligations. Grant funding is then paid in instalments aligned to financial year and grantee progress against pre-agreed milestones.

$1 million was uncommitted at 31 July 2025, in part due to the removal of ineligible items in the negotiation of existing grant agreements. These funds are included in the movement of funds request noted above. Subject to the outcome of this request, the Department will seek opportunities to allocate these remaining funds to existing, suitable Play Our Way applications.

Table 1: Play Our Way Program Funding Commitments and Expenditure by Financial Year

Play Our Way Program Funding Annual Break-Down		**2024-25 ($m)**	**2025-26 ($m)**	**2026-27 ($m)**	**Projected total ($m)**
Stream 1: Facilities	Committed	2.0*	69.6	19.4	**141.1**
	Expended	50.7			
Stream 2: Participation and Equipment	Committed		20.2	16.9	**57.9**
	Expended	21.1			
Total		**73.8**	**89.8**	**36.3**	**199.8**

Notes

- Figures have been rounded and may not sum to total. Figures for both Stream 1 and Stream 2 include a proportional allocation of non-grant costs, predominantly funding for services from the Community Grants Hub. These figures allocate non-grant costs in proportion to the commitment of grant funds for each stream.
- Figures are GST exclusive.
- Figures are correct as at 31 July 2025.

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Attachment B1

FOI 25-398

By Thursday 21 August 2025, please finalise the action required, as set out below:

FOI REQUEST DETAILS:	**IR 25-398**
Applicant:	s47F
Scope of request:	[***Summary***]: All documents in relation to the Play Our Way Program – GO6763 and the Beechmont Recreation Arts and Sports Association Inc. (BRASA). I seek access to all records created or received from 1 July 2023 to the date of this request relating to BRASA and its application under the GO6763 program
Sensitivity:	Routine
Date received:	**30 July 2025**
Current statutory due date:	**29 August 2025**
Records Workspace folder:	Internal Review Pack
Role as the Internal Review Decision Maker:	The role of the Internal Review Decision Maker is to bring a fresh, independent and impartial mind to the internal review. This includes: a. reconsidering all the material available to the original FOI decision maker and any additional relevant material or submissions not considered by the original FOI decision maker. b. considering the issues raised by the FOI Applicant, including seeking further information or discussing issues with them where required The internal review decision-maker: a. makes a new decision b. exercises all the powers available to the original decision-maker c. should have access to all the material that was available to the original FOI decision-maker and may also consider any additional relevant material or submissions not considered by the original decision-maker d. must consider all issues raised by the applicant for internal review and may contact that person to seek further information or to discuss the issues raised by the application e. must bring an independent mind to the internal review and must not act at the direction or behest of any other officer.
ACTION REQUIRED:	
Next steps:	1. The FOI applicant has requested that the Department undertake an Internal Review of its decision of 29 July 2025 (**the Original Decision**) The FOI Applicant's request for an Internal Review centres around the application of exemptions. They have provided "Additional submissions" and also "Supplementary submissions". We can discuss the issued raised in this correspondence as required.
Consideration of and addressing matters in dispute	1. I have saved the following to the above Records Workspace folder for your review and consideration A. Original FOI request (including a modification of the scope)

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with the FOI Applicant:	B. Original decision on access C. Original decision documents, marked up, noting that these documents and the decision made are now under review by you D. 5 consultation responses, including 1 from Resonance which was received after the decision was issued, and may now result in some additional information being released E. 3 emails from the FOI applicant, seeking review and setting out their reasons for the review. Consider the exemptions applied to the documents under the original FOI decision, and consider whether additional information can be provided to the FOI Applicant. It is open to you to provide the FOI Applicant with greater access to the documents, whilst still only providing partial access to their totality.
Recording FOI processing time:	• During the course of processing the FOI request, please ensure that the time spent by the Action Officer, the Decision Maker, and any other assisting officers in your team, is recorded in the FOI Processing Timesheet. • The completed timesheet will need to be returned to the FOI Section and saved in the Records Workspace folder at the end of the FOI process.
Support for you as Action Officer:	• You and the Decision Maker will be supported throughout the process by the FOI Section and FOI Case Officer. • FOI resources are available on the Department's intranet. • The FOI Case Officer will be in touch with you and the Decision Maker shortly to organise an initial meeting to discuss the request and processing approach.
Statutory timeframes and FOI processing steps:	• The statutory due date for providing the Internal Review decision to the applicant is specified above. o Please note that there is no option to extend the timeframe for third party consultation* or by agreement with the applicant. o In the event that the decision is not made within the statutory timeframe, we will need to engage with the OAIC to seek their agreement to an extension of time (this can only be done after the statutory due date) • The FOI Processing Workflow document provides an overview of the key stages of, and responsibilities for, the FOI process.
Return responses to:	foi@infrastructure.gov.au

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Attachment B2

FOI 26-014

By 11 August 2025, please finalise the search and retrieval of documents relevant to this request, as set out below:

FOI REQUEST DETAILS:	**FOI 26-014**
Applicant:	s47F
Scope of request:	Documents in possession of the Office for Sport, regarding funding for capital upgrades at Wilson Storage Trevor Barker Oval in Sandringham, Victoria since 22 May 2022, specifically: 1. the grant application 2. the assessment of that grant application, and 3. the minute documenting the decision in relation to that particular grant
Sensitivity:	Routine
Date received:	**14 July 2025**
Current statutory due date:	**13 August 2025**
Records Workspace folder:	s47E(d)
ACTION REQUIRED:	
Document search and retrieval:	1. Follow the link to the Records Workspace (provided above) for this matter to access the following documents: • Search and Retrieval Form; • Schedule of Documents; and • FOI Processing Timesheet. 2. Review the applicant's request, and immediately advise the FOI Case Officer if the request is unclear or likely to be too voluminous to process. 3. Advise if you believe another business area may hold relevant documents or should otherwise be consulted in relation to the request. 4. Undertake search and retrieval of documents relevant to the request. ➢ If you believe a document can be created in response to the request (e.g. generating a report or extracting data from a database), please contact the FOI Case Officer before taking any further action. 5. Complete the Search and Retrieval Form, and the Schedule of Documents including: • any sensitivities concerning the release of documents or information; and • any third party consultation required*. 6. Facilitate Decision Maker clearance and signing of the Search and Retrieval Form. 7. Save in Records Workspace and advice FOI Case Officer when completed: • the documents identified as being relevant to the request [to be saved in the 'Documents for Consideration' folder; • the signed Search and Retrieval Form; and • if documents have been found - the completed Schedule of Documents. **Important note: Cabinet documents**

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	The Department of the Prime Minister and Cabinet (PM&C) should be consulted on requests that capture Cabinet related documents to ascertain whether a Cabinet Document exemption (section 34) may apply: • Cabinet Circular 4 of 2020 (Freedom of Information) requires agencies to consult with PM&C prior to applying that exemption or releasing Cabinet related material. • Cabinet documents are generally stored in the CabNet system → these are not regarded as departmental documents, and may not be considered to be "in the possession of" the Department → the Department may be in possession of Cabinet documents outside the CabNet system (eg drafts or copies that have been drawn from CabNet) ► If either of these scenarios exist in relation to this FOI case, please consult with the FOI Case Officer for further advice. • You must provide to the FOI Section either the documents in the possession of the Department, or details of the documents (if held in CabNet), together with relevant Cabinet reference numbers, as soon as possible, noting that: → PM&C requires at least 10 working days to undertake such a consultation, and → no additional time is afforded under the FOI Act to undertake the PM&C consultation. Please consider carefully any requirements for the secure handling of Cabinet-related documents and Cabinet reference numbers. If you would like further information on the handling of cabinet documents, please contact our Cabinet Liaison Officers at cabinet@infrastructure.gov.au
Recording FOI processing time:	• During the course of processing the FOI request, please ensure that the time spent by the Action Officer, the Decision Maker, and any other assisting officers in your team, is recorded in the FOI Processing Timesheet. • The completed timesheet will need to be returned to the FOI Section and saved in the Records Workspace folder at the end of the FOI process.
Support for you as Action Officer:	• You and the Decision Maker will be supported throughout the process by the FOI Section and FOI Case Officer. • FOI resources are available on the Department's intranet. • The FOI Case Officer will be in touch with you and the Decision Maker shortly to organise an initial meeting to discuss the request and processing approach.
Statutory timeframes and FOI processing steps:	• The statutory due date for providing a decision to the applicant is specified above. • This timeframe may be extended for a number of reasons during the processing of the request, and in the event that this occurs, you will be notified. • The FOI Processing Workflow document provides an overview of the key stages of, and responsibilities for, the FOI process.
Return responses to:	foi@infrastructure.gov.au

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Attachment B3

FOI 25-422 (withdrawn)

By 27 June 2025, please finalise the search and retrieval of documents relevant to this request, as set out below:

FOI REQUEST DETAILS:	**FOI 25-422**
Applicant:	s47F
Scope of request:	Access to any and all documents held by the Department of Health, Disability and Ageing (including documents held by the Australian Sports Commission on behalf of the Department) in relation to the Play Our Way Program grant awarded in the amount of $2,445,110, jointly involving: • Walhallow Local Aboriginal Land Council (WLALC) • Aspire Cairns Community Limited • Pormpur Paanthu Aboriginal Corporation (PPAC) Documents requested include, but are not limited to: • The submitted application(s), proposal(s), or concept papers • All attachments, budgets, capability statements, or delivery models • Internal assessments, review notes, or scoring records • Correspondence (emails, letters, meeting minutes) between the Department/ASC and the above-named organisations • Outcome notifications or decision letters • Executed funding agreements or related variations • Post-award documentation such as milestone schedules, progress reporting requirements, or project tracking Timeframe: 1 October 2023 to the present
Sensitivity:	Routine
Date received:	**13 June 2025**
Current statutory due date:	**14 July 2025**
Records Workspace folder:	s47E(d)
ACTION REQUIRED:	
Document search and retrieval:	1. Follow the link to the Records Workspace (provided above) for this matter to access the following documents: • Search and Retrieval Form; • Schedule of Documents; and • FOI Processing Timesheet. 2. Review the applicant's request, and immediately advise the FOI Case Officer if the request is unclear or likely to be too voluminous to process. 3. Advise if you believe another business area may hold relevant documents or should otherwise be consulted in relation to the request. 4. Undertake search and retrieval of documents relevant to the request.

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- ➢ If you believe a document can be created in response to the request (e.g. generating a report or extracting data from a database), please contact the FOI Case Officer before taking any further action.

5. Complete the Search and Retrieval Form, and the Schedule of Documents including:
   - any sensitivities concerning the release of documents or information; and
   - any third party consultation required*.
6. Facilitate Decision Maker clearance and signing of the Search and Retrieval Form.
7. Save in Records Workspace and advice FOI Case Officer when completed:
   - the documents identified as being relevant to the request [to be saved in the 'Documents for Consideration' folder;
   - the signed Search and Retrieval Form; and
   - if documents have been found - the completed Schedule of Documents.

Important note: Cabinet documents

The Department of the Prime Minister and Cabinet (PM&C) should be consulted on requests that capture Cabinet related documents to ascertain whether a Cabinet Document exemption (section 34) may apply:

- Cabinet Circular 4 of 2020 (Freedom of Information) requires agencies to consult with PM&C prior to applying that exemption or releasing Cabinet related material.
- Cabinet documents are generally stored in the CabNet system

→ these are not regarded as departmental documents, and may not be considered to be "in the possession of" the Department

→ the Department may be in possession of Cabinet documents outside the CabNet system (eg drafts or copies that have been drawn from CabNet)

► If either of these scenarios exist in relation to this FOI case, please consult with the FOI Case Officer for further advice.

- You **must** provide to the FOI Section either the documents in the possession of the Department, or details of the documents (if held in CabNet), together with relevant Cabinet reference numbers, as soon as possible, noting that:

→ PM&C requires at least 10 working days to undertake such a consultation, and

→ no additional time is afforded under the FOI Act to undertake the PM&C consultation.

Please consider carefully any requirements for the secure handling of Cabinet-related documents and Cabinet reference numbers.

If you would like further information on the handling of cabinet documents, please contact our Cabinet Liaison Officers at cabinet@infrastructure.gov.au

Recording FOI processing time:	• During the course of processing the FOI request, please ensure that the time spent by the Action Officer, the Decision Maker, and any other assisting officers in your team, is recorded in the FOI Processing Timesheet. • The completed timesheet will need to be returned to the FOI Section and saved in the Records Workspace folder at the end of the FOI process.
Support for you as Action Officer:	• You and the Decision Maker will be supported throughout the process by the FOI Section and FOI Case Officer. • FOI resources are available on the Department's intranet. • The FOI Case Officer will be in touch with you and the Decision Maker shortly to organise an initial meeting to discuss the request and processing approach.
Statutory timeframes and FOI processing steps:	• The statutory due date for providing a decision to the applicant is specified above. • This timeframe may be extended for a number of reasons during the processing of the request, and in the event that this occurs, you will be notified. • The FOI Processing Workflow document provides an overview of the key stages of, and responsibilities for, the FOI process.

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Return responses to:	foi@infrastructure.gov.au

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam/ Greg Perrett

SB25-000393

SUBJECT: Gender Equality and Diversity

Key Deliverables

- The Australian Government is taking action to strengthen equality, diversity and safety across all levels of sport through a range of initiatives.
- Participation, inclusion and safety are key priorities under Australia's National Sports Strategy, *Sport Horizon*.

Talking Points

National Gender Equity Sports Governance Policy (ASC lead)

- The National Gender Equity in Sport Governance Policy is a crucial step in addressing the under-representation of women in sport leadership roles. The Policy sets governance targets for the sports sector for women to be represented on boards, including leadership positions.

Other Australian Sports Commission Programs

- Through the ASC, the government funds initiatives to increase the participation of women and girls, support elite female athletes, and promote women as leaders – the Female Performance and Health Initiative, and the Women Leaders in Sport program.
- The ASC is also addressing systemic barriers to classification for para athletes.

Sport Integrity

- Through the Empowering Women and Girls in Sport Integrity Program and the Culture and Safety Strategy, Sport Integrity Australia is addressing integrity threats for Aboriginal and Torres Strait Islander peoples, CALD communities, people with disability, LGBTIQ+ individuals, and women and girls. The Strategy aims to ensure inclusive, respectful, and culturally safe sporting environments.

Play Our Way

- The government is giving women and girls more opportunities to enjoy sport and be physically active through the $200 million Play Our Way program. The program aims to promote equitable access to facilities and supports community initiatives to engage women and girls in sport and physical activity throughout their lives.

