Department of Transport and Planning

Annual Report

/ 2024-25

VICTORIA State Government | Department of Transport and Planning

Accountable Officer's declaration

In accordance with Victoria's *Financial Management Act 1994*, I am pleased to present the Department of Transport and Planning's annual report for the year ending 30 June 2025.

Jeroen Weimar
Secretary
Department of Transport and Planning

22 October 2025

Language statement

Language is important and can change over time, and words can have different meanings for different people. We recognise the diversity of First Peoples living throughout Victoria. We have respectfully used the term First Peoples in the DTP Annual Report 2024–25. This term refers to all people of Australian Aboriginal and/or Torres Strait Islander descent, living in or visiting Victoria.

The words 'our' and 'we' in this document refer to the Department of Transport and Planning.

Accessibility

If you would like to receive this publication in an accessible format, such as large print or audio, telephone 03 9651 9999 or email corporatestrategy@transport.vic.gov.au

This document is also available in accessible Word and PDF format at vic.gov.au/dtp-annual-report

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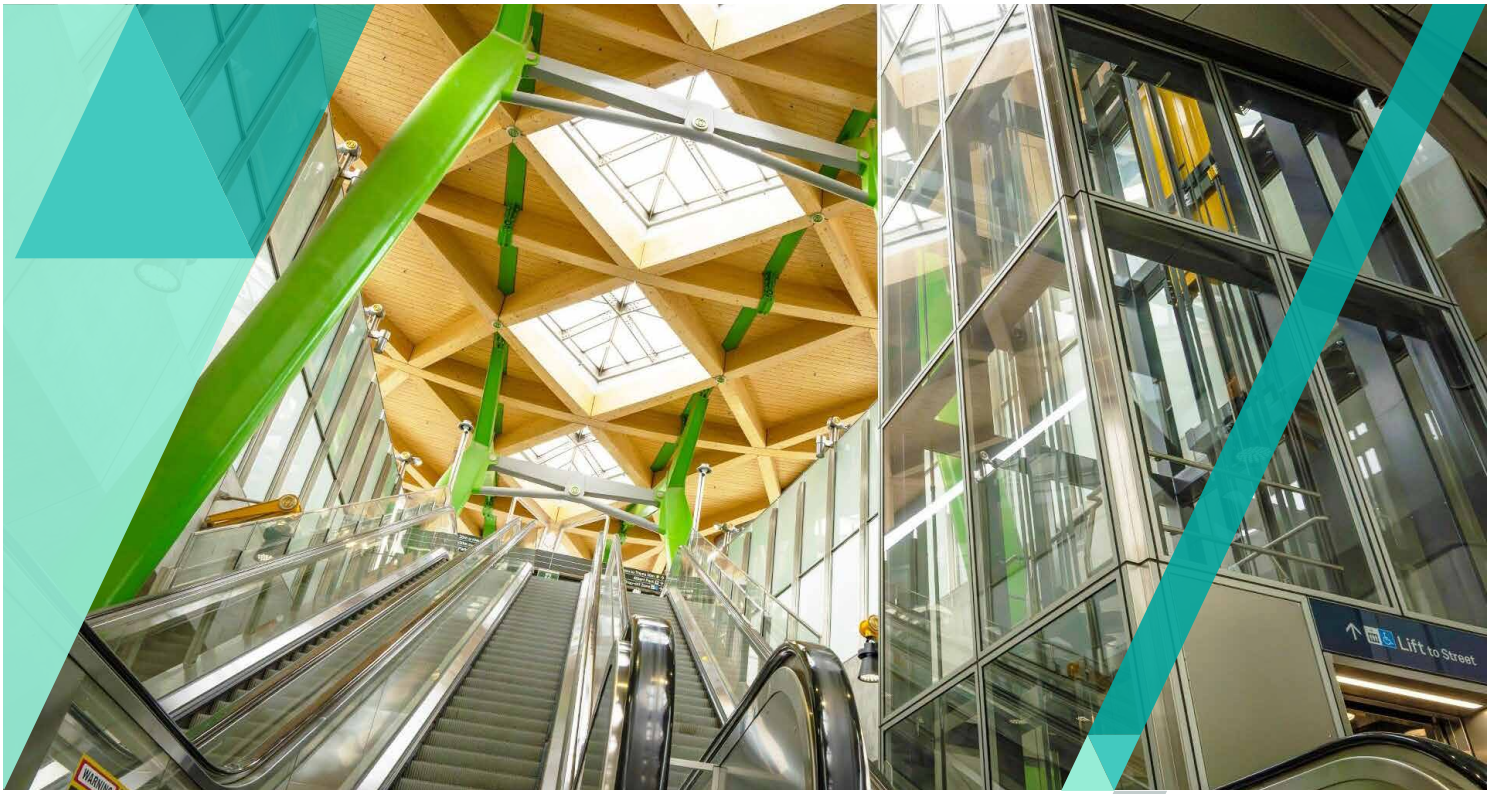
Section 1



Overview

ACKNOWLEDGEMENT OF COUNTRY

We proudly acknowledge First Peoples throughout Victoria for their ongoing strength and resilience in practising the world's oldest living culture.

We acknowledge the Traditional Owners of the lands, waters and skies on which we live and work, and their unique ability to care for Country and deep spiritual connection to it.

We pay our respects to Elders past and present whose knowledge and wisdom has ensured the continuation of spiritual and cultural practices. We acknowledge the use of Song Lines as an integral part of First Peoples Culture. Song Lines connected our First Peoples to their journeys. They have a cultural significance as trade routes and ceremonial paths and play an important role in connecting shared stories between Traditional Owner Groups. We acknowledge that some of the transport network is on those traditional Song Lines.

We recognise that there are long-lasting, far reaching and intergenerational consequences of colonisation and dispossession. Colonisation has left entrenched systemic and structural racism and suffering, due to laws and policies of colony that had the specific intent of excluding First Peoples and their laws, lore, customs, language and culture.

We acknowledge that the impact and structures of colonisation still exist today, and that these continue to cause harm. The Victorian Government has a responsibility to transform its systems and service delivery so that Traditional Owners and First Peoples are the ones to hold decision-making power over the matters that affect their lives.

As we work towards achieving our vision of thriving places and connected communities we recognise the contribution of First Peoples to Victorian life, and how this continues to enrich our society.

We acknowledge that Aboriginal self-determination is a human right enshrined in the United Nations Declaration on the Rights of Indigenous Peoples and recognise the hard work of many generations of First Peoples who have fought for these rights to be recognised.

Description of artwork

Aaron (Gunaikurnai) 'Movements Between the Five Clans' 2019, acrylic on canvas.

'The tracks are going between the five clans of the Gunaikurnai and the hands are the symbols of my spirit travelling around the campsites.'

This artwork was created through programs provided by the Torch. The Torch provides art, cultural and arts industry support to Indigenous offenders and ex-offenders in Victoria. The Torch aims to reduce the rate of re-offending by encouraging the exploration of identity and culture through art programs to define new pathways upon release.

SECRETARY'S FOREWORD

At the Department of Transport and Planning, we serve over seven million Victorians and shape the future of our state.

Across our diverse functions and teams, we are integrating our land use, planning, building and transport systems to deliver liveable, connected and sustainable communities. In early 2025, the Plan for Victoria was released, setting a clear direction for the growth of our state – supported by transformational transport improvements and streamlined planning systems.

To make this vision a reality, we are undertaking a once-in-a generation reform of the *Planning and Environment Act 1987* to create a modern, fit-for-purpose planning system that will set the framework for future homes, businesses and communities. Other initiatives already delivered include the new townhouse residential code and the 10-year Greenfields Plan to support more choice for Victorians looking to build or buy a home.

We have also delivered tangible new planning controls for 10 train and tram zone activity centres which will facilitate higher density development over the coming years – with a further 50 centres to follow. This will create capacity for more than 300,000 homes close to existing transport and social infrastructure.

Alongside these planning changes we have launched major building industry reforms, including the establishment of the new Building and Plumbing Commission to improve standards, oversight and consumer confidence. This strong regulator, working closely and transparently with the Victorian building industry, is a key part of delivering better homes.

At the same time, we're delivering the largest investment in public transport and roads in a generation and ensuring these projects unlock housing and economic outcomes. The Metro Tunnel, set to open in late 2025, will create capacity for hundreds of thousands of extra train trips each week, and support high-density housing and commercial development in key centres across Melbourne. The West Gate Tunnel will provide a vital second river crossing, remove trucks from residential streets and better connect our western suburbs – Victoria's fastest growing region.

We're also making it easier for Victorians to move around the state by delivering new trams, trains, and expanded bus services in our fastest growing areas. And we've marked a major step towards contactless ticketing with the rollout of new smart card readers well underway.

This year we delivered the biggest single-year investment in road maintenance in Victoria's history by rebuilding and repairing the roads people use every day – from metropolitan arterials to critical freight corridors in regional Victoria.

These transport improvements support where and how we grow. By aligning investments and reforms, they demonstrate the importance of a properly integrated transport and planning system.

As our state grows, so too does the complexity of the task before us. That is why we continue to improve and strengthen the capacity of our Department to deliver. Across everything we do, our Department is focused on delivering better transport, planning, land use and building outcomes for Victorians today and into the future.

Our delivery partners are critical to this. Victoria is well serviced and supported by hundreds of world class organisations and teams that strive every day to keep people moving, deliver new infrastructure, improve the flow of information and help us plan for the future. So much of what we do is through the hard work of our delivery partners across the state – and we thank you.