Major Sporting Events

- The government is funding the delivery of 2 sporting events in Australia this year to support participation and inclusion for people with a disability.

Contact: Greg Perrett **Cleared by:** Travis Haslam, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 18/09/2025

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- 2025 Virtus World Athletics Championships for intellectually impaired athletes (October in Brisbane).
- 2025 World Boccia Challenger (November in Canberra).

Key Issues

ASC led initiatives – Questions to be directed to ASC

National Gender Equity in Sport Governance Policy

- The ASC collaborated with all state and territory governments to co-design the Policy, which will support the Australian sports sector to achieve the following gender equity in governance targets by no later than 1 July 2027:
  - 50% of all board directors are women and/or gender diverse
  - 50% of board chairs are women and/or gender diverse
  - 50% of specified board sub-committee members are women and/or gender diverse.
- Non-compliance measures apply to all recognised national sporting organisations (NSOs) and national sporting organisations for people with disability (NSODs), including withholding government funding from organisations that do not comply.

Para athlete classification

- The ASC is working closely with sports to address systemic and structural barriers to classification for para athletes.
- The 2024-25 Federal Budget boosted para sport funding by $54.9 million, doubling the existing support (previously $50.4 million over 2 years, now $105.3 million over 2 years). The additional funds will give para athletes better classification opportunities, access to fit-for-purpose training environments, and specialised coaching and performance support.

Sport Integrity initiatives – Questions to be directed to SIA

Empowering Women and Girls in Sport

- The Empowering Women and Girls in Sport Integrity Program promotes a proactive and inclusive approach to preventing abuse, harassment, discrimination, and other integrity threats. It aims to foster a safe, fair, and supportive environment that enables women and girls to thrive in sports at all levels.
- SIA is forming partnerships across government, sport, industry and business to support this work.

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam/ Greg Perrett

SB25-000393

Embedding Cultural Safety and Inclusion

- The Cultural Safety Strategy expands SIA's remit to address racism, bullying and abuse through co-designed initiatives with communities and stakeholders.
- SIA will receive expert advice and direction from a new Culture and Safety Advisory Committee (https://www.sportintegrity.gov.au/news/integrity-blog/2025-08/safeguarding-future-of-sport) established from a diverse cohort of people from Aboriginal and Torres Strait Islander peoples, culturally and linguistically diverse, disability and LGBTIQ+ communities.
  - The Advisory Committee was established through an open recruitment process this year.
  - The committee comprises 7 independent members appointed by the SIA CEO. The committee is chaired by the SIA Culture and Safety Adviser, Patrick Johnson.
  - Members are appointed for a term of 2 years, with a maximum of 2 terms (4 years) possible.
  - The committee was finalised by CEO, Dr Sarah Benson on 22 May 2025. The inaugural meeting of the committee was held on 31 July 2025.

Play Our Way – see SB25-000364 and EC25-002846 for further details

- Projects funded through the Play Our Way program are creating a better sporting landscape for women and girls across over 90 types of sports and physical activity.
- Approved projects cover metropolitan, regional, rural and remote locations across Australia.
  - They include projects that focus on opportunities for women and girls in priority populations, such as First Nations and culturally and linguistically diverse communities, and people with disabilities.

Major Sporting Events – see SB25-000395 and EC25-002821 for further details

- The government is supporting the delivery of 2 inclusive sporting events in Australia later this year – 2025 Virtus World Athletics Championships ($0.46 million) and the 2025 World Boccia Challenger ($0.25 million).
- Both events will continue to grow the profile of para-sports and provide opportunities on home soil for Australia's para-athletes in the lead up to Brisbane 2032 Paralympic Games.

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam PSM / Greg Perrett

SB25-000394

SUBJECT: Sport Integrity

Key Deliverables

- On 8 January 2024, the Australian Government announced $36.3 million to Sport Integrity Australia (SIA) over 5 years (2023-24 to 2027–28) to address abuse, bullying, racism, discrimination, and sexual misconduct in sport.
- SIA created a cultural safety division led by former Olympian Patrick Johnson, launched a Safe Sport Hotline and is implementing a range of initiatives including the 'Empowering Women and Girls in Sport Integrity Program'.
- The government provided a further $37 million in operating funding to SIA over 2 years from 1 July 2024 to support the continuation of existing programs and services for critical anti-doping and integrity functions.

Talking Points

- Questions on sport integrity should be referred to Sport Integrity Australia (SIA).
- SIA's role is to:
  - provide advice and assistance to counter the:
    - use of prohibited substances and methods in sport,
    - abuse of children and other persons in a sporting environment, and
    - manipulation of sporting competitions, and
  - to protect members of sporting organisations and other persons in a sporting environment from bullying, intimidation, discrimination or harassment.
- The Office for Sport within the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts works with SIA to ensure sport integrity policy and initiatives align with the National Sport Strategy 2024-2034, *Sport Horizon*.

Key Issues

- The Hon Anika Wells MP, Minister for Communications and Minister for Sport, issued a Ministerial Statement of Expectations to SIA Chief Executive Officer Sarah Benson on 10 September 2025.
- SIA is Australia's National Anti-Doping Organisation.
  - On 4 September 2025, the Joint Committee of Public Accounts and Audit (JCPAA) commenced an inquiry into SIA's management of the National Anti-Doping Scheme.
  - Submissions to the inquiry are invited by Friday, 17 October 2025.

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Contact: s22(1)(a)(ii)
Phone: s22(1)(a)(ii)

Cleared by: Travis Haslam, First Assistant Secretary

Version Number: 01

Date: 18/09/2025

2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam PSM / Greg Perrett

SB25-000394

- SIA administers the National Integrity Framework, which is a set of policies for sporting organisations to adopt to create a safe and fair environment for participants.
- Other SIA roles and focus areas include:
  - Receiving integrity complaints and reports (Safe Sport Hotline)
  - Education and prevention
  - Safeguarding (to protect children and young people)
  - Competition manipulation and sports wagering
  - Intelligence and law enforcement partnerships
  - Research.
- The Office for Sport works with SIA on portfolio matters which include:
  - Governance arrangements for the National Sport Strategy 2024-2034, *Sport Horizon*¸ which includes safety in sport as a priority
  - International and regional engagement (with the Department of Foreign Affairs and Trade, and Australia's Sports Diplomacy Strategy 2032+)
  - The portfolio Budget process and legislation bids
  - Significant government appointments (Note: Dr Sarah Benson PSM was appointed Chief Executive Officer of SIA from 6 March 2025 for a 5-year term, following an open merit-based recruitment process)
  - Supporting the government's role as a Games Delivery Partner for the Brisbane 2032 Olympic and Paralympic Games.

Background

- SIA was established by the government in 2020 to prevent and address threats to sports integrity. SIA coordinates a national approach to matters relating to sports integrity in Australia with a view to:
  - achieving fair and honest sporting performances and outcomes
  - promoting positive conduct by athletes, administrators, officials, supporters and other stakeholders, on and off the sporting arena
  - achieving a safe, fair and inclusive sporting environment at all levels
  - enhancing the reputation and standing of sporting contests and of sport overall.
- SIA is a non-corporate Commonwealth entity under the *Public Governance, Performance and Accountability Act 2013*.
- The roles and functions of the agency are set out in the *Sport Integrity Australia Act 2020*, the *Sport Integrity Australia Regulations 2020* and the National Anti-Doping Scheme.

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam PSM / Greg Perrett

SB25-000394

Financial Information

	2024-25 $m	2025-26 $m	2026-27 $m	2027-28 $m	2028-29 $m
Administered	4.7	4.7	4.9	5.3	5.4
Departmental	42.9	43.8	25.1	25.1	24.8
Average staffing level	178	178	-	-	-

Source: Table 2.1.1 (page 474) *Budget 2025-26 Portfolio Budget Statement Sport Integrity Australia* – https://www.health.gov.au/sites/default/files/2025-03/2025-26_health_pbs_4.16_sport_integrity_australia.pdf

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Contact: s22(1)(a)(ii)

Phone: s22(1)(a)(ii)

Cleared by: Travis Haslam, First Assistant Secretary

Version Number: 01

Date: 18/09/2025

2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam / Carolyn Paterson

SB25-000365

SUBJECT: Brisbane 2032 Olympic and Paralympic Games

Key points:

- The Hon Anika Wells MP, Minister for Communications and Minister for Sport, is a Vice President of the Brisbane 2032 Board and attended recent meetings on 24 July and 3 October 2025. The next meeting is scheduled for 5 December 2025.
- On 19 August 2025 the Australian Government agreed to a revised Intergovernmental Agreement (IGA) (**Attachments C and D**) in relation to infrastructure funding signed by Minister Catherine King on 19/8.
  - *Questions on Games infrastructure matters (venues, transport and the IGA) are a matter for Infrastructure Group, appearing before the Regional and Rural Affairs and Transport Committee.*
- The Commonwealth is engaged with the Queensland Government and Brisbane 2032 Organising Committee to define the master list of commitments, which includes the Commonwealth's collective contributions to the Games.

Talking Points

- The Australian Government is engaging with the Queensland Government and other Games Delivery Partners on Games planning, and advocates genuine engagement and collaboration.
- In addition to the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts management of the government's (up to) $3.4 billion capped investment into the Games venues infrastructure, our work has continued in:
  - working across agencies to coordinate and plan Commonwealth guarantees (**Attachment E**) for operational support services (visas, national security, drug testing etc);
  - considering government priorities and opportunities through the Games; and
  - engaging with stakeholders, including across the IOC and the Oceania region.
- The government is represented on all relevant Games governance forums (Organising Committee, Games Leadership Group, Games Executive Group), including program groups relevant to our areas of responsibility.
- The minister has been clear in prioritising focus and investment to support Australia's athletes prepare for the Games, in terms of performance and experience.
  - Refer high performance and NSO/NSOD funding questions to the Australian Sports Commission.

Contact: Carolyn Paterson **Cleared by:** Travis Haslam, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 18/09/2025

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam / Carolyn Paterson

SB25-000365

- The government is considering its response to the reports from the Senate Inquiry into Australia's preparedness to host Commonwealth, Olympic and Paralympic Games.

Key Issues

2032 Delivery Plan

- On 25 March 2025, the Queensland Government released the 100-day review report (undertaken by the Games Independent Infrastructure and Coordination Authority, GIICA), and its response through the 2032 Delivery Plan which proposed:
  - changes to venue infrastructure covered by the IGA, including a new stadium at Victoria Park to seat 63,000 spectators; and
  - simplified governance arrangements with proportionate representation of Games Delivery Partners in decision-making bodies, and reduced membership on the Organising Committee Board.
- In May 2025, the Queensland Government amended the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* to simplify Games governance and expedites project planning and delivery.

100-Day Review into Brisbane 2032 Games Infrastructure

- The Australian Government's submission to the GIICA review outlined:
  - commitment to the success of the Games
  - continued open, transparent and genuine engagement and collaboration between governments in line with the IGA
  - the government's substantial Games venue infrastructure investment of up to $3.4 billion (capped), and extensive Games-related transport projects being collaboratively planned and delivered
  - the government's role in delivering operational services, requiring investment and unique capabilities, to support Games delivery (guaranteed by the former Prime Minister to the IOC during the bid process)
  - fair and proportionate Commonwealth representation on Games governance, as stipulated by the IGA and as is appropriate to the scale of the above commitments.

Governance

- The government is participating in new Games governance arrangements (**Attachment A**), simplified to ensure proportionate representation of Games Delivery Partners in decision-making bodies. The government's membership on strategic decision-making bodies remains at both ministerial and officials' level:
  - *Brisbane 2032 Organising Committee Board* - facilitates the organisation, conduct, promotion, commercial and financial management of the Games. It has 15 Directors

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(including the Minister for Sport as Vice President nominated by the Prime Minister), which last met on 3 October 2025.

- *Games Leadership Group (GLG)* - decision-making with co-ordinating functions, accountable for the Games vision, strategic direction and supporting delivery of requirements under the Olympic Host Contract with the IOC. Chaired by the Hon Tim Mander MP, Queensland Minister for the Olympic and Paralympic Games, the Commonwealth is represented by the Hon Anika Wells MP as Minister for Sport, and the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government. Its inaugural meeting was held 19 August 2025.
- *Games Executive Group (GEG)* - supports the GLG by reviewing and monitoring performance at a whole of Games level, ensuring work aligns to the vision and strategic direction. It first met on 21 July 2025. The department's relevant Deputy Secretaries, Jessica Hall and David Mackay, represent the Commonwealth.

- A list of Australian Government representatives and recent meetings can be found at **Attachment B**.

Games Impact (Legacy and leveraging)

- The government is working with Games Delivery Partners to ensure the Games leave a lasting legacy and enduring impact for all of Australia.
- In November 2023, *Elevate 2042*, the Games legacy strategy, was launched as a joint commitment partners made to harness the opportunity of the Games.
- Any Commonwealth investment toward implementation of *Elevate* 2042 is a matter for government consideration.
- The government has invested in a number of initiatives related to the opportunity provided by the Games and other major sporting events hosted in Australia, including:
  - $838.9 million (over 4 years) to high-performance and community sport programs, including $489 million for Olympic and Paralympic sport (over 2 years - inclusive of Paralympic uplift)
  - $250 million for the AIS Podium Project.
- The department continues to engage across government agencies in the lead up to the Games on areas of impact and legacy.

Senate Inquiry into Games preparedness

- On 30 March 2023 an inquiry into Australia's preparedness to host the Commonwealth, Olympic and Paralympic Games was referred to the Senate Rural and Regional Affairs and Transport References Committee.
  - The Committee delivered interim reports on 14 September and 8 December 2023, and a final report on 17 April 2025.

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- The government is considering its response to the recommendations in the reports (**Attachment F**).

- A Victorian Parliament Legislative Council Select Committee also conducted an inquiry into the 2026 Commonwealth Games bid and cancellation. The Committee released interim reports on 30 April and 10 September 2024, and a final report on 1 April 2025.