Finally, I'd like to recognise the phenomenal work of our people across the Department. From Warrnambool to Wodonga, Mildura to Mallacoota, our people represent the full diversity of Victoria and deliver for all Victorians. Our engineers, planners, policy specialists, customer service and corporate services teams work with purpose, resilience and professionalism. I thank everyone who has been part of our journey over the past year.

I am proud of what we have achieved this year and confident in our Department's ability to deliver the mobility, housing and economic opportunities for Victorians today and in the future.

Jeroen Weimar
Secretary

ABOUT THE DEPARTMENT

The Department of Transport and Planning enables Victorian communities to better connect with one another and the services expected of contemporary metropolitan and regional areas.

We bring together transport, planning, land, precinct and policy functions within a single department to create thriving places and connected communities.

Together with our portfolio agencies, we are responsible for planning, building, operating and maintaining Victoria's transport, planning and land services for use by all.

The Victorian Infrastructure Delivery Authority (VIDA) is an administrative office of the Department that includes Major Roads Projects Victoria, the Metro Tunnel Project, the Level Crossing Removal Project and the Victorian Health Building Authority.

The Department, including VIDA, employs more than 7,000 staff working across metropolitan Melbourne and regional Victoria. We serve four ministers and two parliamentary secretaries.

Together, we ensure the delivery of integrated outcomes for the benefit of all Victorians.

Our strategic direction

Vision

We create thriving places and connected communities.

Mission

Ensuring Victoria's transport network and land use is safe, sustainable and integrated.

Objectives

- Reliable and people-focused transport services
- Safe and well-regulated transport services
- A safe and quality-built environment
- Effective management of Victoria's land assets
- Build prosperous and connected communities

Our objectives

The Department's five objectives are aligned with our functions and priorities. They help us to assess how effectively we deliver services. The objectives represent the medium-term goals we aim to achieve, and we use them to maintain focus on our strategic direction. Our progress is measured through clearly defined indicators.

For more information on our progress towards our objectives, see the section of this report titled 'Non-financial performance'.

Who we work with

We engage and work closely with a variety of stakeholders to achieve our vision. Our stakeholders include our operators, joint venture partners, portfolio partners, statutory authorities, advisory bodies, agencies and representative groups.

In 2024–25, we supported the following portfolio agencies:

- Architects Registration Board of Victoria
- Building Appeals Board
- Building Monitor
- Chief Investigator, Transport Safety
- Cladding Safety Victoria
- Development Victoria
- Gippsland Ports Committee of Management
- Heritage Council of Victoria
- Melbourne Port Lessor
- North East Link State Tolling Corporation
- Port of Hastings Corporation
- Ports Victoria
- Safe Transport Victoria
- Suburban Rail Loop Authority
- Surveyors Registration Board of Victoria
- Transport Accident Commission
- V/Line Corporation
- Victorian Building Authority[1]
- Victorian Planning Authority (VPA)[2]
- Victorian Rail Track Corporation (VicTrack).

Our people

We promote a safe, inclusive workplace with flexible work options and development opportunities. We aim for a diverse workforce that represents the community we serve.

This is demonstrated through the *DTP Inclusion and Diversity Strategy*, which adopts an ethical, evidence-based and intersectional approach focused on equity.

The strategy reinforces our commitment to focusing on outcomes related to:

- cultural diversity
- gender equality
- accessibility
- First Peoples' self-determination and reform
- lesbian, gay, bisexual, trans and gender diverse, intersex, queer and asexual + (LGBTIQA+) people.

For further information on how the Department is supporting our priority groups, see Appendix 1.

[1] On 1 July 2025, the Victorian Building Authority changed its name to the Building and Plumbing Commission.
[2] On 1 January 2025, governance changes were implemented for VPA, and as of 1 February 2025, VPA employees were transferred to the Department, effectively integrating VPA into the Department.

Our values

We uphold the Victorian Public Sector values of:

Responsiveness

- Providing frank, impartial and timely advice to the Government
- Providing high-quality services to the Victorian community
- Identifying and promoting best practice.

Integrity

- Being honest, open and transparent in our dealings
- Using powers responsibly
- Reporting improper conduct
- Avoiding any real or apparent conflicts of interest
- Striving to earn and sustain public trust of a high level.

Impartiality

- Making decisions and providing advice on merit and without bias, caprice, favouritism or self interest
- Acting fairly by objectively considering all relevant facts and fair criteria
- Implementing Government policies and programs equitably.

Accountability

- Working to clear objectives in a transparent manner
- Accepting responsibility for our decisions and actions
- Seeking to achieve best use of resources
- Submitting ourselves to appropriate scrutiny.

Respect

- Treating colleagues, other public officials and members of the Victorian community fairly and objectively
- Ensuring freedom from discrimination, harassment and bullying
- Using our views to improve outcomes on an ongoing basis.

Leadership

- Actively implementing, promoting and supporting these values.

Human Rights

- Making decisions and providing advice consistent with human rights
- Actively implementing, promoting and supporting human rights.

MAJOR CHANGES TO THE DEPARTMENT IN 2024–25

Victorian Planning Authority

On 1 January 2025, governance changes were made to the Victorian Planning Authority (VPA), and on 1 February 2025 VPA employees transferred into the Department. This change brought together all of the principal functions of the state planning system to cut delays and deliver faster and better structure planning and development outcomes in growth areas around the state.

The VPA Board was reconstituted to have one director, being the sole Commissioner. The sole Commissioner is the Department's Secretary, Jeroen Weimar. On behalf of the Minister for Planning, the sole Commissioner oversees and assumes responsibility for all VPA roles and functions previously undertaken by the VPA Board.

The VPA CEO role is a statutory function under the *Victorian Planning Authority Act 2017* that has been retained.

The VPA retains its existing identity and presence within the Victorian community, acting as the gateway for industry.

Government portfolio changes

On 19 December 2024, the Premier announced changes to the Victorian Cabinet. The Suburbs portfolio was brought into the Precincts portfolio, a new Housing and Building portfolio was established, and the portfolios of Development Victoria and Precincts were combined. The following changes were made to Cabinet:

- Hon Gabrielle Williams MP became the Minister for Transport Infrastructure and the Department's Coordinating Minister.
- Hon Harriet Shing MP became Minister for the Suburban Rail Loop, Housing and Building, and Development Victoria and Precincts.

Department objective and output changes

Due to machinery of government changes, the Suburban Development output was transferred to the Department from the Department of Jobs, Skills, Industry and Regions, and the output was renamed 'Suburbs'.

For further information on the Department's objectives and output structure, see the section of this report titled 'Non-financial performance'.

Machinery of government changes – costs and benefits

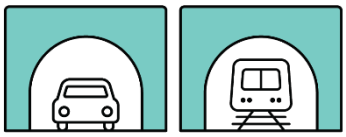
In 2024–25, costs to the Department associated with machinery of government changes were $10.5 million.

A key benefit of the changes is integrating transport, planning, land, precinct and policy functions within a single department to better plan, deliver and service thriving places and connected communities.

KEY ACHIEVEMENTS

The Department takes an integrated approach to delivering Victoria's transport and planning system and realising our vision to create thriving places and connected communities. This section highlights the Department's key achievements for 2024–25. Our performance against our objective indicators is detailed in the 'Non-financial performance' section of this report.

West Gate Tunnel and Metro Tunnel



ENTERED TESTING PHASE

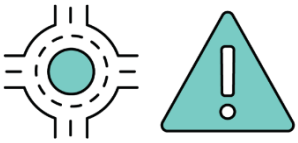
PLAN FOR

VICTORIA

a new plan guiding Victoria's future growth

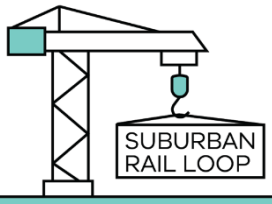
MR5 tram franchise

COMMENCED OPERATION



Released

ROAD SAFETY ACTION PLAN 2



Major construction works underway ahead of tunnelling in 2026

GAZETTED

10 Pilot Activity Centres

creating capacity for 60,000 new homes

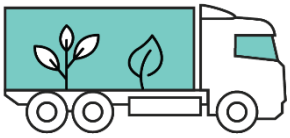
COMMENCED INSTALLATION

New public transport ticket readers

TOWNHOUSE & LOW-RISE CODE

More certainty for communities and builders

Updated Victorian Freight Plan



INCORPORATING DECARBONISATION ACTIONS

DEVELOPMENT FACILITATION PROGRAM

78 projects approved fast-tracking over

$11.7 BILLION

in development

RELEASED

government land for new housing

1,000 NEW DWELLINGS

ANZAC STATION

Third Metro Tunnel station completed

CONSTRUCTED 12 NEW

level access tram stops

Arden Central design masterplan, Stage 1

1,000+ NEW DWELLINGS

DELIVERED

199 new bus stops
44 new bus shelters
30 bus routes upgraded

INVESTED $103M

Victoria's rail freight network

2 PRECINCT STRUCTURE PLANS APPROVED

Creating capacity for **4,593** new homes and **22,287** new jobs

REPAIRED OVER

200,000 potholes
40,000 signs
3,000 safety barriers

SIX CROSSINGS REMOVED

86 crossings removed to date

UPGRADED

WARRNAMBOOL LINE

Delivers modern and accessible VLocity trains

Building Legislation Amendment (Buyer Protections) Act 2025 reform

stronger regulatory safeguards for Victorian home buyers

St Kilda Pier redevelopment completed and opened December 2024

539 cladding rectifications

COMPLETED

IMPROVED ACCESSIBILITY

14 railway station platforms

88 METRO
6 REGIONAL

Zero emission buses

IN SERVICE

Progressed Victorian Heavy Vehicle Driver Safety Reform program

SAFER VEHICLES ON VICTORIAN ROADS

School crossing supervisor program

CHILDREN CROSSING

Supported over 3,000 sites and 3,200 supervisors

OVER 1.9M

Victorian licence holders have gone digital

COMMENCED CONSTRUCTION

Fisherman's Bend Innovation Precinct

INTRODUCED

road rules for e-scooters

More regional services

For more frequent services south of Geelong

IMPROVED RELIABILITY

Real-time metro train information

99% ACCURACY

REUSED OVER

5.6M TONNES

of recycled material in construction

Section 2

Governance

OUR MINISTERS

The Department supports the ministerial portfolios of Transport Infrastructure, the Suburban Rail Loop, Public and Active Transport, Development Victoria and Precincts, Roads and Road Safety, Ports and Freight, Housing and Building, and Planning.