Supporting Information

Relevant Media Reporting

- Intergovernmental funding agreement signed | Ministers for the Department of Infrastructure – 19 August 2025 https://minister.infrastructure.gov.au/c-king/media-release/intergovernmental-funding-agreement-signed
- Explore the 2032 Delivery Plan | Queensland Government - 2032 Queensland Delivery Plan – 25 March 2025 https://www.delivering2032.com.au/2032-delivery-plan

Attachments

- A: GLG approved Games governance
- B: B2032 Governance Committee Table
- C: Brisbane 2032 Olympic and Paralympic Game IGA
- D: Brisbane 2032 Olympic and Paralympic Game IGA - Schedule
- E: Commonwealth known guarantees and commitments
- F: Senate Inquiry Recommendations

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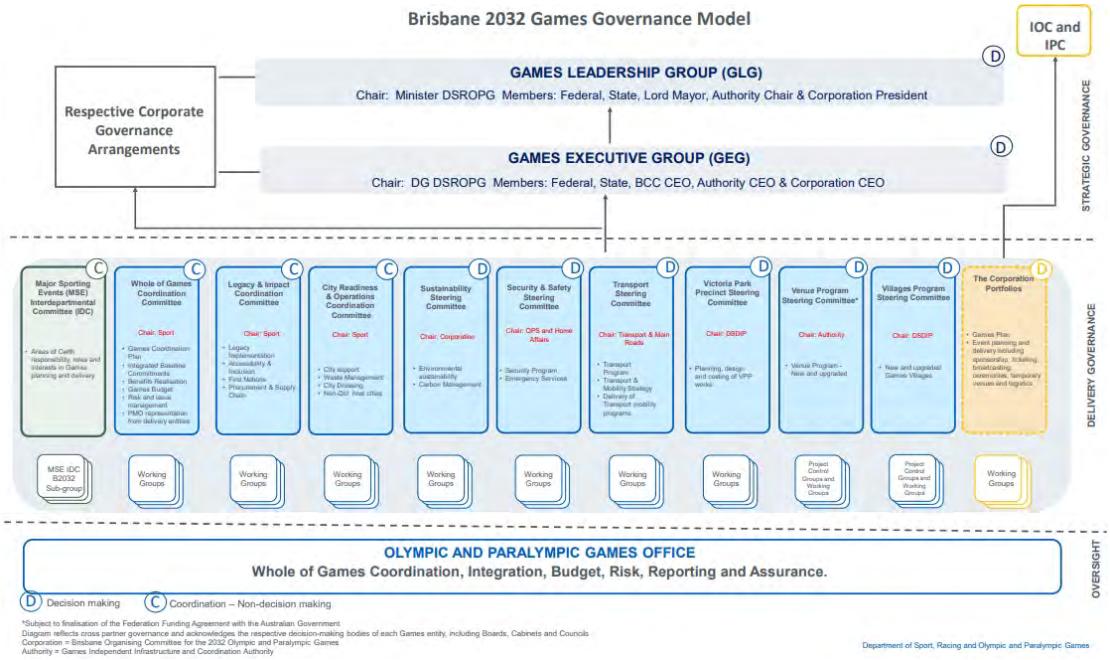

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FOI 26-135 - Document 77 Attachment B

Brisbane 2032 Games Governance Groups

Group	Purpose	Membership	Meeting Dates
Brisbane 2032 Organising Committee for the Olympic and Paralympic Games Board (Brisbane 2032 or OCOG)	Facilitate the organisation, conduct, promotion, commercial and financial management of the Games	• 15 Board members • President – Andrew Liveris • Australian Government member – Minister for Sport Anika Wells (Vice President)	27 April, 3 June, 7 October 2022; 24 March, 26 May, 22 September, and 10 November 2023; 22 March, 7 June and 20 September, 5 December 2024; **4 April, 24 July, 3 October, 5 December 2025.**
Ministerial Council on IGA (current Infrastructure focus)	Provide strategic oversight and a point of engagement between Cwlth/State governments to progress the Games Inter-Governmental Agreement (IGA) infrastructure, and discuss areas of common interest	• Australian Government - Minister for Infrastructure, Catherine King (Chair), Minister Wells • Queensland Government	Meets as required Last met 16 September 2024
Games Leadership Group (GLG)	Decision making coordinating functions, collectively accountable for implementing the Games vision and strategic direction	• Queensland Government (Chair) • Australian Government - Minister Wells and Minister King • Brisbane City Council • OCOG • GIICA	GLG: 19 August, 4 December 2025 Under previous governance arrangements GPLG: 16 September, 5 December 2024 (both meetings cancelled)

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FOI 26-135 - Document 77 Attachment B

Brisbane 2032 Games Governance Groups

			Intergovernmental Leaders Forum: 7 July, 13 October 2023
Games Executive Group (GEG)	Reviewing and monitoring whole-of-Games performance, ensuring alignment to the Games vision and strategic direction	• Director-General, Queensland Government DSROPG (Chair) • Director-General, Queensland Government DSDIP • Australian Government Deputy Secretary for Sport (David Mackay) and Deputy Secretary responsible for infrastructure (Jessica Hall) • Chief Executive Officer, OCOG • Chief Executive Officer, GIICA • Chief Executive Officer, Brisbane City Council	GEG:21 July,23 October, 27 November 2025 Under previous governance arrangements GPEG:18 July, 26 September, 13 November, 19 December 2024;13 February 2025 CEO Integration Group: 19 May,1 June,12 July, 24 August, 12 September, 14 September, 19 October 2023, 18 December 2023; 23 January,27 February, 6 March, 5 April, 23 April, 3 June, 21 June 2024

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Brisbane 2032 Games Governance Groups

Delivery Governance Groups • Games Coordination • Legacy and Impact • Sustainability • Venues • Villages • Victoria Park Precinct • Security and Safety • Transport (Ops and Infra)	Focused on detailed delivery of specific work streams	• Commonwealth officials from relevant agencies are represented on all groups	Meetings have not commenced

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FOI 26-135 - Document 77 Attachment C

Brisbane 2032 Olympic and Paralympic Games

Intergovernmental Agreement

Version 2.0, 2025

An agreement between:

- The **Commonwealth of Australia**; and
- The **State of Queensland**

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Contents

Preamble 3
PART 1 – Formalities 4
PART 2 – Objectives and outputs 5
PART 3 – Roles and responsibilities 8
PART 4 – Governance and administration 9
PART 5 – Signatories 12
Glossary 13

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Preamble

In 2032, Brisbane will become home to the Games of the XXXV Olympiad 2032 and the 2032 Paralympic Games (collectively, the Brisbane 2032 Games), becoming the third Australian city to host after Melbourne in 1956 and Sydney in 2000.

Bringing the Brisbane 2032 Games to Australia provides a unique opportunity to engage all Australians in a common purpose to reinforce unity, health and well-being and to celebrate our enduring love of sport.

A significant global event, the Brisbane 2032 Games will create a lasting legacy as a unique vehicle able to achieve a range of broad-reaching benefits to Queensland, Australia and the broader Oceania region. It is expected the Brisbane 2032 Games will benefit communities, tourism operators, sporting organisations and local businesses by: stimulating economic growth; creating health, sport participation and social inclusion benefits; aligning with national, state and regional plans; integrating sustainable environmental practices; providing opportunities for attracting new investment, trade and diplomacy in the Indo-Pacific; and reinforcing Australia's position as a global sport and events hub. The Brisbane 2032 Games will also leverage complementary investments by the Australian and Queensland governments, including the SEQ City Deal.

Australia's ability to host a successful Games that delivers benefits for Queensland, Australia, and the broader Oceania region in an affordable and sustainable manner will be dependent on a genuine partnership between the Commonwealth of Australia and the State of Queensland. This will involve ensuring the Brisbane 2032 Games are delivered in a fiscally responsible manner and in accordance with the "New Norms" required by the International Olympic Committee (IOC), as well as working collaboratively together over the next decade to deliver this momentous event.

This Agreement provides a framework for the Commonwealth and Queensland to establish an enduring partnership and to fund key projects and initiatives which will support the successful delivery of the Brisbane 2032 Games and its benefits. It is also about ensuring that the investments made for the hosting of the Brisbane 2032 Games create a substantial legacy with benefits for communities, our nation and broader region over the long-term.

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FOI 26-135 - Document 77 Attachment C

PART 1 – Formalities

Parties to this Agreement

1. This Agreement is between the Commonwealth of Australia (Commonwealth) and the State of Queensland (Queensland).

Terms of the Agreement

2. This Agreement will commence as soon as both the Commonwealth and Queensland have signed the Agreement.
3. This Agreement covers the delivery of the Brisbane 2032 Games, and will cease on 5 September 2033, on the understanding that the IGA will be extended by the parties, if required, at the time any new schedule is agreed, to ensure alignment with the duration of the new schedule.
4. Any provisions of this Agreement, or of a Schedule to this Agreement, dealing with matters of confidentiality, legacy and/or post-2032 Games use and/or disposal of any venue will continue to operate in accordance with their terms notwithstanding the expiry or termination of this Agreement in accordance with clause 3.

Interoperability of the Agreement

5. This Agreement should be read in conjunction with, and does not override, any related legislative obligations, agreements, frameworks and policies.
6. This Agreement has been developed with reference to and is to be read in conjunction with:
    a. the *Brisbane Olympics and Paralympics Games Arrangements Act 2021* (Qld);
    b. any relevant Commonwealth and Queensland legislation;
    c. the Olympic Host Contract (OHC) including the final response to the IOC's Future Host Questionnaire;
    d. any relevant government guarantees provided by the Commonwealth and Queensland Government;
    e. any Overarching Governance Agreements to which the Commonwealth is a mutually agreed party;
    f. the Intergovernmental Agreement on Federal Financial Relations;
    g. the Federation Funding Agreements Framework, which governs all Commonwealth-State Funding Agreements, and relevant schedules such as the *Federation Funding Agreement Schedule on Land Transport Infrastructure Projects (2024-2029)* and its successors;
    h. any relevant international agreements, which may be ratified from time to time, including the United Nations Convention on the Rights of Persons with Disabilities; and
    i. Schedules to this Agreement.

Schedules to this Agreement

7. This Agreement is to be read in conjunction with any Schedules which supplement this Agreement and set out the specific arrangements that have been agreed between the Commonwealth and Queensland.
8. Additional Schedules to this Agreement for the delivery of the Brisbane 2032 Games may also be agreed and entered into by the Commonwealth and Queensland and, once agreed and signed by both, added to this Agreement at any time.

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Enforceability of the Agreement

9. The parties do not intend any of the provisions of this Agreement, or any of the Schedules entered into under this Agreement to be legally enforceable. However, that does not lessen the commitment of the parties to this Agreement.

Interpretation of this Agreement

10. In this Agreement:

    a. words in the singular include the plural and words in the plural include the singular;

    b. clause headings are for convenient reference only and have no effect in limiting or extending the language of provisions to which they refer;

    c. a reference to any legislation or legislative provision includes any statutory modification, substitution or re-enactment of that legislation or legislative provision;

    d. if any word or phrase is given a defined meaning, any other part of speech or other grammatical form of that word or phrase has a corresponding meaning;

    e. if there is a conflict between the provisions of this Agreement and the provisions in any of the Schedules, the inconsistency will be resolved in accordance with the process set out in clauses 36 to 39; and

    f. if there is a conflict between the provisions of this Agreement and related Schedule/s and the provisions in any related FFAs, then the provisions in the FFA should prevail.

PART 2 – Objectives and outputs

Purpose

11. This Agreement provides the foundation for the Commonwealth and Queensland to work together for the planning and delivery of the Brisbane 2032 Games with Commonwealth funding contributions and/or involvement and supports the objectives outlined below by setting out:

    a. agreed roles and responsibilities of the Commonwealth and Queensland in relation to funding, governance, decision making, oversight and on matters of shared interest and responsibility in relation to the planning and delivery of the Brisbane 2032 Games;

    b. guiding principles to promote strong and genuine collaboration between the parties, which provides a basis to develop and implement schedules and joint ventures related to the Brisbane 2032 Games;

    c. how the Commonwealth and Queensland will be accountable to each other, to their respective parliaments and to the public for the activities (including the provision of funding) contemplated by this Agreement and the Schedules, including assurance that public resources are used properly (that is, efficiently, effectively, economically and ethically) and maintaining a strong focus on value for money;

    d. a commitment by the parties to delivering the Brisbane 2032 Games in accordance with the IOC's "New Norms" with a focus on affordability, sustainability and long-term development objectives;

    e. the agreed approach that program level partnerships between the Commonwealth and Queensland in relation to the Brisbane 2032 Games will be specified in Schedules to this Agreement, which may include but is not limited to venues and legacy;

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i. where the Commonwealth will pay Queensland for programs and/or projects under a Schedule to this Agreement, Commonwealth funding to Queensland will be facilitated through a separate FFA; and

f. agreement between parties that management of any program of transport infrastructure works to support the Brisbane 2032 Games, will be administered under the existing *Federation Funding Agreement Schedule on Land Transport Infrastructure Projects (2024-2029)* and its successors.

Objectives

12. The parties agree that the objective of this Agreement is to ensure an integrated and collaborative approach by the Commonwealth and Queensland to the successful planning and delivery of the Brisbane 2032 Games that:

    a. maximises economic growth, health and social benefits for Brisbane, SEQ and Australia through:

        i. accelerating the delivery of long-term infrastructure plans needed for sustainable growth;

        ii. showcasing the liveability and vitality of Queensland and Australia;

        iii. realising the opportunities under the SEQ City Deal;

        iv. promoting health and wellbeing; and

        v. embracing an inclusive, diverse and welcoming culture that provides opportunities for all who live in, and visit Australia.

    b. accords with the IOC's "New Norms" with a focus on affordability, sustainability and long-term development objectives in the planning and delivery of the Brisbane 2032 Games;

    c. provides infrastructure, spaces, services and information which are accessible and inclusive, enabling full, effective and equal participation in the Brisbane 2032 Games and legacy initiatives by all persons, including persons with disability;

    d. aligns with national, state and regional plans, including supporting the current National Sport Strategy (Sport Horizon) and any successors, which has six strategic priorities: Inclusion; Participation; High Performance; Safety; International Engagement; and Economy and Environment;

    e. delivers an optimal experience for athletes, their support teams, officials, and spectators in a safe and secure environment, with a particular consideration for athletes under the age of 18, through a spirit of partnership aligned with IOC and International Paralympic Committee (IPC) objectives;

    f. reinforces Australia's position as a global sport and events hub, and an exceptional training and competition base for athletes across the world;

    g. leverages the Brisbane 2032 Games for the broader benefit and involvement of Australia and the Oceania region; and

    h. utilises the call to action through the Brisbane 2032 Games and local and international partnerships to make the world a better place, including:

        i. minimising the carbon footprint of the Brisbane 2032 Games by partnering with the IOC and IPC and engaging with past and future hosts to continue and benefit from their developments;

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ii. implementing a comprehensive Games sustainability strategy aligned with the Brisbane Organising Committee for the 2032 Olympic and Paralympic Games' (OCOG) Sustainability Strategy and applying circular economy principles to all aspects of the Brisbane 2032 Games, to showcase Brisbane and SEQ as global leaders in recycling and responsible waste management;

iii. maximising opportunities for local and small business involvement in the construction of local projects;

iv. ensuring gender equality and First Nations Australians participation in employment; and

v. implementing national training, skills and workforce development plans and agreements, including the Australian Skills Guarantee and its successors.