We provided support and advice to four ministers and two parliamentary secretaries to deliver inclusive, prosperous and sustainable community outcomes for all Victorians.

Hon Gabrielle Williams MP
Minister for Transport Infrastructure
Minister for Public and Active Transport

Hon Harriet Shing MP
Minister for the Suburban Rail Loop
Minister for Housing and Building
Minister for Development Victoria and Precincts

Hon Melissa Horne MP
Minister for Roads and Road Safety
Minister for Ports and Freight

Hon Sonya Kilkenny MP
Minister for Planning

DTP continues to support the Minister for Finance with certain functions under the *Casino Control Act 1991*, *Crown Land (Reserves) Act 1978*, *Financial Management Act 1994* and the *Land Act 1958*, as outlined in Administrative Arrangements Order No. 252 dated 31 January 2023.

PARLIAMENTARY SECRETARIES

Josh Bull MP
Parliamentary Secretary for Transport
Parliamentary Secretary for Infrastructure Delivery

Bronwyn Halfpenny MP
Parliamentary Secretary for Roads

DEPARTMENT EXECUTIVES AND GROUP PURPOSE STATEMENTS

Jeroen Weimar
Secretary

To lead the development and coordination of Victoria's transport and planning networks, ensuring Victoria's transport network and land use is safe, sustainable and integrated. Our goal is to integrate Victoria's transport, land, and planning system to create an inclusive, successful and sustainable state.

Together with our portfolio agencies, we are responsible for planning, building, operating, and maintaining Victoria's transport, planning, and land services for use by all.

OFFICE OF THE SECRETARY

INTERGOVERNMENTAL RELATIONS

Lachlan McDonald
Executive Director

To lead and co-ordinate DTP's investment and reform engagement with the Commonwealth and other State/Territory governments.

COMMUNICATIONS AND CUSTOMER EXPERIENCE

Jo Weeks
Chief Communications and Customer Experience

To lead best-practice communications and engagement to connect DTP with our people, customers, industry partners and communities.

INTEGRATED STRATEGY

Cameron Robinson
A/g Executive Director

To provide oversight to policy change and operate as a policy coordination function within DTP.

TRANSPORT SERVICES

Fiona Adamson
Deputy Secretary

To deliver safe, reliable and accessible transport infrastructure and services to keep Victoria moving, connecting people to what matters most in their lives.

INVESTMENT AND TECHNOLOGY

Dean Tighe
Deputy Secretary

To lead and manage the investment lifecycle; drives commercial advice and negotiations to facilitate reform; and enables core delivery through Finance, Procurement & Enterprise Technology.

PLANNING AND LAND SERVICES

Andrew McKeegan
Deputy Secretary

To deliver responsive, customer focussed, high quality planning, land administration and property services that support thriving places and connected communities.

NETWORK DESIGN AND INTEGRATION

William Tieppo
Deputy Secretary

To deliver transport priorities through the planning, development and maintenance of an integrated pipeline of projects and strategic initiatives that provide safe, efficient and sustainable outcomes to all Victorians.

PEOPLE, LEGAL AND GOVERNANCE

Jacinda de Witts
Deputy Secretary

To provide business enabling people, legal and corporate services functions, to drive a high performance culture; timely and accessible legal advice and services; and to support integrated operations and portfolio wide programs.

HOUSING, BUILDING AND LAND DELIVERY

Stuart Moseley
Deputy Secretary

To drive balanced urban growth by delivering zoned land for housing, jobs and infrastructure in State-led areas, a pipeline of government-owned land for development, and an improved building system.

THE DEPARTMENT OF TRANSPORT AND PLANNING ORGANISATIONAL STRUCTURE

Jeroen Weimar
Secretary

HOUSING, BUILDING AND LAND DELIVERY

Stuart Moseley
Deputy Secretary

- Victorian Planning Authority (VPA)
- Building Policy and Reform
- Connected Places
- Precincts
- Precinct Delivery
- Land Coordinator General
- Activity Centres
- Office of the Victorian Government Architect (OVGA)

PLANNING AND LAND SERVICES

Andrew McKeegan
Deputy Secretary

- Land Use Victoria
- Land and Property
- State Planning
- Planning Panels Victoria

NETWORK DESIGN AND INTEGRATION

William Tieppo
Deputy Secretary

- Assets and Engineering
- Freight Victoria
- WGTP/NELP Integration
- Major Projects
- Development and Integration
- Modal Planning
- MTP Network Readiness
- Network Pipeline and Program
- Road Safety Victoria
- Rolling Stock and Ticketing

TRANSPORT SERVICES

Fiona Adamson
Deputy Secretary

- Inner Metro
- Greater Metro
- Barwon South West and Grampians
- Loddon Mallee and Hume
- Gippsland and Capital Delivery
- Public Transport Services
- Network Operations
- Network Change
- Registration and Licensing Management

INVESTMENT AND TECHNOLOGY

Dean Tighe
Deputy Secretary

- Finance
- Budget Strategy and Portfolio Assurance
- Procurement
- Enterprise Technology
- Commerical Advisory
- Refranchising MR5 Project
- Data and Digital

PEOPLE, LEGAL AND GOVERNANCE

Jacinda de Witts
Deputy Secretary

- Legal
- People and Culture
- Governance and Portfolio Services
- Business Operations and Improvement
- Organisational Reform
- First Peoples Self Determination and Reform
- Industry Skills and Capability Coordination

OFFICE OF THE SECRETARY

INTERGOVERNMENTAL RELATIONS

Lachlan McDonald
Executive Director

COMMUNICATIONS AND CUSTOMER EXPERIENCE

Jo Weeks
Chief Communications and Customer Experience

INTEGRATED STRATEGY

Cameron Robinson
A/g Executive Director

VICTORIAN INFRASTRUCTURE DELIVERY AUTHORITY

The Victorian Infrastructure Delivery Authority is an administrative office within the Department with four project teams – the Level Crossing Removal Project, the Metro Tunnel Project Office, Major Road Projects Victoria and the Victorian Health Building Authority. Together we deliver integrated outcomes for the benefit of all Victorians.

Kevin Devlin

Director-General

Matthew Gault

CEO
Level Crossing Removal Project

Level Crossing Removal Project oversees one of the largest rail infrastructure projects in Victoria, including removal of 110 level crossings and delivery of Regional Rail Revival and Melbourne Airport Rail.

Duncan Elliott

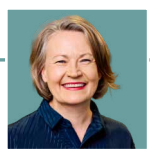
CEO
Major Road Projects Victoria

Major Road Projects Victoria is responsible for the planning and delivery of a significant number of major road projects across metropolitan Melbourne and regional Victoria, including Big Build Road Projects, West Gate Tunnel Project and North East Link Project.

Peter Wilkinson

Coordinator-General
Metro Tunnel Project Office

The Metro Tunnel Project Office is responsible for the delivery of the Metro Tunnel Project, which is the biggest rail infrastructure project in 40 years.



Priscilla Radice

CEO
Victorian Health Building Authority

Victorian Health Building Authority is responsible for the planning and delivery of the Victorian Government's health infrastructure program.

GOVERNANCE

Our governance structure

The Department's governance committees are tiered to ensure effective oversight, provide strategic direction and support operational efficiency. The Tier One DTP Executive Committee provides overarching stewardship of the Department. Their role is to ensure that the Department's strategic priorities are on track and to provide the Secretary with whole-of-department (and portfolio-specific where relevant) perspectives on transport and planning priorities.

Four Tier Two committees (Commercial, Corporate Management, Network and Operations, and Planning, Land and Housing) provide advice and recommendations to the Executive and the Secretary on strategic issues impacting different policy domains. These committees also support the Department to comply with relevant legislative obligations.

Audit, Risk and Integrity Committee

Standing Directions 3.2.1 and 3.2.2 of the Minister for Finance under Victoria's *Financial Management Act 1994* require the Secretary to appoint an audit committee and to establish and maintain an internal audit function as part of governance arrangements.

The Audit, Risk and Integrity Committee (ARIC) provides the Secretary with independent assurance on the Department's:

- financial and performance reporting
- risk oversight and management
- internal control systems
- integrity framework
- legislative and policy compliance.

ARIC communicates with external auditors and considers recommendations from internal and external auditors. The Secretary appoints all members, including the Chair. The Chief Finance Officer, Chief Risk Officer, Chief Audit Officer and the lead executives for integrity, governance and strategic planning are standing invitees to all ARIC meetings.

ARIC's functions and membership are defined in a formal charter that is regularly reviewed in accordance with the Standing Directions.

ARIC membership at 30 June 2025

Name	Role
Andrew Nicolaou	Chair and independent member
Johanna Barker	Independent member
David Cochrane	Independent member
Natalia Southern	Independent member
Jacinda de Witts	Department management member
Kim Schriner	Department management member

Victorian Planning Authority

The Victorian Planning Authority (VPA) is a State Government statutory authority established under the *Victorian Planning Authority Act 2017* (VPA Act). The Victorian Planning Authority's objectives and functions are set out in section 7 of the VPA Act.

From 1 July 2024 until 31 December 2024, the VPA was governed by a Board of five directors appointed by the Minister for Planning. The Board members had experience in state and local government, and industry across a broad range of disciplines including, planning, development, economics, financial management and housing.

All five Board members served from 1 July 2024 until 31 December 2024:

- Damien Tangey (Acting Chair)
- Laurinda Gardner (Acting Deputy Chair)
- Penny Holloway
- Conny Lenneberg
- Jane Monk.

The Board met seven times between 1 July and 31 December 2024. From 1 January 2025, the Board was replaced by a sole Commissioner. Paul Younis served as sole Commissioner from 1 January 2025 until 18 February 2025, and Jeroen Weimar served as sole Commissioner from 18 February 2025 onwards.

Direction from the Minister for Planning

The VPA is accountable to the Minister for Planning and must follow any directions issued by the Minister for Planning under section 36 of the VPA Act.

The Minister issued the following ministerial directions in 2024–25:

- ministerial direction on 14 August 2024 to add the Northern Freight Precinct to the VPA work program
- ministerial direction on 18 August 2024 to provide advice and assistance in the preparation of draft plans for the Croskell (Employment) Precinct
- ministerial direction on 24 October 2024, which set out the priorities for 2024–25
- ministerial direction on 29 December 2024 to provide advice and assistance in the preparation of draft plans for the Melton East Precinct
- ministerial direction on 20 January 2025 to provide advice and assistance in the preparation of draft plans for the Casey Fields South (Employment) and Devon Meadows Precincts
- ministerial direction on 3 April 2025 to provide advice and assistance in the preparation of draft plans for the Bannockburn South East Precinct.

For copies of the directions, refer to Appendix 16.

Conflict-of-interest disclosures

Name	Disclosure as declared	Date of disclosure
Laurinda Gardner	Member of several government audit and risk and remuneration committees	19 July 2024
Laurinda Gardner	Member of Victorian Independent Remuneration Tribunal	19 July 2024
Laurinda Gardner	Member of the board of VicTrack	19 July 2024
Jane Monk	Director, Nightingale Communities Ltd	11 July 2024
Jane Monk	Member of Victorian Government Architect's Design Review Panel	11 July 2024
Damien Tangey	Board Chair of Haven; Home, Safe	21 May 2024
Damien Tangey	Associated entities with land ownership in Greater Bendigo	21 May 2024
Damien Tangey	Family member employed by Mirvac	21 May 2024

Section 3

Non-financial performance

DEPARTMENT OBJECTIVES, INDICATORS AND OUTPUTS

The Department's mission is ensuring Victoria's transport network and land use is safe, sustainable and integrated.

The Department and its agencies:

- plan, build and operate a transport network that keeps people and freight moving now and into the future
- manage precinct and policy functions, and the land, planning, building and heritage systems to shape places and communities
- understand the social, economic and physical needs of communities to support the development of connected, sustainable and thriving local places
- oversee the delivery of the major transport infrastructure program to build a better transport future for Victoria.

The table below summarises the Department's objectives, indicators and outputs for 2024–25.

Department objectives, indicators and outputs for 2024–25

Department objectives (i)	Indicators	Outputs
Reliable and people-focused transport services	• User satisfaction with the transport system • Reliable travel	• Bus Services • Road Asset Management • Road Operations • Train Services • Tram Services
Safe and well-regulated transport services	• Safety of the transport system	• Regulation of Commercial Passenger Vehicle Services • Transport Safety and Security
A safe and quality-built environment	• Improved liveability, sustainability and inclusiveness of public spaces and neighbourhoods • Effective protection of cultural and natural heritage	• Building • Planning and Heritage
Effective management of Victoria's land assets	• Increase in utilisation of Land Use Victoria's mapping and spatial data products relative to 2016–17	• Land Services
Build prosperous and connected communities	• Improved transport infrastructure planning and advice • Precincts developed and delivered	• Ports and Freight • Precincts • Suburbs • Transport Infrastructure

Note:
(i) Medium-term department objectives, indicators and outputs are set out in the 2024–25 Department Performance Statement.

Changes to Department outputs during 2024–25

2024–25 outputs	Reason for change	2024–25 outputs
Suburban Development	This output has been transferred from Department of Jobs, Skills, Industry and Regions (DJSIR) and renamed due to machinery of government changes.	Suburbs

Objective 1: Reliable and people-focused transport services

Context

This objective group enhances liveability by providing Victorians with a transport system that connects people and places, taking them where they want to go, when they want to go.

Progress towards achieving this objective

Key initiative	2024–25 progress summary
Victoria's flood recovery	The Department and our contractors have continued rebuilding and strengthening roads impacted by the October 2022 floods and subsequent events. This will help Victorians to remain connected with their families and communities while supporting freight and industry operations. Key capital works completed in the 2024–25 financial year include: – landslip repairs on Hyland Highway and Forrest–Apollo Bay Road – structural repairs to McCoys Bridge on the Murray Valley Highway at Kotupna, two bridges on the Goulburn Valley Highway near Seymour, and Seymour–Tooborac Road – full pavement rehabilitations on the Goulburn Valley Highway at Koonoomoo, Glenelg Highway, Geelong–Ballan Road, and a 3.6-kilometre section of Heathcote–Nagambie Road at Costerfield.
Road maintenance and road safety	The Department made significant efforts in 2024–25 to maintain Victoria's road network. We repaired 200,552 potholes, repaired or replaced 40,750 signs, mowed 53,743 kilometres of grass, cleared 20,727 square metres of graffiti and repaired 3,039 safety barriers. This has supported reliable travel and safety on the road network across Victoria and provided the Department with improved evidence and insight. The Department has also rebuilt or resurfaced more than 495 kilometres of road surfaces using recycled materials, including 44,400 tonnes of recycled asphalt products and 186 tonnes of tyres.
Bus infrastructure maintenance and safety	Maintenance remains a priority, with over 11,000 maintenance issues resolved at bus stops across the state. This included replacement of thousands of timetable cases, glass panels, tactiles and other critical infrastructure, marking a slight increase in activity compared to the previous year. The Department responded promptly to 81 emergency incidents, from vehicle accidents to hazardous material cleanups, ensuring ongoing safety and service continuity.
Digital driver licences	Following its launch in May 2024, Victoria's digital driver licence was expanded in November 2024 to include learner and probationary licences. To date, over 1.9 million licence holders, including nearly 400,000 learner and probationary drivers, have downloaded the digital licence, representing more than a third of all eligible users. The digital licence offers real-time updates for licence conditions and personal information, along with secure features like time-limited QR codes that can be scanned to verify authenticity and prevent fraud.
Melbourne Tram Refranchising (MR5)	In December 2024, Yarra Journey Makers officially began operation of the MR5 Tram Franchise. In partnership with the Department, Yarra Journey Makers is focused on delivering the objectives of the new franchise and realising the expected benefits. The revised MR5 contract introduces several enhancements aimed at improving performance, reliability and disruption management. Additionally, there is a strong emphasis on accessibility and providing consistent real-time passenger information. Through the introduction of new auditing and compliance functions under the MR5 contract, the Department is bolstering its oversight of tram services, which will provide greater