Guiding principles

13. In the spirit of the joint partnership, the parties recognise the following guiding principles, and agree to apply them in implementing this Agreement:

a. a collaborative and cooperative approach is fundamental to an effective long-term partnership, and is needed in order to plan for and deliver a successful Games;

b. decision making should be evidence based, with each party's roles and contributions aligned to their risk and abilities to mitigate those risks;

c. both parties commit to be open and transparent, and consult on decisions that might reasonably be expected to impact on the other party;

d. key stakeholders will be consulted regularly, and feedback will be sought from those impacted in the Queensland community, as well as consultation with First Nations, national and Oceania region stakeholders where appropriate;

e. the parties will each be responsible for their own costs and expenses of fulfilling their functions under this Agreement; and

f. both parties will take all reasonable measures to ensure that in all activities related to the planning and delivery of the Brisbane 2032 Games, any act involving fraud or corruption is prevented or where to the extent not practical, remedied, and reported to relevant authorities where required, in a manner consistent with any international agreements, laws and regulations applicable in Australia and internationally recognised anti-corruption standards applicable in Australia, including standards and policies published by the National Anti-Corruption Commission and the Crime and Corruption Commission Queensland.

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PART 3 – Roles and responsibilities

14. It is acknowledged that Queensland is a signatory to the OHC, underwriter, and greatest risk holder for the Brisbane 2032 Games, with commitments primarily relating to the planning and delivery of non-OCOG elements of the Games.

15. While the Commonwealth is not a signatory to the OHC, where Commonwealth funding for programs and projects are outlined in the Schedules of this Agreement, the provisions in any related FFAs and/or a letter of guarantee to the IOC for functions within the Australian Government's constitutional responsibilities, the Commonwealth will provide support in good faith to the OHC signatories and other Games Delivery Partners as set out in the Schedules or the guarantee.

Shared roles and responsibilities

16. The Commonwealth and Queensland will be jointly responsible for:

    a. adhering to this Agreement and the related Schedules;

    b. the development of Schedules to this Agreement that outline the approach to governance and funding for partnership arrangements for the Brisbane 2032 Games that are agreed to by both parties;

    c. further roles and responsibilities as outlined in the Schedules to this Agreement;

    d. working together on operational elements of the Brisbane 2032 Games planning and delivery, including by facilitating the exercise of powers conferred on the Prime Minister under the *Brisbane Olympics and Paralympics Games Arrangements Act 2021 (Qld)*.

Role of the Commonwealth

17. The Commonwealth will be responsible for:

    a. delivering on the guarantees made by the then Australian Government to the IOC as part of the bid process in correspondence dated 26 April 2021; and

    b. supporting the OCOG and the other Brisbane 2032 Games bodies as appropriate.

Role of Queensland

18. Queensland will be responsible for:

    a. delivering on the guarantees made by the then Queensland Government, to the IOC as part of the bid process in correspondence dated 25 May 2021; and
    b. ensuring compliance by Queensland and the OCOG with the Olympic Host Contract and other agreements with the IOC.

Other Games Bodies

19. The Commonwealth and Queensland will work together with other Games Delivery Partners to deliver on their respective roles and responsibilities outlined in the Schedules to this Agreement, and further explained in the Glossary to this Agreement.

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PART 4 – Governance and administration

Governance

20. With the Commonwealth and Queensland contributing significant investments to the Brisbane 2032 Games, both parties will be proportionately and fairly represented on:

    a. relevant overarching Brisbane 2032 Games governance bodies (including established under the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld), with the Commonwealth to have equal status to Queensland with regard to OCOG vice president roles and the Commonwealth to have an ability to put forward potential independent OCOG Board members for consideration by the relevant Queensland Minister in accordance with that Act); and

    b. any governance arrangements that are stipulated in Schedules to this Agreement that are agreed to by both parties.

Consultation

21. The Commonwealth and Queensland agree that successful planning and delivery of the Brisbane 2032 Games is also dependent on strong collaboration with Games Delivery Partners, other local government and their representatives, First Nations groups and their representatives, states and territories other than Queensland, and Oceania region stakeholders. The Commonwealth and Queensland agree to consult, and seek agreement from the other party on decisions that might reasonably be expected to impact the other party and any aspects of the Brisbane 2032 Games that the other party can reasonably be expected to have an interest in including, but not limited to:

    a. amendments to legislation related to the Brisbane 2032 Games, including the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld);

    b. nomination of independent directors and other changes related to the OCOG;

    c. announcements, changes or decisions related to arrangements outlined in the Schedules to this Agreement;

    d. announcements, changes or decisions related to broader non-OCOG governance arrangements that could impact on this Agreement; and

    e. the relevant Queensland Minister giving the OCOG or other Brisbane 2032 Games bodies a direction under the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld).

22. To facilitate implementation of clause 21, the Commonwealth and Queensland agree to the provision of timely and fulsome information to enable the parties to fulfil their responsibilities under this Agreement.

Bilateral Meeting of parties to this Agreement

23. As required, Ministers with responsibility for this Agreement from the Commonwealth and Queensland will meet to manage their shared responsibility for this Agreement.

24. The objective of these meetings will be to support the operation of the Agreement, including in relation to issues of public recognition (as specified in Schedule A: Brisbane 2032 Olympic and Paralympic Games venue infrastructure) and to identify and resolve emerging issues and risks related to the Agreement.

25. A supporting officials committee will be established to support ongoing matters regarding the partnership between the Commonwealth and Queensland.

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Management of information

26. The Commonwealth and Queensland commit to sharing information reasonably required to achieve the objectives of this Agreement.

27. The parties acknowledge that, to the extent that information shared or obtained under this Agreement may be personal information, they will comply with their respective obligations under the *Information Privacy Act 2009* (Qld) (in the case of Queensland) and the *Privacy Act 1988* (Cth) (in the case of the Commonwealth).

28. Either party (first party) may notify the other (second party) that information is to be treated as confidential and the second party agrees to keep that information confidential and not disclose that information except:

    a. to its personnel on a need to know basis for the purpose of the objectives of this Agreement;

    b. with the first party's consent;

    c. to the extent required by law;

    d. to its professional advisers on a need to know basis for the purpose of the objectives of this Agreement and where such advisor undertakes to keep such information confidential; or

    e. to a Minister, their advisers or Parliament.

29. Each party will:

    a. ensure that any confidential information is protected against loss and unauthorised access, use, modification, disclosure or other misuse;

    b. take measures to maintain the confidentiality of, and prevent the disclosure of, confidential information; and

    c. take measures to prevent use of confidential information for purposes other than the objectives of this Agreement.

30. Either party (first party) may notify the other (second party) that the second party must return all confidential information and/or personal information of the first party within the possession or control of the second party within a specified time. Either party may retain copies of documents in accordance with the usual accountability, record keeping and archiving requirements.

Review of the Agreement

31. A group consisting of representatives nominated by the Commonwealth and Queensland will undertake a review of this Agreement and its Schedules:

    a. the review will be undertaken every two years after commencement for upholding the Agreement, or as required by parties;

    b. either party may propose major amendments to the other party, in the form of a letter, that could impact the working arrangements within the Agreement;

    c. the review will consider the effectiveness of the partnership, performance against objectives in this Agreement, and its value in underpinning the delivery of the Brisbane 2032 Games; and

    d. the review will make recommendations to Ministers on whether any amendments to this Agreement are required.

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Variation of this Agreement

32. Notwithstanding the review clause, the Agreement may be amended, and Schedules may be added, at any time by agreement in writing by the Commonwealth and Queensland and will include the date on which the amendments will come into force.

33. Schedules to this Agreement may be amended at any time in accordance with the relevant Schedule. Where a Schedule to this Agreement does not make provision for the variation of that Schedule, a party to that Schedule can seek the other party's (or, where applicable, parties') agreement to vary the provisions of that Schedule through an exchange of letters.

34. The Commonwealth and Queensland acknowledge that the complex nature of organising the Brisbane 2032 Games and the long duration of this Agreement may mean that this Agreement is varied from time to time.

Delegations

35. A party may, by notice to the other party signed by the first-mentioned party's authorised representative, advise that:

    a. the authority to enter into a particular Schedule to this Agreement has been delegated to a Minister other than the Minister with responsibility for this Agreement;

    b. the authority to approve amendments to this Agreement, and/or to provide an approval or consent in relation to a matter which requires the Commonwealth's or Queensland's (as applicable) approval or consent under this Agreement, has been delegated to a Minister other than the Minister with responsibility for this Agreement, or to an official of that party (who may be referred to by portfolio and level, rather than by position title from time to time); and/or

    c. a Delegation may apply in relation to the Agreement generally, or only to particular clauses in or matters dealt with by the Agreement which are set out in the notice. A Delegation may be revoked or updated at any time by a subsequent notice. A Delegation notice may be signed by:

        i. if the Minister with responsibility for this Agreement has previously delegated the issuing of notices under this clause, a person who holds that delegation; or

        ii. otherwise, the Minister with responsibility for this Agreement.

36. Where this Agreement refers to an official participating in a committee, forum or other governance body, the official may delegate attendance (either generally or as required from time to time) to a direct report of the relevant official, or to another official of the same party of equivalent seniority, by providing a written notice to the chair of the relevant body or, if there is no chair, to each other member.

Dispute resolution under this Agreement

37. A party may give notice to the other party of a dispute under this Agreement in the form of a letter to the other party.

38. Officials of the parties will attempt to resolve any dispute in the first instance. The officials must be at least at the Deputy Secretary level from the Commonwealth and Deputy Director-General level for Queensland (or equivalent).

39. If the issue cannot be resolved by officials, it may be escalated to the relevant Ministers with responsibility for this Agreement.

40. Where a Schedule to this Agreement does not make provision for specific dispute resolution procedures, the parties to that Schedule should follow the dispute resolution provision under this Agreement.

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PART 5 – Signatories

The parties have confirmed their commitment to this Agreement as follows:

Signed *for and on behalf of the Commonwealth of Australia by*

The Honourable Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

Dated: 18/8/25

Signed *for and on behalf of the State of Queensland by*

The Honourable Jarrod Bleijie MP

Deputy Premier
Minister for State Development, Infrastructure and Planning
Minister for Industrial Relations

Dated: 19 August 2025

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Glossary

Interpretation

41. In this Agreement:

a. **'other Brisbane 2032 bodies'** means any Queensland Government office or entity responsible for coordinating all government services and Games-related infrastructure and legacy oversight;

b. **'Brisbane 2032 Games'** means the Brisbane 2032 Olympic and Paralympic Games;

c. **'Commonwealth Guarantees'** means the guarantees made by the then Australian Government, to the IOC as part of the bid process in correspondence dated 26 April 2021;

d. **'FFA'** means a Federation Funding Agreement and includes any Schedules to a Federation Funding Agreement.

e. **'Games'** means the Brisbane 2032 Olympic and Paralympic Games;

f. **'Games Delivery Partners'** refers to the key entities responsible for delivery of the Brisbane 2032 Games, including the OHC signatories of the IOC, Queensland, Brisbane City Council, the Australian Olympic Committee (AOC) and OCOG; and the Commonwealth, City of Gold Coast, Sunshine Coast Council, International Paralympic Committee, Paralympics Australia and other local governments hosting Brisbane 2032 Games events in their locality.

g. **'IOC'** means the International Olympic Committee;

h. **'IPC'** means the International Paralympic Committee;

i. **'Legacy'** means the long-term benefits of the Brisbane 2032 Games that serve Queensland and Australia, their people, and the Olympic Movement before, during and after the Brisbane 2032 Games;

j. **'OCOG'** means the Brisbane Organising Committee for the 2032 Olympic and Paralympic Games, the entity established under the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld) to plan and deliver the Brisbane 2032 Games;

k. **'Olympic Host Contract'** means the agreement entered into between the IOC, the AOC, the State of Queensland and the Brisbane City Council;

l. **'Overarching Governance Agreement'** means governance relating to coordination and integration arrangements for the Brisbane 2032 Games mutually agreed by Games Delivery Partners including but not limited to agreements relating to program areas such as venues, transport and legacy; and

m. **'South East Queensland City Deal'** means the trilateral agreement signed on 21 March 2022 between the Australian Government, Queensland Government and Council of Mayors (SEQ) to deliver 29 commitments focused on supporting industry and businesses, improving connectivity, and enhancing the region's liveability. A number of these commitments will support the region to develop and deliver a successful Brisbane 2032 Games.

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OCOG

42. The main function of OCOG under the *Brisbane Olympic and Paralympic Games Arrangements Act 2021* (Qld) is to undertake and facilitate the organisation, conduct, promotion and commercial and financial management of the Brisbane 2032 Games. The OCOG also has other functions including:

    a. organising accommodation and transportation for athletes, officials and media personnel;

    b. managing the preparation and operation of venues and facilities for the sports program;

    c. organising events and ceremonies such as the Olympic and Paralympic torch relays, the opening and closing ceremonies and the cultural Olympiad;

    d. managing the ticketing program;

    e. recruiting, retaining and organising volunteers;

    f. establishing a marketing program in consultation with the IOC and the AOC; and

    g. supporting the IOC and the host broadcaster in relation to broadcasting and planning for the provision of other information services.

Other Stakeholders

43. Other stakeholders include the Games Delivery Partners and the Council of Mayors (SEQ).

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FOI 26-135 - Document 77 Attachment D

Brisbane 2032 Olympic and Paralympic Games

Intergovernmental Agreement

Schedule A: Brisbane 2032 Olympic and Paralympic Games venue infrastructure

Version 2.0, 2025

This Schedule outlines the governance and delivery of venue infrastructure for the Brisbane 2032 Olympic and Paralympic Games.

An agreement between:

- The **Commonwealth of Australia**; and
- The **State of Queensland**

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FOI 26-135 - Document 77 Attachment D

PART 1 – FORMALITIES

Parties to this Schedule

1. This Schedule is between the Commonwealth of Australia (Commonwealth) and the State of Queensland (Queensland).

Terms of the Schedule

2. This Schedule will commence as soon as both the Commonwealth and Queensland have signed both the Brisbane 2032 Olympic and Paralympic Games Intergovernmental Agreement (IGA) and this Schedule.
3. This Schedule covers the period up until and inclusive of the Games of the XXXV Olympiad 2032 and the 2032 Paralympic Games (collectively, the Brisbane 2032 Games) and will cease upon expiry of the IGA unless the parties agree in writing to an earlier date.
4. Any provisions of this Schedule dealing with post the Brisbane 2032 Games use and/or disposal of any venue will continue to operate in accordance with their terms notwithstanding the expiry or termination of this Schedule pursuant to clause 3.

Schedule to be read together with IGA

5. This Schedule is to be read together with the IGA, the Federation Funding Agreements Framework, and (unless the context requires otherwise) clauses 5 to 13 and 40 to 42 of the IGA apply for the purpose of interpreting this Schedule.

Enforceability of the Schedule

6. The parties do not intend any of the provisions of this Schedule to be legally enforceable. However, that does not lessen the commitment of the parties to this Schedule.

PART 2 – PROJECT OUTPUTS

Outputs

7. The outputs of this Schedule will be the planning and delivery of sporting and community venues set out in Annexure A (together, the venues). This Schedule provides the overarching framework to manage the partnership between the Commonwealth and Queensland on two distinct work streams (outlined at Annexure A):
    a. **Stadium**; and
    b. **Games Venues Program** (all other projects outlined at Annexure A)
8. Acknowledging the long lead time to the Brisbane 2032 Games, the project list at Annexure A may evolve over time and require amendments, subject to agreement from both parties to this Schedule, and noting where the Commonwealth does not reach an investment decision on a project the Commonwealth reserves the unilateral right to reallocate funding to alternative venues should that be deemed appropriate, including without limitation where any of the requirements in Annexure A are not met.
9. The Commonwealth and Queensland intend that the venues will be delivered in a manner that complies with their respective policies and programs relating to procurement participation

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targets (collectively, Participation Policies) subject to projects achieving on time and on budget delivery. The specific Participation Policies which are applied will be determined by Queensland based on the principle of the 'highest common denominator' between Commonwealth and Queensland policies on the same subject matter. This is subject to Queensland ensuring that it is able to comply with Participation Policies which are binding on Queensland. The policies to be applied will be recorded in the FFA.

10. The Commonwealth and Queensland intend that the venues will be delivered in a manner that complies with their respective policies and programs relating to environmental matters (collectively, Environment Policies) subject to projects achieving on time and on budget delivery. The specific Environment Policies which are applied will be determined by Queensland based on the principle of the 'highest common denominator' between Commonwealth and Queensland policies on the same subject matter. This is subject to Queensland ensuring that it is able to comply with Environment Policies which are binding on Queensland. The policies to be applied will be recorded in the FFA.

PART 3 – ROLES AND RESPONSIBILITIES OF EACH PARTY

Role of the Commonwealth

11. The Commonwealth will be responsible for:

    a. providing capped funding for the Stadium and the Games Venues Program to Queensland following governance, reporting, and milestone parameters, as stipulated in this Schedule and related FFA, being achieved by Queensland;

    b. delivering agreed roles and representation in relevant governance bodies, see Part 5 – Project Milestones, Reporting and Payments of this Schedule;

    c. monitoring and assessing delivery against milestones in accordance with this Schedule and the related FFA to ensure that outputs are delivered within the agreed timeframes to agreed budgets; and

    d. performing its role in a manner that:

        i. supports compliance with the Participation Policies and the Environment Policies; and

        ii. helps to ensure legacy outcomes of projects are realised ahead of the Brisbane 2032 Games as appropriate.

Role of Queensland

12. Queensland will be responsible for:

    a. all aspects of delivering on the project outputs set out in this Schedule and Annexure A including meeting all costs in excess of the Commonwealth contribution described in clause 14 below;

    b. performing its role in a manner that supports compliance with the Participation Policies and the Environment Policies;

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c. ensuring legacy outcomes of projects to be realised ahead of the Brisbane 2032 Games as appropriate;

d. facilitating monthly coordination meetings between Queensland and Commonwealth representatives for updates on the procurement, construction, and operation of the Stadium;

e. reporting on delivery as set out in Part 5 – Project Milestones, Reporting and Payments;

f. ensuring the Commonwealth is consulted and in agreement on location of venues;

g. providing satisfactory public recognition of the Commonwealth's contribution to the Stadium, including but not limited to:

    i. joint announcement strategy for all standard project milestones and project progress updates;

    ii. joint media announcements and media releases, including social media as appropriate;

    iii. Commonwealth involvement and agreement in naming of the Stadium;

    iv. Commonwealth representatives at the opening of the Stadium;

    v. the use of the Australian Government formal symbol (The Commonwealth Coat of Arms), consistent with relevant guidelines, with the Queensland Government symbol in any Queensland Government publishing relating to the Stadium; and

    vi. a plaque at the Stadium acknowledging the Commonwealth's role in its delivery.

h. providing satisfactory public recognition of the Commonwealth's contribution as a co-funder of the Games Venues Program, including but not limited to:

    i. joint announcement strategy for all standard project milestones and project progress updates;

    ii. joint media announcements and media releases, including social media as appropriate;

    iii. Commonwealth representatives invited to attend significant milestones and openings of all Games Venues Program projects; and

    iv. the use of the Australian Government formal symbol (The Commonwealth Coat of Arms), consistent with relevant guidelines, with the Queensland Government symbol in any Queensland Government publishing relating to venues within the Games Venues Program.

i. if a risk is identified of a potential claim against the Commonwealth arising from or in connection with a pre-existing agreement, or for unauthorised use of third party intellectual property rights in conjunction with a venue, indemnifying the Commonwealth for any such claim (except to the extent that any claim is caused or contributed to by the Commonwealth, its officers or employees in breach of the Commonwealth's obligations to Queensland) under a separate, mutually satisfactory, deed of indemnity.

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j. ensuring any allegations or instances of criminal behaviour or corruption are reviewed and reported to the appropriate regulator (consistent with draft guidance currently being developed by the Queensland Department of Transport and Main Roads to help inform the identification of unacceptable workplace behaviours and which is the appropriate regulatory body to notify).

k. managing projects in a manner consistent with maintaining stakeholder support, including genuine engagement, collaboration and consultation with impacted communities including First Nations groups and their representatives, and the provision of details of this engagement.

l. as a condition of funding, completion of a mutually satisfactory stakeholder engagement plan on the Stadium within the Victoria Park Precinct, a new Precinct Plan (including a focus on access to and utility of green space).

m. development of a Transport Connectivity Plan, (with required transport connectivity being fully funded by Queensland).

n. in accordance with the *Federal Safety Commissioner Act 2022* (Cth) and *Federal Safety Commissioner (Accreditation Scheme) Rules 2023* (Cth), ensuring that payments for building work funded by the Commonwealth are only made where a builder or builders accredited under the Australian Government Building and Construction WHS Accreditation Scheme are contracted.

Shared roles and responsibilities

13. The Commonwealth and Queensland share the following roles and responsibilities:

a. participating in consultations as appropriate regarding the implementation of this Schedule;

b. negotiating the new or revised FFA in respect to the project outputs referred to in this Schedule;

c. agreeing that in certain circumstances involving a third party (or parties), there may be a need to negotiate an additional agreement(s) related to projects or programs to ensure that the interests of all parties are adequately recognised. Such an agreement may, as appropriate, include without limitation the delivery procurement model, definition of roles and responsibilities, outputs, a governance structure, information management, and dispute resolution;

d. conducting evaluations and reviews of services and outputs delivered under this Schedule; and

e. ensuring that prior agreement is reached in a timely manner on the nature and content of any events, announcements, promotional material or publicity relating to activities under this Schedule, and that the roles of both parties will be acknowledged and recognised appropriately.

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PART 4 – FINANCIAL ARRANGEMENTS

14. The Commonwealth will provide a total capped financial contribution to Queensland of up to **$3.435 billion** toward venue infrastructure for the Brisbane 2032 Games, facilitated through the FFA.
    a. The capped funding allocations will be applied to the:
        i. **Stadium** – up to $1.2 billion;
        ii. **Games Venues Program** – up to $1.651 billion;
        iii. With the Commonwealth to approve the allocation of the remaining up to $0.584 billion between the Stadium and the Games Venues Program informed by further project validation work and procurement. The mechanism for enacting these arrangements will be set out in the FFA.
15. Payment of the financial contribution will be facilitated through the FFA but the parties intend for Stadium payments to be made against agreed milestones and Games Venues Program payments to be made quarterly in arrears.

Third party participation during development

16. The parties intend to maximise to the extent possible and consistent with the objectives set out in clause 12 of the IGA access to private sector capabilities and discipline in the design, financing and development of the venues, including to reduce the fiscal burden on federal and state taxpayers.
17. The terms of any third party participation in the financing or development of a venue (other than as contractors) must be approved by the Commonwealth. The Commonwealth will consider proposals for third party participation using a value for money framework, which would consider amongst other matters whether cost savings are achieved or there are improved outcomes at an equivalent cost.
18. Under a public private partnership delivery model for any project, the Commonwealth's contribution will be limited to upfront capital, unless it elects otherwise.

Value realisation after the Brisbane 2032 Games

19. For a period of 25 years after the opening of the venue or completion of the redevelopment (as applicable), Queensland, will not-sell (in whole or part) a venue, grant a long-term lease over a venue, or commercially redevelop a venue without approval from the Commonwealth.
20. Queensland can undertake a transaction referred to in clause 19 with a Queensland authority or government owned corporation, however, Queensland must ensure that the authority or corporation will not undertake a subsequent transaction referred to in clause 19 within the relevant 25 year period without approval from the Commonwealth.
21. The parties agree in principle that the Commonwealth will be entitled to a fair proportion of realised proceeds from a transaction referred to in clause 19 and 20, commensurate with the scale of the Commonwealth's investment in the Stadium and Games Venues Program.
22. Further details on management of project funding will be stipulated in the FFA, once agreed, on the Stadium and Games Venues Program.

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FOI 26-135 - Document 77 Attachment D

23. Commonwealth contributions as set out in this Schedule and related FFA must only be used for approved purposes consistent with this Schedule and the applicable FFA.

PART 5 – PROJECT MILESTONES, REPORTING AND PAYMENTS

Project reporting

24. Reporting on projects is proposed to be established in the FFA to be agreed between both parties that will stipulate project reporting milestones and payments.

25. As part of the FFA, Queensland will deliver on jointly agreed milestones for agreed venues which may, by written agreement, be varied by the relevant parties from time to time.

Performance indicators

26. Achievement of the objectives and outcomes in this Schedule will be informed with reference to the achievement of specific performance indicators for the Stadium and Games Venues Program, additional to milestone requirements, stipulated in the FFA, and verified in the Post Completion Report (or equivalent) and joint project evaluation process.

Reporting arrangements

27. Queensland will provide the Commonwealth with Progress Reports for the Stadium and the Games Venues Program, as specified in the FFA. Each report to contain details of milestones achieved in the period to date against milestone description.

28. Queensland will also provide:

    a. financial updates in project reporting to the relevant governance committees for venues projects;

    b. cash-flow projections twice a year (on 1 February and 1 October each year) for the overall management of the FFA under this Schedule;

    c. Post Completion Reports within twelve months of completion of each project that include reporting of achievement against relevant Participation and Environmental Policies; and

    d. updates to the Commonwealth in a timely manner on any issues relating to the Games Venues Program and the Stadium Project, which should occur through the established governance forums on each of the projects or direct contact with Commonwealth if not appropriate in a broader governance forum. This must include timely advice as to any expected material deviations from the project parameters set under clause 24 or 25.

Project/Program Assurance

29. Both parties agree on the assurance for the Stadium as follows:

    a. On time delivery is imperative for the Stadium

    b. a final investment decision on the Stadium to be made on the following basis:

        i. Queensland will procure and bear the cost of a Project Validation Report (PVR);

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ii. the Commonwealth will approve the PVR, which includes participation in procurement, scope and assessment decisions;

iii. the Commonwealth's final investment decision will be based on the Commonwealth-approved PVR and be subject to satisfaction of relevant conditions in Annexure A of this Schedule;

iv. the PVR and some procurement processes may run concurrently, Queensland will bear the cost and risk of any such procurement processes commenced prior to a final investment decision;

v. discrepancies between the Queensland PVR framework and the requirements for Commonwealth investments to be addressed by both parties in a pragmatic manner.

c. genuine consultation on the selection of a design and delivery partner that recognises the significant funding contributions from both parties;

d. joint assessment of any potential third party participation including response to any unsolicited proposals;

e. time and cost estimation including project timeframes, expected milestone payments and funding requirements;

f. independent gateway review assurance to be provided throughout the duration of the project and to be agreed by both parties; and

g. in the event that, during the life of this Schedule, both parties agree there is a risk to the Stadium project, the parties agree to engage without prejudice but in good faith about options to mitigate that risk.

30. Both parties agree on the assurance for the Games Venues Program as follows:

a. Final investment decisions to be consistent with the process and conditions described in clause 29(b);

b. genuine consultation on the selection of a design and the selected delivery partner that recognises the significant funding contributions from both parties;

c. joint assessment of any potential third-party participation including response to any unsolicited proposals;

d. time and cost estimation including project timeframes, expected milestone payments and funding requirements – with projects to be designed to remain within the budget envelope;

e. independent gateway review assurance to be provided throughout the duration of each project and to be agreed by both parties, unless alternative arrangements are agreed for a specific project; and

f. if Queensland seeks to move funding from one venue to another on the list at Annexure A, or to utilise funding from the Games Venues Program for an additional or alternate venue, this can only be done with the Commonwealth's agreement. The mechanism for enacting these arrangements will be set out in the FFA with a view to administrative flexibility and practicality.

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g. where appropriate, venues should be endorsed by the relevant international federation and/or sporting body that it is fit for Games purposes, based on minimum viability. The mechanism for enacting these arrangements will be set out in the FFA.

h. in the event that, during the life of this Schedule, both parties agree there is a risk to the Games Venues Program (including with respect to budget envelopes), the parties agree to engage without prejudice but in good faith about all options to mitigate that risk.