Key initiative	2024–25 progress summary
	assurance that services are delivered efficiently, effectively and in line with community expectations. In a world first, targets for First Peoples recruitment, leadership development, retention, cultural safety and business engagement were captured.
First Peoples Melbourne Art Trams	The Department celebrated Melbourne's cultural heritage with six First Peoples Melbourne Art Trams running on the network for 12 months from June 2025. The trams showcased Aboriginal and shared histories through vibrant artwork, and they invited passengers to learn more about the works and artists via QR codes on the trams.
Rolling stock upgrades	The Department is delivering Melbourne's first Next Generation G Class Trams, with manufacturing and early testing now underway in Victoria. This investment is supporting more than a thousand local jobs and will deliver a more modern, accessible and comfortable tram experience for passengers across the world's largest tram network. Critical infrastructure, such as track connections and substations, will be delivered to support the new fleet and enhance safety and accessibility at tram stops. In parallel, the Department is progressing a comprehensive testing program for the new X'Trapolis 2.0 trains, including on-network testing throughout 2025, which will ensure the fleet meets safety, reliability and performance standards ahead of entering passenger service. During the 2024–25 financial year, the Department delivered 13 new VLocity trains to the regional network. They are now in service and helping to improve reliability, increase capacity and better meet the needs of regional passengers.
Zero-emission buses	The Department is delivering *Victoria's zero emission bus transition plan*, released in November 2024, which funds the conversion of 252 buses to zero emissions across regional and metropolitan services over four years. A total of 88 zero emission buses are running in metropolitan Melbourne, including 37 in the Kinetic Bus Franchise, and six in regional Victoria. Trial buses are being added to the permanent fleet to reduce emissions and improve operations. Regional trials have taken place in Latrobe Valley and Seymour.
Victoria's bus plan	*Victoria's bus plan* continues to deliver improvements to the bus network, having redesigned or strengthened 83 local networks to provide better coverage and service coordination that responds to evolving community needs. The Department has maintained reliable bus services despite increased road traffic and major infrastructure works. The Department prepared for significant changes to metropolitan bus contracts in 2024–25, consolidating 14 contracts covering about 30 per cent of the network into five Metropolitan Zero Emission Bus Franchises operated by Kinetic, CDC and Dysons, starting 1 July 2025.
New and upgraded bus stops, tram stops and train stations	In 2024–25, 199 new bus stops were introduced as part of Network Service Changes. The Department also upgraded 24 existing bus stops to meet accessibility standards, ensuring that services are inclusive for all passengers. Complementing these efforts, 44 new bus shelters were installed across metropolitan Melbourne, some featuring digital advertising panels to improve passenger information and amenities. An accessibility blitz delivered 12 new level-access tram stops along Latrobe Street in the Melbourne city centre. These stops feature improved shelters, seating, lighting and passenger information, as well as safer pedestrian environments separated from traffic. Accessibility upgrades also extended to the rail network, with platform modifications completed at 14 stations along the Dandenong corridor and smaller improvements at eight additional metropolitan and regional stations. These enhancements are designed to make stations welcoming and usable for everyone.

Key initiative	2024–25 progress summary
Public transport ticketing and myki	The Department began installing new card-readers in April 2025, marking a significant milestone towards enabling contactless payments for Victorians.
Pop-up bike lanes program	For 2024-25, the program delivered upgraded bike routes across inner-Melbourne suburbs, including Yarra, Darebin, Moonee Valley, Maribyrnong, and Port Phillip. It supported over 600,000 safer trips on Heidelberg Road, recorded an average of 66,000 weekly trips across 44 count sites, and contributed to a rise in female ridership in Victoria—from 24% to 28%.
National Rail Action Plan – new digital train control	The Department is committed to creating a more reliable and accessible transport network across Victoria, delivering targeted upgrades and maintenance to enhance passenger experience every day. As part of the National Rail Action Plan, a new digital train control system was confirmed. This will ensure interoperability between rail networks around Australia.
Transport user data	The Department implemented a range of modelling improvements to better understand how passengers move through the network. This included enhanced analysis of origin–destination patterns, interchange behaviour and capacity constraints on the rail network. Modelling of tram patronage has been refined to allow for more detailed data at route and stop level, while improved quality assurance processes have strengthened data accuracy and reliability. The customer experience index remained stable across most transport modes in 2024–25, with a notable improvement for users of regional coach services, reflecting the benefits of targeted service enhancements.

Indicator: Reliable travel

Indicator	Unit of measure	2021–22	2022–23	2023–24	2024–25
Service punctuality: metropolitan bus	per cent	93.2	91.2	89.7	89.6
Service punctuality: metropolitan train	per cent	94.2	92.4	93.0	93.5
Service punctuality: tram	per cent	89.1	82.6	81.2	82.7
Service punctuality: regional train	per cent	92.8	89.1	87.3	88.5
Service punctuality: regional bus	per cent	95.0	93.8	93.2	90.6
Scheduled services delivered: metropolitan bus	per cent	99.7	99.9	99.9	99.8
Scheduled services delivered: metropolitan train	per cent	98.1	98.6	98.7	98.8
Scheduled services delivered: tram	per cent	98.4	98.4	98.6	98.2
Scheduled services delivered: regional train	per cent	92.8	96.3	96.7	97.5
Scheduled services delivered: regional bus	per cent	99.0	99.0	99.0	99.9
Scheduled services not delayed by infrastructure faults: regional train network	per cent	99.3	99.4	98.9	98.7

Indicator	Unit of measure	2021–22	2022–23	2023–24	2024–25
Road length meeting cracking standard: metropolitan	per cent	90.5	87.4	84.8	87.6
Road length meeting cracking standard: regional	per cent	98.5	98.4	98.1	98.4
Road length meeting roughness standard: metropolitan	per cent	93.3	92.4	92.3	92.3
Road length meeting roughness standard: regional	per cent	95.9	95.7	95.5	95.3
Road length meeting rutting standard: metropolitan	per cent	97.6	96.5	95.7	97.8
Road length meeting rutting standard: regional	per cent	98.4	98.3	97.9	97.7

Indicator: User satisfaction with the transport system

Indicator	Unit of measure	2021–22	2022–23	2023–24	2024–25
Customer experience index: metropolitan bus services	score	79.4	74.7	74.5	76.7
Customer experience index: regional coach services	score	83.2	75.6	73.7	80.6
Customer experience index: metropolitan train services	score	79.4	76.4	78.2	78.7
Customer experience index: regional train services	score	79.7	78.5	78.6	78.3
Customer experience index: tram services	score	80.6	77.1	76.8	79.2

Output performance measures

Bus Services

This output delivers reliable and cost-effective statewide bus services and infrastructure investments, including services delivered through contractual arrangements with private operators.

Bus Services – Metropolitan

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Passengers carried: metropolitan bus services	number (million)	114.9	125.3	-8.3	■
The 2024–25 result is lower than the 2024–25 target due to change in travel patterns.					
Payments made for: metropolitan bus services	$ million	887.1	897.5	-1.2	○
Scheduled services delivered: metropolitan bus	per cent	99.8	99.9	-0.1	○
Total kilometres scheduled: metropolitan bus	km (million)	133.0	132.2	0.6	✓
Quality					
Customer experience index: metropolitan bus services	score	76.7	77.5	-1.0	○
Metropolitan fare compliance rate: bus services	per cent	94.3	94.0	0.3	✓
Timeliness					
Service punctuality for: metropolitan bus services	per cent	89.6	86.0	4.2	✓
Cost					
Total output cost	$ million	1,008.2	1,035.5	-2.6	✓

✓ Performance target achieved or exceeded

○ Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Bus Services – Regional

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Passengers carried: regional bus services	number (million)	12.3	14.3	-14.0	■
The *2024–25 result is lower than* the 2024–25 *target due to change in travel patterns.*					
Payments made for: regional bus services	$ million	170.0	171.5	-0.9	○
Scheduled services delivered: regional bus	per cent	99.9	99.0	0.9	✓
Total kilometres scheduled: regional bus	km (million)	29.3	27.3	7.3	✓
The 2024–25 result is higher than the 2024–25 target due to service improvements.					
Quality					
Customer experience index: regional coach services	score	80.6	78.0	3.3	✓

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Customer experience index: regional town bus services	score	79.4	77.5	2.5	✓
Timeliness					
Service punctuality for: regional bus services	per cent	90.6	92.0	-1.5	O
Cost					
Total output cost	$ million	163.0	167.6	-2.7	✓

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Bus Services – Statewide

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Number of bus routes upgraded	number	30	32	-6.3	■
The 2024–25 result is lower than the 2024–25 target due to scoping clarifications.					
Scheduled services delivered: school bus	per cent	99.0	99.0	0.0	✓
Total kilometres scheduled: school bus	km (million)	29.2	31.2	-6.4	■
The 2024–25 result is lower than the 2024–25 target due to scheduling changes associated with school bus reforms.					
Quality					
Myki: Fare payment device speed – number of touch on/offs per minute (Bus/Tram)	number	38.5	28.0	37.5	✓
The 2024–25 result is higher than the 2024–25 target due to increased preventative maintenance and improvements to the supplier maintenance program and governance processes.					
Cost					
Total output Cost	$ million	343.8	349.1	-1.5	✓

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Road Asset Management

This output delivers programs and initiatives to maintain Victoria's freeways and arterial roads.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Bridges maintained: metropolitan	number	989	987	0.2	✓
Bridges maintained: regional	number	2,232	2,231	0.0	✓
Road area major patched: roads in inner metropolitan Melbourne	m^2 (000)	8	8	0.0	✓
Road area major patched: roads in outer metropolitan Melbourne	m^2 (000)	35	131	-73.3	■
The 2024–25 result is lower than the 2024–25 target due to the re-oriented focus on long-lasting treatments, and the increased unit cost for major patching works.					
Road area major patched: roads in regional Victoria	m^2 (000)	566	1,033	-45.2	■
The 2024–25 result is lower than the 2024–25 target due to the completion of smaller patching works to avoid more significant problems, the re-oriented focus on long-lasting treatments, and the increased unit cost for major patching works.					
Road area resurfaced or rehabilitated: roads in inner metropolitan Melbourne	m^2 (000)	342	448	-23.7	■
The 2024–25 result is lower than the 2024–25 target due to the reprioritisation of works to outer suburban Melbourne.					
Road area resurfaced or rehabilitated: roads in outer suburban Melbourne	m^2 (000)	802	542	48.0	✓
The 2024–25 result is higher than the 2024–25 target due to the reprioritisation of works from inner metropolitan Melbourne, and the re-oriented focus on long-lasting treatments.					
Road area resurfaced or rehabilitated: roads in regional Victoria	m^2 (000)	3,290	3,163	4.0	✓
Road network maintained: inner metropolitan	m^2 (000)	24,135	24,128	0.0	✓
Road network maintained: outer suburban	m^2 (000)	32,130	31,988	0.4	✓
Road network maintained: regional	m^2 (000)	173,660	173,660	0.0	✓
Quality					
Bridges that are acceptable for legal load vehicles: metropolitan	per cent	99.8	99.7	0.1	✓
Bridges that are acceptable for legal load vehicles: regional	per cent	99.6	99.5	0.1	✓
Road length meeting cracking standard: metropolitan	per cent	87.6	81.3	7.7	✓
The 2024–25 result is higher than the 2024–25 target due to the completion of additional major patching, resurfacing and flood recovery works.					
Road length meeting cracking standard: regional	per cent	98.4	97.5	0.9	✓
Road length meeting roughness standard: metropolitan	per cent	92.3	91.0	1.4	✓
Road length meeting roughness standard: regional	per cent	95.3	95.2	0.1	✓
Road length meeting rutting standard: metropolitan	per cent	97.8	94.1	3.9	✓

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Road length meeting rutting standard: regional	per cent	97.7	97.2	0.5	✓
Traffic signal operational availability	per cent	99.95	99.96	0.0	✓
Traffic signal performance – communications ('DA Alarm'): vehicle detector connectivity to signals	per cent	92.2	97.0	-4.9	○
Traffic signal performance – communications ('Stop Talk'): connectivity between different traffic signals	per cent	99.6	99.6	0.0	✓
Timeliness					
Annual road maintenance program completed within agreed timeframes: metropolitan	per cent	100.0	100.0	0.0	✓
Annual road maintenance program completed within agreed timeframes: regional	per cent	100.0	100.0	0.0	✓
Cost					
Total output cost	$ million	692.3	680.2	1.8	○

✓ Performance target achieved or exceeded

○ Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Road Operations

This output operates the road network by managing access and use, and delivering initiatives that provide more predictable and reliable journeys, improve safety and meet the service quality expected from transport users.

Road Operations – Registration and Licensing

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Road vehicle and driver regulation: driver licences renewed	number (000)	1,013	1,020	-0.7	○
Road vehicle and driver regulation: new driver licences issued	number (000)	227	210	8.1	✓
The 2024–25 result is higher than the 2024–25 target due to an increase in demand for new drivers licences due to a rise in driver population.					
Road vehicle and driver regulation: new vehicle registrations issued	number (000)	618	650	-4.9	○
Road vehicle and driver regulation: vehicle and driver information requests, including toll operator and council requests, processed	number (000)	3,560	3,800	-6.3	■
The 2024–25 result is lower than the 2024–25 target due to decreased volume of information requests.					
Road vehicle and driver regulation: vehicle registration transfers	number (000)	905	836	8.3	✓
The 2024–25 result is higher than the 2024–25 target due to improvements in the supply chain for new cars and higher car turnover rates.					
Road vehicle and driver regulation: vehicle registrations renewed	number (000)	10,935	10,600	3.2	✓
Quality					
Road vehicle and driver regulation: currency of vehicle registration and driver licensing records	per cent	99.0	99.0	0.0	✓
Road vehicle and driver regulation: per cent of customers served at registration and licencing call centres within 240 seconds	per cent	56.8	50.0	13.6	✓
The 2024–25 result is higher than the 2024–25 target due to improved operational efficiencies.					
Road vehicle and driver regulation: user satisfaction with vehicle registration and driver licensing	per cent	89.0	80.0	11.3	✓
The 2024–25 result is higher than the 2024–25 target due to improvements in services and availability of information.					
Timeliness					
Road vehicle and driver regulation: customers served within 10 minutes in registration and licensing customer service centres	per cent	72.4	70.0	3.4	✓
Cost					
Total output cost	$ million	577.1	561.7	2.7	○

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Road Operations – Road Network Performance

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Active transport projects completed	number	3	8	-62.5	■
The 2024–25 result is lower than the 2024–25 target due to complexities with detailed project design and approvals.					
Bridge strengthening and replacement projects completed: metropolitan	number	3	2	50.0	✓
The 2024–25 result is higher than the 2024–25 target due to the identification and delivery of additional works.					
Bridge strengthening and replacement projects completed: regional	number	10	15	-33.3	■
The 2024–25 result is lower than the 2024–25 target due to complexities with detailed project design and approvals.					
Congestion management and minor road improvements completed: metropolitan	number	9	11	-18.2	■
The 2024–25 result is lower than the 2024–25 target due to complexities with detailed project design and approvals.					
Congestion management and minor road improvements completed: regional	number	4	8	-50.0	■
The 2024–25 result is lower than the 2024–25 target due to complexities with detailed project design and approvals.					
Quality					
Road projects completed within agreed scope and standards: metropolitan	per cent	100.0	100.0	0.0	✓
Road projects completed within agreed scope and standards: regional	per cent	100.0	100.0	0.0	✓
Timeliness					
Average incident response time within agreed timeframes: metropolitan	per cent	90.2	80.0	12.8	✓
The 2024–25 result is higher than the 2024–25 target due to operational improvements.					
Programmed works completed within agreed timeframes: metropolitan	per cent	92.3	80.0	15.4	✓
The 2024–25 result is higher than the 2024–25 target due to the identification and delivery of additional works.					
Programmed works completed within agreed timeframes: regional	per cent	60.8	80.0	-24.0	■
The 2024–25 result is lower than the 2024–25 target due to complexities with detailed project design and approvals.					
Cost					
Total output cost	$ million	1,530.1	1,513.2	1.1	○

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Road Operations – Road Safety

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
High risk driver reviews completed	number (000)	117	128	-8.6	■
The 2024–25 result is lower than the 2024–25 target due to the complexity of reviews.					
Road safety initiatives completed	number	54	50	8.0	✓
The 2024–25 result is higher than the 2024–25 target due to the identification and delivery of additional works.					
Road vehicle safety certificates issued	number (000)	854	830	2.9	✓
Vehicle safety inspections	number	1,551	1,350	14.9	✓
The 2024–25 result is higher than the 2024–25 target due to a higher volume of short form assurance inspections completed.					
Quality					
Road safety projects completed within agreed scope and standards	per cent	100.0	100.0	0.0	✓
Timeliness					
Road safety programmed works completed within agreed timeframes	per cent	108.0	80.0	35.0	✓
The 2024–25 result is higher than the 2024–25 target due to the identification and delivery of additional works.					
Cost					
Total output cost	$ million	75.9	106.5	-28.7	✓
The result is lower than the target primarily due to revised delivery schedule of the Blackspot program, which is a Commonwealth grant provided to councils upon completion of milestones.					

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Train Services

This output delivers reliable and cost-effective train services and infrastructure investments across the Victorian rail network, including services delivered through contractual arrangements with private operators.

Train Services – Metropolitan

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Number of new metropolitan trains added to the network	number	0	0	0.0	✓
Passengers carried: metropolitan train services	number (million)	187.4	231.8	-19.2	■
The 2024–25 result is lower than the 2024–25 target due to change in travel patterns.					
Payments made for: metropolitan train services	$ million	1,390	1374.2	1.1	✓
Scheduled services delivered: metropolitan train	per cent	98.8	98.5	0.3	✓
Total kilometres scheduled: metropolitan train	km (million)	25.2	24.9	1.2	✓
Quality					
Availability of rolling stock: metropolitan trains	per cent	94.2	94.0	0.2	✓
Customer experience index: metropolitan train services	score	78.7	77.5	1.5	✓
Metropolitan fare compliance rate: train services	per cent	96.6	97.0	-.04	○
Timeliness					
Major periodic maintenance works completed against plan: metropolitan train network	per cent	100.0	100.0	0.0	✓
Service punctuality for: metropolitan train services	per cent	93.5	92.0	1.6	✓
Cost					
Total output cost	$ million	1533.1	1650.8	-7.1	✓
The result is lower than the target primarily due to the timing of works to operate and maintain new transport infrastructure.					

✓ Performance target achieved or exceeded

○ Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Train Services – Regional

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Number of new regional trains added to the network	number	13	15	-13.3	■
The 2024–25 result is lower than the 2024–25 target due to the re-phasing of the program's delivery schedule within the contractual delivery dates.					
Passengers carried: regional train and coach services	number (million)	26.4	28.0	-5.7	■
The 2024–25 result is lower than the 2024–25 target due to change in travel patterns.					
Payments made for: regional train and coach services	$ million	876.0	842.3	4.0	✓
Scheduled services delivered: regional train	per cent	97.5	98.5	-1.0	○
Total kilometres scheduled: regional train and coach	km (million)	28.04	27.5	2.0	✓
Quality					
Availability of rolling stock: VLocity fleet	per cent	93.8	92.5	1.4	✓
Customer experience index: regional train services	score	78.3	80.0	-2.1	○
Regional fare compliance rate: V/Line train services	per cent	96.4	95.5	0.9	✓
Scheduled services not delayed by infrastructure faults: regional train network	per cent	98.7	97.0	1.8	✓
Timeliness					
Major periodic maintenance works completed against plan: regional train network	per cent	83.0	100	-17.0	■
The 2024–25 result is lower than the 2024–25 target due to deferral of some works to align with network occupations and other major works.					
Service punctuality for: regional train services	per cent	88.5	92.0	-3.8	○
Cost					
Total output cost	$ million	950.4	918.5	3.5	○

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Train Services – Statewide

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Minor public transport network improvement projects completed	number	9	16	-43.8	■
The 2024–25 result is lower than the 2024–25 target due to scheduling associated with works needed to complete major projects on time.					
Public railway crossings upgraded	number	30	31	-3.2	○
Quality					
Minor public transport network improvement projects completed within agreed scope and standards	per cent	100.0	100.0	0.0	✓
myki device availability	per cent	99.5	99.5	0.0	✓
Myki: Fare payment device speed – number of touch on/offs per minute (Train)	number	50.75	37	37.2	✓
The 2024–25 result is higher than the 2024–25 target due to increased preventative maintenance and improvements to the supplier maintenance program and governance processes.					
Timeliness					
Calls to the public transport call centre answered within 30 seconds	per cent	80.0	80.0	0.0	✓
Minor public transport network improvement projects completed within agreed timeframes	per cent	56.0	80.0	-30	■
The 2024–25 result is lower than the 2024–25 target due to scheduling associated with works needed to complete major projects on time.					
Cost					
Total output cost	$ million	169.7	148.7	14.1	■
The result is higher than the target primarily due to the classification of depreciation expenses in the target.					