PART 6 – GOVERNANCE ARRANGEMENTS

Governance

31. Governance to be established and detailed in the FFA as follows:

a. **Stadium** – the Commonwealth to maintain representation proportional to funding in the peak governance body for the **Stadium** and maintain representation on relevant governance groups that are put in place;

i. the peak governance body to consist of the Secretary of the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (or future iterations of the department) and the Director-General of the Queensland Department of State Development, Infrastructure, Local Government and Planning (or future iterations of the department), Director-General of the Department of Transport and Main Roads or their suitable delegates;

b. **Games Venues Program** – Commonwealth to be granted representation proportional to funding at all levels of Governance: Executive Steering Committees (ESC) and Project Control Groups (PCG) levels or other project governance bodies that are put in place; and

c. the PCG and ESCs will be open to Commonwealth observers or expert participants as required.

Variation of this Schedule

32. The Schedule may be amended at any time by agreement in writing by the Commonwealth and Queensland.

33. Any amendments must be made in writing and executed by the Commonwealth and Queensland and will include the date on which the amendments come into force.

34. The Commonwealth and Queensland acknowledge that the complex nature of organising the Brisbane 2032 Games and the long duration of this Schedule may mean that this Schedule is varied from time to time.

Delegations

35. A party may, by notice to the other party signed by the first-mentioned party's authorised representative, advise that the authority to approve amendments to this Schedule, and/or to provide an approval or consent in relation to a matter which requires the Commonwealth's or Queensland's (as applicable) approval or consent under this Schedule, has been delegated to a

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Minister other than the Minister with responsibility for this Schedule, or to an official of that party (who may be referred to by portfolio and level, rather than by position title from time to time), (each a Delegation).

36. A Delegation may apply in relation to the Schedule generally, or only to particular clauses in or matters dealt with by the Schedule which are set out in the notice. A Delegation may be revoked or updated at any time by a subsequent notice. A Delegation notice may be signed:

    a. if the Minister with responsibility for this Schedule has previously delegated the issuing of notices under clause 35, a person who holds that delegation; or

    b. otherwise, the Minister with responsibility for this Schedule.

37. Where this Schedule refers to an official participating in a committee, forum or other governance body, the official may delegate attendance (either generally or as required from time to time) to a direct report of the relevant official, or to another official of the same party of equivalent seniority, by providing a written notice to the chair of the relevant body or, if there is no chair, to each other member.

Dispute resolution under this Schedule

38. Either party may give notice to other parties of a dispute under this Schedule in the form of a letter to the other party.

39. Officials of relevant parties will attempt to resolve any dispute in the first instance. If a dispute cannot be resolved by officials, it may be escalated to the relevant Ministers.

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PART 7: Signatories

The parties have confirmed their commitment to this Schedule as follows:

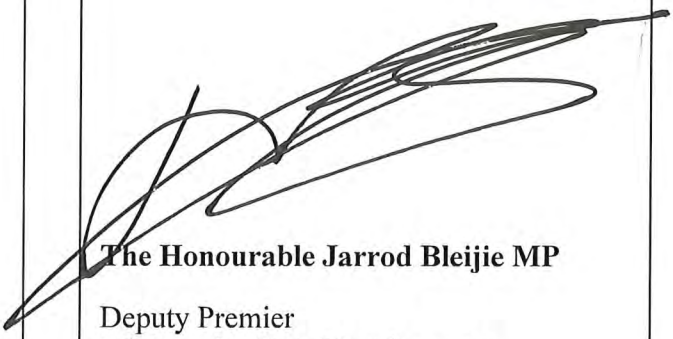
Signed *for and on behalf of the Commonwealth of Australia by*

The Honourable Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

Dated: 19/8/25

Signed *for and on behalf of the State of Queensland by*



The Honourable Jarrod Bleijie MP

Deputy Premier
Minister for State Development, Infrastructure and Planning
Minister for Industrial Relations

Dated: 19 August 2025

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Annexure A

Venue Name	New or upgrade	Location
Stadium*	New	Greater Brisbane
National Aquatic Centre	New	Greater Brisbane
Para-sport facility – Chandler	New	Greater Brisbane
Logan Indoor Sports Centre	New	Greater Brisbane
Brisbane Aquatic Centre – Chandler	Existing/upgrade	Greater Brisbane
Chandler Precinct works	Existing/upgrade	Greater Brisbane
Anna Meares Velodrome– Chandler	Existing/upgrade	Greater Brisbane
BMX track – Chandler	Existing/upgrade	Greater Brisbane
Brisbane International Shooting Centre	Existing/upgrade	Greater Brisbane
Queensland Tennis Centre	Existing/upgrade	Greater Brisbane
Redland Whitewater Centre	New	Greater Brisbane
Moreton Bay Indoor Sports Centre	New	Greater Brisbane
Rockhampton Rowing Facility**	Existing/upgrade	Rockhampton
Sunshine Coast Mountain Bike Centre	Existing/upgrade	Sunshine Coast
Sunshine Coast Stadium	Existing/Upgrade	Sunshine Coast
Barlow Park Stadium	Existing/upgrade	Cairns
Toowoomba Equestrian Centre	Existing/upgrade	Toowoomba
General allowance for minor upgrades to existing competition and training venues***	N/A	N/A

* Funding for the Stadium is subject to Queensland's completion of a mutually satisfactory stakeholder engagement plan on the Stadium within the Victoria Park Precinct, agreement to develop a new Precinct Plan (including a focus on access to and utility of green space) and a Transport Connectivity Plan, with required transport connectivity being fully funded by Queensland.

**Commonwealth investment is subject to relevant approvals from the appropriate accreditation organisation for use at the Brisbane 2032 Games, and the Commonwealth reserves the right to reallocate funding to more appropriate venues.

***Allocation will be outlined in the FFA, subject to Commonwealth approval from the Ministers with responsibility for this Schedule (or other Ministers as delegated) based on joint principles to be developed and validation work.

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Brisbane 2032 Games - Australian Government Guarantee/Commitment	Proposed Lead Commonwealth Agency
The Commonwealth undertakes to ensure availability of an appropriate level and quality of telecommunications infrastructure; fixed and mobile telecommunication capacity; and frequencies to meet the needs of the Games, accompanied by corresponding support services. ***Source:*** *Guarantee letter - Australian Government (page 1)*	DITRDCSA and ACMA (Australian Communications and Media Authority)
The Commonwealth undertakes to provide national security services to support the secure and peaceful celebration of the Games. The Commonwealth also undertakes to cooperate with the Brisbane 2032 Organising Committee for the Olympic and Paralympic Games (OCOG) and the IOC on security matters, including by sharing with the IOC the necessary information through a well-established security-planning model that identifies specific responsibilities between the event owner, State and Territory governments and the Australian Government. ***Source:*** *Guarantee letter - Australian Government (page 1)*	Home Affairs
The Commonwealth undertakes to protect the health and safety of Games participants, media, other accredited persons and spectators, and confirms the ability for team physicians to treat their national delegation in Australia during the period of the Games. ***Source:*** *Guarantee letter - Australian Government (page 1)*	Department of Health, Disability and Aging
The Commonwealth confirms that the following services will be provided in accordance with applicable Australian laws at no cost to the OCOG: air space control; background checks; customs and immigration; dignitary management; emergency aviation; Games business and planning units; importation services; national security, intelligence and counter-terrorism; quarantine and biosecurity services; and radio-communications frequency management. ***Source:*** *Guarantee letter - Australian Government (page 1)*	Home Affairs and Department of Agriculture, Fisheries and Forestry (DAFF)
The Commonwealth confirms competent authorities will ensure processes are in place to manage the following, subject to compliance with applicable Australian laws and regulatory requirements and in accordance with the specifications of the Olympic Host Contract: i. entry into Australia of accredited persons in possession of a valid passport and an Olympic Identity and Accreditation Card; ii. application of labour laws and regulations of Australia in a manner that does not unduly prevent, delay or hinder the performance by such accredited persons of their Olympic functions, while respecting internationally recognised human rights standards; iii. issuing of entry visas and work permits to Olympic-related personnel requiring to perform certain Olympic functions in Australia in an expedited and simplified manner and without any fees or similar charges being payable in Australia; and iv. entry of animals, equipment and supplies into Australia for the purpose of the Games and for use by the IOC and other relevant Olympic stakeholders without duties, customs, taxes or similar charges being payable in Australia. ***Source:*** *Guarantee letter - Australian Government (page 2)*	Home Affairs
The Commonwealth commits to take all necessary measures to fulfil the tax-related requirements of the Olympic Host Contract. ***Source:*** *Guarantee letter - Australian Government (page 2)*	Treasury
The Commonwealth undertakes to provide adequate and continuing legal protection of Olympic Properties in Australia in the name of the IOC; ensure appropriate legislation exists to protect the IOC's rights and interests in relation to the Games, and ensure procedures and remedies allowing for timely resolution of disputes are in place. ***Source:*** *Guarantee letter - Australian Government (page 2)*	Intellectual Property (IP) Australia
Coin Program - In the event such a programme is established, the Commonwealth undertakes to conduct the programme in cooperation with the OCOG and to allocate a share of the revenues derived from such programme to the OCOG and the IOC. ***Source:*** *Guarantee letter - Australian Government (page 2)*	Treasury
The Commonwealth undertakes to respect the Olympic Charter, including the Fundamental Principles of Olympism as expressed therein and the IOC Code of Ethics, including the Rules of Conduct, in all discussions with IOC Future Host Commissions and all activities related to the Brisbane 2032 Games project. ***Source:*** *Guarantee letter - Australian Government (page 2)*	N/a
The Commonwealth confirms its respect of the Olympic Charter including the IOC Code of Ethics in all its activities related to the organisation of the Games. ***Source:*** *Guarantee letter - Australian Government (page 3)*	N/a
World Anti-Doping Code: Guarantee that all necessary measures will be taken to ensure the following: – the National Anti-Doping Organisation is compliant with the World Anti-Doping Code and possesses the resources, experience and expertise to deliver doping control programmes nationally and internationally and commits to supporting the OCOG with advice, personnel training and resources as prescribed by the World Anti-Doping Agency (WADA); – commitment to cooperate and sharing of information between the sports authorities and the public authorities (police, customs) in relation to the fight against doping and to implement the commitments of the host country under the UNESCO Convention against Doping in Sport and the World Anti-Doping Code; and – the respect of all other arrangements specified by WADA and the IOC in relation to the antidoping regime leading into and during the Games. ***Source:*** *Guarantee letter - Australian Government (page 3)*	Sports Integrity Australia (SIA)
UN Guiding Principles on Business and Human Rights: Guarantee that necessary measures will be taken so that, in all activities related to the organisation of the Games, human rights are protected and respected. Any violation of human rights must be remedied in a manner consistent with international agreements, laws and regulations applicable in the host country and in a manner consistent with all internationally recognised human rights standards and principles, including the United Nations Guiding Principles on Business and Human Rights, applicable in the host country. ***Source:*** *Guarantee letter - Australian Government (page 3)*	Attorney-General's Department and Sports Integrity Australia
Media freedom: Guarantee the absence of restrictions on the freedom of the media to provide independent news coverage of the Games and related events, on the editorial independence of the material broadcasted or published by the media and on the right of participants, media, other accredited persons and spectators to access and use the internet in and around all Key Olympic Venues, transport hubs and other sites used in relation to the Games. **Source:** Guarantee letter - Australian Government (page 3)	DITRDCA/ACMA
International standards on anti-corruption and other matters: Guarantee that necessary measures will be taken so that: – in all activities related to the organisation of the Games, any act involving fraud or corruption is prevented or remedied, in a manner consistent with any international agreements, laws and regulations applicable in the host country and all internationally recognised anti-corruption standards applicable in the host country; and – any international agreements, laws and regulations applicable in the host country, with regard to planning, construction, protection of the environment, health and safety, labour and working conditions and cultural heritage, will be adhered to. ***Source:*** *Guarantee letter - Australian Government (page 3)*	Attorney-General's Department
Sport betting and manipulation of competitions: Guarantee the absence of involvement in, and no support of, any sport betting in relation to the Games. ***Source:*** *Guarantee letter - Australian Government (page 3)*	Sports Integrity Australia
Cooperation and sharing of information: Commitment to cooperate and share information with the IOC, as well as, where relevant, other Games stakeholders, as required in order to protect the integrity of the Games by preventing, investigating and sanctioning doping, manipulation of competitions and any other breaches of the IOC Code of Ethics or applicable laws. ***Source:*** *Guarantee letter - Australian Government (page 3)*	Sports Integrity Australia
The Olympic identity and accreditation card ("OIAC") confers on its holder the right to take part in the Games. The Hosts, the Host NOC and the OCOG shall be responsible to ensure, in cooperation with competent Host Country Authorities, that, together with a passport or other official travel document, the OIAC allows its holder to enter and remain in the Host Country and perform Games-related activities for the duration of the Games, including for a period of at least one (1) month before the scheduled commencement of the Games and one (1) month after the conclusion of the Games. ***Source:*** *Olympic Host Contract – Principles (page 21)*	Home Affairs
The Hosts, the Host NOC and the OCOG acknowledge that the entry of specialised workforce and the import of equipment into the Host Country by various Games stakeholders are essential conditions for the successful planning, organising, financing and staging of the Games (including Test Events) and they agree that, in addition to the measures applicable to accredited persons defined in §20.1 and §20.2, the following shall be ensured: a. the temporary entry, before, during and after the Games, of certain personnel into the Host Country, including, without limitation, representatives, employees, service providers or other persons acting on behalf of, or representing the following entities: I. the IOC; ii. IOC Controlled Entities iii. National Olympic Committees; iv. International Federations; v. Rights-Holding Broadcasters; vi. the Official Timekeeper; vii. IOC Marketing Partners; and viii. media; b. the importation of animals, equipment (e.g., competition firearms) and supplies (e.g., medical supplies, equipment) for the purposes of the Games and for use by the IOC and/or by all organisations and personnel listed in §21.1(a), as well as other items to be used in Games-related activities. The Hosts, the Host NOC and the OCOG are also responsible to ensure the following, by coordinating with competent Host Country Authorities: a. all organisations and personnel mentioned under §21.1(a) who may be carrying out Games related activities in the Host Country are able to obtain necessary entry visa and work permits in an expedited and simplified manner for a period of time beginning not later than one (1) year before the scheduled commencement of the Games and running until at least one (1) year after the conclusion of the Games (or for an extended period upon the IOC's written request based on specific operational needs of certain organisations and personnel) in each case without any fees or similar charges being payable in the Host Country. For OBS personnel specifically, such period of time shall begin not later than three and one-half (3.5) years before the scheduled commencement of the Games; and b. for a period of time beginning not later than four (4) years before the scheduled commencement of the Games and running until at least one (1) year after the conclusion of the Games, all animals, equipment, supplies and other items listed under §21.1(b) can enter the Host Country for such purposes, provided that such animals, equipment, supplies and other items are either consumed in the Host Country, disposed of (other than by sale) or exported within a reasonable period of time following the conclusion of the Games and - if applicable - leave the Host Country, in each case without any duties, customs, taxes or similar charges being payable in the Host Country. ***Source:*** Olympic Host Contract – Principles (page 21-22)	Home Affairs
The OCOG shall enjoy the full benefit of the resources made available by the IOC or IOC Controlled Entities (e.g., pursuant to §7-12). Accordingly, the OCOG shall not be subjected to or impacted by any direct or indirect taxes due in the Host Country in connection with any payment or other contribution made to the OCOG by the IOC or IOC Controlled Entities pursuant to the OHC. ***Source:*** Olympic Host Contract – Principles (page 22)	Treasury
Athletes who are non-residents of the Host Country shall not be subjected to nor impacted by any taxes levied in relation to any financial or other rewards received by them as a result of their performances at the Games. **Source:** Olympic Host Contract – Principles (page 23)	Treasury
Provided that they are non-residents of the Host Country, the following individuals shall not be subjected to nor impacted by any taxes levied in relation to the income derived from their Games-related activities in the Host Country: i. employees, officers, members or other representatives of the IOC or of any IOC Controlled Entity and other individuals providing services under contract with the IOC or any IOC Controlled Entity; ii. support staff associated with delegations of National Olympic Committees other than the Host NOC; iii. judges, referees and other Games officials, including, without limitation, the representatives, employees or other persons acting for the Official Timekeeper, International Federations and other organisations recognised by the IOC (e.g., IPC, Court of Arbitration for Sport, World Anti-Doping Agency); iv. employees, officers, members or other representatives of accredited foreign media organisations and other persons providing services under contract with these organisations in connection with the Games; and v. employees, officers, members or other representatives of the IOC Marketing Partners and Rights-Holding Broadcasters. Further, any individual or legal entity in the Host Country who or which makes a payment to the individuals mentioned above in connection with such individuals' Games-related activities shall not be subjected to nor impacted by any withholding obligations in respect of such payment. ***Source:*** Olympic Host Contract – Principles (page 23)	Treasury
The temporary presence in the Host Country of the persons mentioned under §22.4(a) and §22.4(b) shall not be deemed to create a permanent establishment of the organisations to which such persons belong, or by which they may be employed, and such organisations shall be exempt from any requirement to create any type of local entity in the Host Country to carry out their Games-related activities. **Source:** Olympic Host Contract – Principles (page 23)	Treasury
The IOC, IOC Controlled Entities, National Olympic Committees, International Federations, IOC Marketing Partners and Rights-Holding Broadcasters, that are temporarily present in the Host Country for the purpose of carrying out Games-related activities shall be treated in a manner not less favourable than the OCOG Marketing Partners and other domestic operators with respect to indirect taxes (e.g., consumption tax, value added tax). Accordingly, such non-domestic entities shall be entitled to supply goods and services in relation to the Games free of any indirect taxes and to obtain the refund of any indirect taxes incurred on their Games-related expenses, insofar as such tax treatment would be applicable, pursuant to any law of the Host Country (including any specific regulation adopted in view of the Games), should such goods and services have been supplied, or such expenses have been incurred, by any OCOG Marketing Partner or other domestic operator of the Host Country. **Source:** Olympic Host Contract – Principles (page 23)	Treasury