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Tram Services

This output delivers reliable and cost-effective tram services and infrastructure investments, including public transport services delivered through contractual arrangements with private operators.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Number of tram routes upgraded	number	0	0	0.0	✓
Passengers carried: tram services	number (million)	160.2	188.4	-15.0	■
The 2024–25 result is lower than the 2024–25 target due to a change in travel patterns.					
Payments made for: tram services	$ million	571.3	tbc	N/A	N/A*
The 2024–25 result reflects the new metropolitan tram franchise agreement that commenced on 1 December 2024.					
Public transport accessibility: level access tram stops upgraded	number	12	8	50	✓
The 2024–25 result is higher than the 2024–25 target due to completion of projects ahead of schedule.					
Scheduled services delivered: tram	per cent	98.3	98.5	-0.2	○
Total kilometres scheduled: tram	km (million)	24.4	24.6	-0.9	○
Quality					
Availability of rolling stock: trams	per cent	100.0	94.0	6.4	✓
The 2024–25 result is higher than the 2024–25 target is due to the introduction of the new metropolitan tram franchise agreement, which commenced on 1 December 2024.					
Customer experience index: tram services	score	79.2	78.0	1.5	✓
Metropolitan fare compliance rate: tram services	per cent	95.9	96.0	-0.1	○
Timeliness					
Major periodic maintenance works completed against plan: tram network	per cent	87.0	100.0	-13.0	■
The 2024–25 result is lower than the 2024–25 target due to the planned deferral of maintenance activities to avoid conflict with major capital works.					
Service punctuality for: tram services	per cent	82.7	82.0	0.9	✓
Cost					
Total output cost	$ million	606.3	443.1	36.8	■
The result is higher than the target primarily due to the new metropolitan tram franchise agreement that commenced on 1 December 2024 and associated changes in the revenue share arrangement for public transport fares, impacts of inflation and additional funding for rolling stock condition works to manage the existing fleet.					

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

N/A* Performance variation cannot be calculated due to the 2024–25 target not being finalised at the time of the 2024–25 Budget publication

Objective 2: Safe and well-regulated transport services

Context

This objective focuses on helping Victorians arrive safely, whether they are travelling by road, rail or water.

Progress towards achieving this objective

Key initiative	2024–25 progress summary
Victorian road safety strategy 2021–2030	Reducing serious injuries and fatalities on Victoria's road network remains a priority. The Victorian road safety strategy 2021–2030 aims to halve lives lost and significantly reduce serious injuries by 2030, aligning with national and international goals. The Road Safety Partners continued to deliver on over $1.2 billion in investment under this strategy. This includes investment from the Victorian and Commonwealth governments to drive down road trauma in Victoria. The Road Safety Action Plan 2 was released in December 2024 to deliver on the strategy's aims. This follows successful delivery of infrastructure, behaviour change, policy and legislative updates and projects under the first action plan and the Commonwealth Road Safety Program and Black Spots Program. Key programs progressed during 2024-25 include: - The world first Medicinal Cannabis Track Trial to investigate whether individuals who use medicinal cannabis can drive safely, and development of a medicinal cannabis decision support tool to support practitioners and their patients understand the implications of THC and ability to drive. - Continued collaboration between DTP, the TAC and local governments under the Safe Local Roads and Streets Program supporting safety improvement projects on local roads. - Release of the updated Speed Zoning Policy to enable the use of 30km/h zones where there is a high interface between vulnerable road users and vehicles (subject to assessment and DTP final approval). - My Learners Free Lessons to grow the confidence of learner drivers and their mentors/parents, contributing to their 120 practice hours. - The TAC L2P program clocked over 1 million drive hours, having supported over 23,000 young drivers build their driving skills since 2009. - Expansion of Road Rule 79A to require drivers and riders slow to 40km/h when passing accident towing, breakdown towing, roadside assistance, and all incident response service vehicles.
Victorian Heavy Vehicle Driver Safety Reform	The Department is progressing with a Victorian Heavy Vehicle Driver Safety Reform program, which supports the implementation of a new framework being developed at the national level by Austroads. This involves testing and trialling the associated training and assessment materials, as well as engaging with industry stakeholders and training experts.

Key initiative	2024–25 progress summary
Safety campaigns and activations	During 2024–25, Safe Transport Victoria launched a new public safety campaign 'Ride Smart, Ride Safe', aimed at empowering passengers to understand and act on their rights when using taxis and rideshare services. The campaign ran from March to June 2025 and was informed by direct engagement with passengers. The campaign focused on three areas: promoting fare transparency by reinforcing the need for taxi meters to be switched on, encouraging women to report behaviour that made them feel unsafe, and helping passengers recognise and report touting. To further improve accessibility, particularly for people with disability, new online self-service forms were introduced for Multi-Purpose Taxi Program members. This enables greater independence and flexibility when managing their membership. Upgrades to the phone system, including a clearer menu and smarter call routing, ensured that customers could access the right support more quickly and easily.
School Crossing Supervisor Program	Now in its 50th year, the School Crossing Supervisor Program supports over 3,000 sites and 3,200 supervisors. The program is a long-standing partnership between state and local governments. The Department continues to collaborate with 15 councils across the state to continually improve the program.
Joint road safety operations	The Department collaborates closely with Victoria Police, the Sheriff's Office, Safe Transport Victoria and the National Heavy Vehicle Regulator in joint road safety operations. During 2024–25, 10 operations were conducted across metropolitan and regional areas including in Port Melbourne, Craigieburn, Windsor and Glenrowan, resulting in over 1,200 vehicle inspections and more than 900 defect notices issued to unroadworthy vehicles. The Department remains committed to supporting these operations as part of the Safe System approach taken in the Road Safety Action Plan.
E-scooter road rules introduced	E-scooters are a popular transport option for thousands of Victorians. Permanent e-scooter rules are in now in place with tougher penalties for non-compliance. The rules allowing e-scooters have been accompanied by a safety campaign that promotes safe riding.

Indicator: Safety of the transport system

Indicator	Unit of measure	2021–22	2022–23	2023–24	2024–25
Fatalities on the transport network[(i)(iii)]	number	282	317	298	310
Victorian road fatality per 100,000 population[(i)]	number	3.75	4.12	4.29	4.46
Serious injuries on the transport network[(ii)(iii)]	number	5,351	5,624	5,845	N/A
Victorian road serious injury rate per 100,000 population[(ii)]	number	80.26	83.70	81.07	N/A

(i) The count of road fatalities in 2024–25 is provisional and subject to change.

(ii) A count of road serious injuries in 2024–25 will be available in the first quarter of 2025.

(iii) Fatality and serious injury counts are exclusive of suspected self-harm, injury/illness and duty of care incidents.

Output performance measures

Regulation of Commercial Passenger Vehicle Services

This output delivers a commercial passenger vehicle industry that is customer-focused, safe, accessible and competitive in metropolitan and regional Victoria through regulating commercial passenger vehicles, booking service providers, and drivers.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Completed driver accreditation applications processed	number	29,903	35,000	-14.6	■
The 2024–25 result is lower than the 2024–25 target due to reduced demand for driver accreditation applications.					
Multi-Purpose Taxi Program: number of trips subsidised	number (000)	5,246	5,000	4.9	✓
Multi-Purpose Taxi Program: number of wheelchair and scooter lifting fees paid	number (000)	1,938	1,750	10.7	✓
The 2024–25 result is higher than the 2024–25 target due to higher demand for subsidised wheelchair trips.					
Quality					
Average wait time for conventional commercial passenger vehicles booked to arrive during daytime periods of demand	minutes	5.6	6.5	13.8	✓
The 2024–25 result is higher than the 2024–25 target due to market forces which caused lower observed wait times.					
Average wait time for wheelchair accessible commercial passenger vehicles booked to arrive during daytime periods of demand	minutes	9.8	10.1	3.0	✓
Calls to Safe Transport Victoria resolved at the first point of contact	per cent	92.0	80.0	15.0	✓
The 2024–25 result is higher than the 2024–25 target due to process improvements.					
Commercial passenger vehicle service providers that meet expected safety requirements	per cent	75.0	75.0	0.0	✓
Commercial passenger vehicles inspected by Safe Transport Victoria that meet safety standards	per cent	79.0	85.0	-7.1	■
The 2024–25 result is lower than the 2024–25 target due to enhanced intelligence-led, risk-based compliance activity resulting in a higher proportion of non-compliance detections.					
Overall satisfaction with level of commercial passenger vehicle regulatory service provided by Safe Transport Victoria	per cent	71.0	80.0	-11.3	■
The 2024–25 result is lower than the 2024–25 target due to impacts arising from other critical project delivery.					
Timeliness					
Commercial passenger vehicle service complaints and intelligence reports investigated and closed within 45 days	per cent	91.0	92.0	-1.1	○
Multi-Purpose Taxi Program: applications assessed and completed within 14 days	per cent	93.0	97.0	-4.1	○
Road vehicle and driver regulation: new and renewed driving instructor authority applications processed within 20 business days	per cent	86.0	90.0	-4.4	○
Valid driver accreditation applications determined within 20 business days in accordance with statutory requirements	per cent	81.0	85.0	-4.7	○

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Cost					
Total output cost	$ million	171.0	129.2	32.4	■
The result is higher than the target primarily due to additional funding provided for increased demand relating to wheel-chair accessible trips.					