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The OCOG is responsible to coordinate with the competent Host Country Authorities in order to ensure that, during its entire presence in the Host Country for the purposes of the Games and the Paralympic Games, OBS shall be permitted to carry out its host broadcasting and any other Games-related activities in full independence and without any obligation to set up any legal and/or tax structure in the Host Country. OBS and its operations in the Host Country shall not be considered a permanent establishment. In addition, OBS shall not be obliged to allow any form of participation by any Host Country Authority, or by other local stakeholders, in its corporate, management or supervisory structures. ***Source*:** Olympic Host Contract – Principles (page 25)	Treasury
The OCOG is responsible to coordinate with the competent Host Country Authorities in order to ensure that, from the day of the opening of the first Key Olympic Venue to accredited persons until the end of the Paralympic Games, an open network policy will be implemented in and around all Key Olympic Venues, transport hubs and other sites used in relation to the Games, guaranteeing unimpeded access to the internet (including, without limitation, all social media services, online media outlets, websites and accredited media platforms) to all Olympic Games and Paralympic Games participants, media, other accredited persons and spectators. This provision shall also apply to Test Events. *Source:* Olympic Host Contract – Principles (page 26)	DITRDCA
Australia has been at the forefront of protecting clean athletes as a signatory to the Copenhagen Declaration on Anti-Doping in Sport, being fully compliant with the World Anti-Doping Code, and through other specific anti-doping and match fixing measures, including effective legislation. *Source: Future Host Questionnaire response (page 36)*	Sports Integrity Australia
The Australian Government is currently establishing national offences for the manipulation of sports competitions and related corruption in sport, complementing existing state and territory legislation and strengthening cooperation and enforcement activities, including with international partners and jurisdictions. Australia has had great success in the detection of and response to competition manipulation with a variety of partner stakeholders. ***Source:** Future Host Questionnaire response (page 37)*	Sports Integrity Australia
Robust longitudinal research studies incorporated into NDS monitoring will provide transferable empirical data on the impact of hosting the Paralympic Games. It will also enable the assessment of the relative effectiveness of programmes in shifting community attitudes towards people with disabilities over a 10+10+ year Games hosting and legacy period. **Source:** Future Host Questionnaire response (page 55)	Department of Social Services (DSS)
- As a key delivery partner, the Australian Government will undertake a range of functions, including customs and immigration services, national security including cyber security, intelligence and counter-terrorism support, background checks, dignitary management, air space control, quarantine services including equine quarantine and telecommunications network infrastructure and frequency management. - The Australian Government to be represented in all relevant working groups. ***Source:** Future Host Questionnaire response (page 77)*	Home Affairs
National security responsibilities rest with the Australian Government. ***Source:** Future Host Questionnaire response (page 84)*	Home Affairs
An Olympic National Security Coordinator will be appointed to oversight Australian Government agency services and to streamline planning and resource allocation. *Source:* Future Host Questionnaire response (page 84)	Home Affairs
- A multi-agency Olympic Intelligence Centre (OIC), in Brisbane, to provide dedicated analysis and reporting of Games-specific threats, risks and issues. - The OIC will be staffed by specialists from the Australian Intelligence Community (AIC) and police (QPS and Australian Federal Police) and will have links to the National Threat Assessment Centre (NTAC) in Canberra. ***Source:*** Future Host Questionnaire response (page 84)	Home Affairs
The AIC has proven, sophisticated cooperative liaison arrangements with major foreign intelligence and security services. It will commence operations at an appropriate time before the Games to provide a fusion intelligence centre on all Games security threats and issues for stakeholder agencies, including QPS and the OCOG. ***Source:** Future Host Questionnaire response (page 84)*	Home Affairs
The Australian Defence Force (ADF) will provide significant support to the QPS under Defence Aid to the Civil Community (DACC) arrangements. It will supplement contract security and police in specialist roles during the Games and support QPS operations in the event of an increased terrorist threat level or national security crisis. ***Source:** Future Host Questionnaire response (page 84)*	Defence/Home Affairs
The Olympic National Security Coordinator (ONSC) will coordinate routine ADF support. In the event of a major security incident, the ADF response will be managed through the Australian Government Crisis Management Framework, in line with the Inter-governmental Agreement on Australia's National Counter-Terrorism Arrangements. ***Source:** Future Host Questionnaire response (page 84)*	Home Affairs
Australian Government through the Department of Home Affairs (DHA) and national security agencies have responsibility for Counter-Terrorism coordination, Border Protection and Intelligence. ***Source:** Future Host Questionnaire response (page 85)*	Home Affairs
The same arrangements used for Sydney 2000 will apply for Brisbane 2032; this has been confirmed by the Australian Government: - The horses quarantine and compete in the same area. - The riders are not taken away from their horses when they get here or during the pre-embarkation quarantine period. - We are very experienced in this process and FEI is are comfortable with this. ***Source:** Follow-up Report to Future Host Commission – May 2021 (page 15)*	Department of Agriculture, Fisheries and Forestry (DAFF) and Home Affairs
Safeguarding – Commitment to support the coordination of activities that safeguard the human rights of all those involved at the Games, including the prevention of abuse and harm to children and young people and of those with increased vulnerabilities, in cooperation with stakeholders such as the International Olympic Committee (IOC), Brisbane 2032 governance forums, regulatory bodies, and sport bodies. ***Source:** New guarantee drafted by Sport Integrity Australia*	Sports Integrity Australia

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Senate Inquiry into Australia's preparedness to host Commonwealth, Olympic and Paralympic Games

- The Australian Government is considering its response to the recommendations contained in the reports from this Senate Inquiry.
- The Senate Rural and Regional Affairs Committee established the Inquiry on 30 March 2023.
- The Committee delivered the first interim report on 14 September 2023 (7 recommendations), second interim report on 8 December 2023 (17 recommendations) and a final report on 17 April 2025 (no additional recommendations).
- The 24 total recommendations (provided below) focus mainly on the 2026 Commonwealth Games infrastructure; governance; regional Queensland and legacy for the Brisbane 2032 Games; major sporting events funding and policy; and high performance funding.
- As noted by the Committee in the final report, a number of these recommendations have been superseded as planning continued for the Brisbane 2032 Olympic and Paralympic Games (e.g. streamlined governance arrangements, updated Games Venues Infrastructure Program, IGA, 100-day review report and the Queensland Government's subsequent Delivery Plan).
- Glasgow is hosting the 2026 Commonwealth Games, addressing a number of the recommendations relating to this event.
- If pressed:
    - The OfS provided the draft AGR was provided to the Minister's Office on 5 August 2025 for consideration.
- Note: Themes have been highlighted where recommendations were primarily addressed to or for action by the Office for Sport.

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Interim Report	Second Interim Report
Recommendation 1 The committee recommends that the Australian Government takes on a facilitation and coordination role in order to salvage the 2026 Commonwealth Games being held in Australia. Before the end of 2023, the Australian Government should: o establish an intergovernmental forum, through National Cabinet or a bespoke mechanism, bringing together representatives from all three levels of government, business associations and community groups, to examine options to salvage the Commonwealth Games; o direct the Departments of Health and Aged Care and Infrastructure, Transport, Regional Development, Communications and the Arts to produce low, medium and high funding options for the Australian Government that would enable the Commonwealth Games to be salvaged and hosted in 2026; and o subject to the above, and in coordination with any other relevant stakeholders, including Gold Coast City Council and other local governments, enter into discussions with Commonwealth Games Federation and Commonwealth Games Australia about prospects for hosting the Games, including a reduced or decentralised Games if necessary. 2026 Commonwealth Games	Recommendation 1 The committee recommends that the Australian Government work with the Queensland Government to undertake a review of the potential benefits and opportunities on offer across regional Queensland to support the Brisbane 2032 Games, improve sports outcomes, and subsequently boost regional development. This review should: o include an audit of all sporting infrastructure in regional Queensland to assess the quality, size, and location of venues to maximise use of venues including through multi-use facilities, reduce duplication and identify infrastructure gaps that act as a barrier to sport participation and high-performance outcomes; and o build on the work of the Local Government Association of Queensland's sports inventory project. Regional Queensland and legacy
Recommendation 2 If stakeholders cannot agree on an approach to salvage the Games, the committee recommends that the Australian Government develops a policy to address the missed opportunities and impacts from the cancellation of Victoria 2026. The policy, developed in consultation with National Sporting Organisations and National Sporting Organisations for People with Disability, should: o identify which sports and disciplines have been disproportionately impacted by the cancellation, for example those that were relying on 2026 as a pathway to the 2028 Summer Olympics in Los Angeles (LA 2028) and Brisbane 2032, or which have not yet featured at the Olympics and Paralympics (for example, netball); o enable paralympic athletes to access classification events internationally; and o address a shortfall in infrastructure which will not now be funded. 2026 Commonwealth Games	Recommendation 2 The committee recommends against any further upgrades to sporting infrastructure in Brisbane to replace events displaced by the construction of Olympics infrastructure. Instead, the committee recommends that: o the Australian Government and the Queensland Governments work with affected sporting codes to upgrade infrastructure outside of Brisbane to provide more tangible legacy outcomes from the 2032 Games; and o the Australian Government establishes a 2032 Olympics Rural and Remote Queensland funding program to ensure that areas outside South East Queensland receive equitable funding for essential infrastructure and community facilities to maximise and broaden the benefits of the Brisbane 2032 Games. Regional Queensland and legacy

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Interim Report	Second Interim Report
Recommendation 3 The committee recommends that the Australian Government develops guidelines for future major sporting events which make Commonwealth funding, regulatory, policy and operational support conditional on state and territory governments being required to notify the Australian Government well in advance of cancelling, or making major changes to, a major sporting event for which hosting rights have been awarded. Major sporting events funding and policy	Recommendation 3 The committee reiterates its recommendation in the first interim report and recommends that the Australian Government works with the Queensland Government to halt the redevelopment of the Brisbane Cricket Ground (Gabba) until such time that a review of the business case and a socioeconomic cost benefit analysis of the decision to redevelop the Gabba has been completed. This business case should consider the costs of relocating the East Brisbane State School, as stated in the first interim report, as well as the additional costs of displacing sporting codes that currently use the Gabba. Brisbane 2032 Games - Infrastructure
Recommendation 4 The committee recommends that the Australian Government encourages the Victorian Government to prioritise the delivery of its $2 billion alternative rural and regional funding package, including by publicly releasing full details on where funding will be allocated, what projects it will be allocated to, and accountable timeframes for delivery. 2026 Commonwealth Games	Recommendation 4 The committee recommends that the Australian Government works with the Queensland Government to update the Brisbane 2032 legacy strategy, Elevate 2042, to include specific focus areas on regional infrastructure and tourism. This work should also consider consolidating the four separate focus areas that currently target environmental issues (Focus 7, 8, 9 and 10) and ensure focus areas are adequate to support a lasting legacy following the Olympic Games. Regional Queensland and legacy
Recommendation 5 The committee recommends the Australian Government works with the Queensland Government, affected communities and Olympics Games organising bodies to urgently review the decision to host Athletics events at the Gabba stadium and the associated plans to demolish the East Brisbane State School and temporarily remove community access to Raymond Park. The review should consider the feasibility of alternative options, including using existing infrastructure, and work to find a solution that is acceptable to these communities. Brisbane 2032 Games - Infrastructure	Recommendation 5 The committee recommends that the Australian Government work with the Queensland Government to appoint a regional Queensland community leader to the board of the Brisbane 2032 Organising Committee. The community leader should act as a liaison for consultation, decision-making and ensure effective regional representation. Brisbane 2032 Games - Governance
Recommendation 6 If the result of a review of the Gabba stadium decision still requires the demolition of the East Brisbane School, the Queensland Government should work with the local community to build a new school in closer proximity to the existing school than the proposed Coorparoo school. Brisbane 2032 Games - Infrastructure	Recommendation 6 The committee recommends that the Australian Government actively engage with the Queensland Government to: o undertake a housing needs analysis in Games locations, with a view to mobilising all levels of government and stakeholders in the housing industry to coordinate responses in identifying opportunities to increase housing supply without impacts to housing affordability; and

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Interim Report	Second Interim Report
	o agree a co-funding arrangement that ensures the athlete's accommodation is converted into social and affordable housing when the Games conclude. Regional Queensland and Legacy
Recommendation 7 The committee recommends the Australian Government works through an intergovernmental forum, such as National Cabinet, to explore the most cost-effective solution for hosting the canoe slalom events at the Brisbane 2032 Games. If it is feasible to host the events at the Penrith Whitewater Centre in New South Wales, including with refurbishments, this option should be prioritised over building a new facility. Brisbane 2032 Games - Infrastructure	Recommendation 7 The committee recommends that the Australian Government work with the Queensland Government to explore options to improve transparency and accountability mechanisms. As part of this process, an independent and integrated Olympic Coordination Authority, with representation from all three levels of government should be considered as an alternative governance arrangement. Brisbane 2032 Games - Governance
	Recommendation 8 The committee recommends the Australian Parliament consider amendments to the Infrastructure Australia Amendment (Independent Review) Bill 2023 to expand Infrastructure Australia's functions to include nationally significant social infrastructure and provide a greater level of overview for the Brisbane Live Arena project. Brisbane 2032 Games - Infrastructure
	Recommendation 9 The committee recommends the Australian Government work cohesively with the Queensland Government to ensure completion of the Sunshine Coast Direct Line from Beerwah to Maroochydore. To de-risk the delivery timelines the project should be delivered in 2029–30 as set out in the March 2022–23 Budget to ensure the rail is operational well in advance of the Brisbane 2032 Games. Brisbane 2032 Games - Infrastructure
	Recommendation 10 The committee recommends the Australian Government provide greater clarity and transparency on the delivery of infrastructure projects for the Brisbane 2032 Games, or for projects that will have an impact on the Games. As part of this work the committee also recommends that the business case for the Brisbane Live Arena be put to Infrastructure Australia for assessment to ensure it meets the Australian Government's infrastructure priorities. Brisbane 2032 Games – Infrastructure

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

Interim Report	Second Interim Report
	Recommendation 11 The committee recommends that the Australian Government through the Office for Sport, progress the establishment of a national strategy for major sporting events in collaboration with all governments, sporting associations and event organisers to maximise Australia's sporting events calendar and the subsequent participation, economic, social, and legacy benefits. Major sporting events funding and policy
	Recommendation 12 The committee recommends that the Australian Government develops guidelines for future major sporting events which make Commonwealth funding, regulatory, policy and operational support conditional on state and territory governments providing concrete, measurable evidence of the legacy benefits for the community, and evidence that they have undertaken timely, adequate, and meaningful consultation with communities before making decisions on venues and infrastructure. Major sporting events funding and policy
	Recommendation 13 The committee recommends that the Australian Government undertake more frequent meetings with the whole-of-government Inter-Departmental Committee to discuss arrangements for visas in the lead up to the Brisbane 2032 Olympic and Paralympic Games, and any other upcoming events to ensure swift access can be provided to athletes, coaches, and officials, particularly from neighbouring Pacific Island nations. Brisbane 2032 Games - Governance
	Recommendation 14 The committee recommends that the Australian Government review current funding mechanisms and investment levels for Australian Sports Commission funded Commonwealth, Olympic and Paralympic Games sports and their associations to ensure funding levels are appropriate and sufficient to meet the needs of athletes and their teams to produce successful outcomes in upcoming major events including Paris 2024 and through to Brisbane 2032. This review should also recognise additional para-athlete qualification requirements. High performance funding
	Recommendation 15 The committee recommends that the Australian Government does not relocate the Australian Institute of Sport (AIS) from Canberra. Any funding that would be required to relocate the AIS should instead be invested into upgrading the current AIS location in Bruce, Canberra to ensure the facility is fit-for-purpose and can support the needs of Australia's athletes leading up to and beyond the Brisbane 2032 Games. High performance funding
	Recommendation 16 The committee recommends that the Australian Government lead the development with interested stakeholders of an Australian bid to host the 2026 Commonwealth Games. Additionally, the committee recommends the Australian Government provide public reasoning for any decisions made on the proposals. 2026 Commonwealth Games

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Interim Report	Second Interim Report
	Recommendation 17 The committee recommends the Australian Government comprehensively review, and report to Parliament, the missed economic, social, and legacy opportunities following the cancellation of the 2026 Commonwealth Games. This review and report should include the impact on Athletes and the proposed regional host communities of Bendigo, Ballarat, Gippsland, and Geelong. 2026 Commonwealth Games

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2025-2026 Supplementary Budget Estimates

Environment and Communications

Lead/Support contact: Travis Haslam / Carolyn Paterson

SB25-000395

SUBJECT: Major Sporting Events

Key Deliverables

- Over the next 7 years, Australia is poised to deliver a number of the world's pinnacle major sporting events, culminating in the Brisbane 2032 Olympic and Paralympic Games.
- The Australian Government has invested approximately $130 million in Major Sporting Events (MSEs) to support event delivery and legacy programs (**Attachment A**) between 2022-23 to 2029-30.
- In August 2025, the Hon Anika Wells MP, Minister for Communications and Minister for Sport, announced the government's investment of $750,000 to support the delivery of the Women's Softball World Cup Finals 2027, to be held in Redcliffe, Queensland.

Talking Points

- This '*green and gold decade*' of major sporting events provides a unique platform to showcase Australia on the global stage and provides an exceptional opportunity to connect, enrich and empower Australians, communities and regions.
- The most recent government investments in sporting events have focused on supporting increased sport participation by priority cohorts to drive health, social and economic benefits, for example:
  - Women and girls: the Women's Softball World Cup Finals 2027 ($0.75m), Asian Football Confederation (AFC) Women's Asian Cup 2026 ($15.0m), Netball World Cup 2027 ($6.0), and ICF Slalom World Championships 2025 ($1.2m).
  - People with a disability: the Virtus World Athletics Championships 2025 ($0.46m) and World Boccia Challenger 2025 ($0.25m) to encourage more people with a disability to be involved in sport and physical activity and ensure the 'green and gold' decade is inclusive of all Australians.

Key Issues

- Proposals relating to major sporting events are considered individually by the government as part of Budget processes.
- The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts provides advice on events and their potential benefits, noting each decision is a matter for the government.

Contact: Carolyn Paterson **Cleared by:** Travis Haslam, First Assistant Secretary

Phone: s22(1)(a)(ii) **Version Number:** 01 **Date:** 10/09/2025

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- In providing advice to the government, the he department considers if the proposal:
  - is of national significance
  - is feasible
  - provides an appropriate return on investment
  - delivers broad legacy benefits for the Australian community and our region.
- The Major Sporting Events Legacy Framework (MSELF) provides the guiding principles for what the government is seeking to achieve through hosting these events in Australia. The MSELF sets out key areas for sporting organisations to consider when developing their proposals to seek government support. It includes 5 key aims:
  - promoting gender equality and a more inclusive society
  - building a healthy and connected community
  - showcasing Australia to the world
  - strengthening our future
  - achieving sporting success.
- The government's National Sport Strategy 2024-2034, Sport Horizon, sets the priorities for sport in Australia over the next decade, including supporting the hosting of major international sporting events leading up to, and including, the Brisbane 2032 Olympic and Paralympic Games.

Background

- As at 31 July 2025, government support had been requested for the following 10 events as part of the 'green and gold' decade. Any approval is a decision of the government and considered within the necessary timeframes for the event:
  - Homeless World Cup 2026
  - World Rowing Coastal Beach Sprint Finals 2027
  - World Police and Fire Games 2027
  - Special Olympics World Games 2027
  - Asian Pacific Deaf Games 2027
  - World Surfing Games (multiple events).
  - s47G(1)(a)
  - s47G(1)(a)
  - s47G(1)(a)
  - s47G(1)(a)
- As at 31 July 2025, 5 events were not funded by the government:
  - International Bowling Federation World Cup and Para Bowling World Cup 2022
  - FINA World Short Course Championships 2022
  - Lifesaving World Championships 2024
  - Australian and Asia Pacific Transplant Games 2024 and 2026

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- Beach Volleyball World Championships 2025
  - The department (and the minister) have engaged with volleyball officials in relation to their submission multiple times, noting the Minister for Sport wrote to Volleyball Australia on 11 July 2024 reaffirming funding was not available.

Financial Information as at 31 July 2025

BUDGET CYCLE	EVENT NAME	FUNDING COMMITTED	FUNDING PAID AS AT 31 JULY 2025
2025-26 MYEFO	2027 Women's Softball World Cup Finals	$0.75m in 2025-26	$0m
2024-25 MYEFO	2025 ICF Slalom World Championships	$1.2m over 2 years from 2024-25 to 2025-26	$1.2m
	2025 Virtus World Athletics Championships	$0.46m in 2024-25	$0.46m
	2025 World Boccia Challenger	$0.25m in 2024-25	$0.25m
2024-25 Budget	2026 AFC Women's Asian Cup (football/soccer)	$15.0m over 2 years from 2024-25 to 2025-26	$5.0m
	2027 Netball World Cup	$6.0m over 4 years from 2024-25 to 2027-28	$0.93m
2023-24 Budget	2029 World Masters Games	$16.3m over 6 years from 2024-25 to 2029-30	$0.5m
2022-23 Budget	Rugby World Cups 2027 and 2029 and legacy programs (no announcement to date)	$90.0m over 8 years from 2022-23 to 2029-30	$6.0m (legacy) + $16.0m (RWC 2027 & 2029) = $22.0m
	TOTAL FUNDING COMMITTED 2022-23 – 2029-30	**$129.96m**	**$30.34m**

Attachments

- A: Event Legacy Investment

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Attachment A

Event Legacy Programs

Alongside the delivery of various major sporting events, the Australian Government invests in legacy initiatives to support the delivery of key government priorities. Highlights from recent legacy programs include:

FIBA Women's World Cup 2022

- $1.7m invested by the Australian Government into legacy initiatives from hosting the FIBA Women's World Cup 2022.
- The *She Hoops* initiative is providing increased opportunities for women and girls through a variety of dynamic participation, leadership and education programs.
    - She Hoops encourages women and girls to get involved and stay involved in sport at any age from grassroots through to elite basketball, by providing clear pathways to empower players from the very beginning.
    - She Hoops provides free and virtual events and resources to make the program accessible for all

2022 UCI Road World Championships

- A key legacy outcome of the Road World Championships was the Australian Government's investment of $2.3m towards the development of the AusBike initiative to encourage more young people to learn to ride. AusBike is Aus Cycling's bike education program for children aged 5 to 12 years and reached 50,000 registered participants across Australia in December 2024.

FIFA Women's World Cup 2023

- It has been two years since Australia co-hosted the FIFA Women's World Cup (FWWC), with the Australian Government investing $44.5 million for event delivery operations in Australia, and $34.9 million for legacy.
- Legacy initiatives delivered through this investment include:

Investment	Funding	Outcomes
Home of the Matildas La Trobe University, Bundoora campus (co-funded with the Victorian Government).	$15.0 million	• High-performance facilities to support the national women's football teams of all ages. • 3,500 hours of pitch access for clubs and community groups each year.
High performance funding Support for the Matildas in the lead up to the FWWC and to support female youth teams.	$9.0 million	• Supported 9 Matildas' games in the lead up to FWWC • Provided funding for the Young Matildas' (U20) and Junior Matildas' (U17) camps and competitions
Club Development Program – Club Changer Empower clubs to increase capacity and create inclusive and welcoming environments for women and girls	$3.0 million	• Recruitment of 14 national and state roles and 116 club development officers. • Over 820 clubs nationally achieved 1 or 2-star status accreditation as of June 2024. • 287 clubs have completed the women and girl's module.
Our Game	$1.3 million	• Over 100 "Our Game" content pieces created.

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Investment	Funding	Outcomes
A national program to build an inclusive game that celebrates and elevates women and girls.		• 50 “Our Game” leadership participants and 10 media program participants • Pop-up programs and activations across fan festivals
MiniRoos for Girls Aims to increase girls aged 4-11 years participation in football, promote social inclusion, and enhance connection.	$1.8 million	• Approximately 60,000 touchpoints, 750 schools doing MiniRoos for Girls World Cup program. • 34% of total MiniRoos registrations are female in June 2024, up from 24% the previous year.
National multicultural youth program Designed for girls and boys aged 12-24 years old within CALD communities. **MiniRoos multicultural settlement program** Free football activities for newly arrived migrant, refugee and asylum seeker children aged 4-11 years.	$2.7 million	• Both programs were successfully activated during Harmony Week in 2024 showcasing the power of football to support new arrivals to settle successfully in Australia.
Coaches and Officials Pathways for women A development program to support an increased number of women	$1.3 million	• Supported an increased number of women in coaching, officiating and sports administration roles from grassroots through to elite level.
Gender Equality Symposium The Foreign Minister and Minister for Sport co-hosted the Gender Equality Symposium in Brisbane on 28 July 2023.	$500,000	• The Symposium brought together global leaders, emerging women leaders in the Pacific, industry experts and government representatives.
First Nations Voices at FWWC Brought together Indo-Pacific and First Nations women sports storytellers, building on the ABC International Development (ABCID) Women in News and Sports (WINS) program	$250,000	• Provided 20 women journalists with opportunities to gather new skills, new networks and possibilities for employment, creation, collaboration and education and a new way of connecting across cultures and sharing diverse lived experiences.
Festival 23 A multifaceted youth program designed to amplify the impact of football during the FIFA Women’s World Cup 2023	$50,000	• Brought together 70 young Australian and international youth leaders from over 40 countries for 8 days of Festival 23 events in Sydney in during the FWWC.

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