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Transport Safety and Security

This output contributes to this objective by delivering initiatives and regulatory activities that will improve safety and security on Victoria's transport network.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Safety audits of bus safety duty holders conducted in accordance with risk-based plan	per cent	100.0	100.0	0.0	✓
Sector Resilience Plans endorsed by State Crisis and Resilience Council	number	1	1	0.0	✓
Security and emergency management exercises coordinated or contributed to by the Department	number	11	11	0.0	✓
Transport and marine safety investigations: proportion of notified accidents with passenger fatalities and/or multiple serious passenger injuries investigated	per cent	N/A	100.0	N/A	N/A*
The 2024–25 result reflects no notifications of passenger fatalities and/or multiple serious injuries.					
Quality					
Compliance inspections of commercial maritime duty holders other than vessel owners and operators audited in accordance with legislative requirements and timelines	per cent	100.0	100.0	0.0	✓
Prosecutions that meet model litigant guidelines and court procedures and requirements	per cent	100.0	95.0	5.3	✓
The 2024–25 result is higher than the 2024–25 target due to a reduced volume and complexity of matters.					
Timeliness					
Applications for bus operator accreditation processed on time in accordance with *Bus Safety Act 2009* requirements	per cent	98.0	100.0	-2.0	O
Initiate marine pollution response action within 60 minutes of incident notification	per cent	100.0	100.0	0.0	✓

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Transport and marine safety investigations: Investigations completed within agreed timeframes	per cent	60.0	75.0	-20.0	■
The 2024–25 result is lower than the 2024–25 target due to the prioritisation of complex systemic investigations expected to deliver the greatest safety outcomes.					
Transport and marine safety investigations: accidents/incidents assessed within two days of notification to determine need for detailed investigation	per cent	100.0	100.0	0.0	✓
Cost					
Total output cost	$ million	29.2	27.9	4.7	○

✓ Performance target achieved or exceeded

○ Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

N/A* Performance variation cannot be calculated due to the 2024–25 target not being finalised at the time of the 2024–25 Budget publication

Objective 3: A safe and quality-built environment

Context

This objective plans for the transformation of cities and regions to deliver more homes for more Victorians close to transport, jobs and services in thriving, liveable and sustainable neighbourhoods, and provides leadership and advice on heritage protection and the built environment. It delivers streamlined, fair and transparent planning, building and heritage systems.

The Department recognises the link between the natural and built environment in the quality of our lives and works to accommodate population needs while maintaining world-class liveability and protecting our heritage for future generations.

Progress towards achieving this objective

Key initiative	2024–25 progress summary
Development Facilitation Program	Through the Development Facilitation Program fast-track planning process, 14 large-scale renewable energy projects were approved in 2024–25. The development cost of $4.15 billion will create 1,450 full-time equivalent (FTE) jobs, 536,000 homes powered through new energy generation and 965,000 homes powered through new energy storage. In terms of ministerial permits, 75 per cent were processed within the required 60-day timeframe. A total of 1,274 ministerial permit matters were determined, with a development value of $14.29 billion. The Development Facilitation Program now represents the largest workstream, followed by the Renewables, Business as Usual and Non-Government Schools streams.
10-year Greenfield plan	In February 2025, as part of the 10-year Greenfield Plan, the Minister for Planning approved the Officer South Employment Precinct Structure Plan. Developed in consultation with Cardinia Shire Council, the Precinct Structure Plan will guide the development of a new 1,069 hectare precinct, supporting approximately 1,600 new homes and creating about 22,000 new jobs for the growing communities in Melbourne's south-east growth corridor. The Department has established a dedicated concierge service to support collaboration between government, councils and industry in unlocking constrained zoned land. The service identifies and addresses barriers preventing the development of high-yield sites. It proactively engages with councils and developers to resolve delays, bringing together relevant parties to work towards solutions and supporting the key steps needed to progress decisions.
Planning reforms to improve the planning system's performance and boost housing supply	The Consumer and Planning Legislation (Housing Statement Reform) Bill 2024 was passed by the Victorian Parliament in March 2025. The legislation amends the *Planning and Environment Act 1987* to implement recommendations by the Red Tape Commissioner and to introduce efficiencies to the Victorian Civil and Administrative Tribunal and Planning Panels Victoria. The bill introduces amendments to improve the operations of the planning scheme amendment and permit processes. This includes the introduction of a low-impact amendment pathway and other improvements.

Key initiative	2024–25 progress summary
Townhouse and Low-Rise Code	Victoria's Housing Statement committed to delivering housing and planning reforms to make it easier for people to get planning approval for a new home. Comprehensive changes, including deem-to-comply controls for most residential development, have been made to the Victoria Planning Provisions and all Victorian planning schemes. The Townhouse and Low-Rise Code for multiple dwellings in buildings up to three storeys was implemented by Amendment VC267 on 31 March 2025 and applies statewide. Under the code, if the standards are met, the application is 'deemed to comply' and no further assessment is required. Furthermore, under the code where a development meets all applicable standards there are no third party appeal rights to the Victorian Civil and Administrative Tribunal. The Townhouse and Low-Rise Code also includes new sustainability and amenity standards, supporting energy efficiency and the planting of canopy trees for a greener and cooler environment.
Train and Tram Zone Activity Centres	New planning tools under the Train and Tram Zone Activity Centres Program came into effect on 25 February 2025, introducing the Built Form Overlay and the Housing Choice and Transport Zone. In April 2025, final Activity Centre Plans were released, applying these tools to the 10 pilot activity centres. These created the potential for up to 60,000 new homes through a more streamlined planning approval process. Work on the next 50 centres is ongoing, with continued collaboration with council, local community and industry stakeholders. Between early May and late June 2025, in person engagement sessions for both community and council, as well as focused community reference groups were held for the first tranche of 25 centres. This process embeds local input and engagement throughout the creation of the plans for these activity centres.
Establishment of the Building and Plumbing Commission	The building sector is undergoing once-in-a-generation reform through the passage of the *Building Legislation Amendment (Buyer Protections) Act 2025*. The Act establishes the Building and Plumbing Commission from 1 July 2025, a new integrated regulator with new enforcement powers. It introduces improvements to domestic building insurance for buildings three storeys and under and a developer bond for apartment buildings. These changes lay the groundwork for improved consumer protections and industry regulation.
Continuing professional development for building and plumbing practitioners	The new requirements for continuing professional development for building practionier registration and plumbing registration or licencing aim to drive professionalism and competence of building and plumbing practitioners and enhance community.. Since public consultation on the regulatory impact statement, the Department has been reviewing feedback and making necessary adjustments to the proposed requirements to prepare for the new regulations to come into operation.
Security of Payment Reform	On 18 October 2024, the Victorian Government responded to the final report of the Victorian Parliament Environment and Planning Committee Inquiry into employers and contractors who refuse to pay their subcontractors for completed works. The Victorian Government supported all 28 recommendations, taking immediate action on 16 reforms. The remaining recommendations are under review for future action. The Department is working on legislative amendments to implement the initial reforms by the end of 2025. These changes will align Victoria's legislation with other Australian jurisdictions and simplify processes for claiming payments and resolving disputes. The remaining recommendations, some of which are more complex – such as introducing trust obligations for unpaid subcontractors – are being discussed with stakeholders before any amendments are proposed.
Cladding rectification program	Cladding Safety Victoria has completed cladding rectification on 409 of the highest-risk private residential buildings and 130 high-risk government-owned and community housing buildings as part of the Cladding Rectification Program. This includes

Key initiative	2024–25 progress summary
	completing rectification works on 79 private residential buildings in 2024–25. The Cladding Remediation Partnership Program provides funding to local government to work with Cladding Safety Victoria to develop cladding remediation solutions for all lower-risk buildings.
Protection of cultural and natural heritage	Heritage Council Victoria has updated its reporting methodology for 2024–25, with the total number of registered places and objects now including only gazetted entries. Notable additions to the Victorian Heritage Register in 2024–25 include: - the Mount Little Dick Fire Tower in East Gippsland - the earliest known written rules of Australian Rules Football from 1859 - the modernist River House in Kew, designed by Peter and Dione McIntyre in 1953–54 - Australian Queer Archives - St Kilda Library - Ron Robertson's abstract sculpture Vault in Southbank. These places and objects are now protected under *Victoria's Heritage Act 2017*, meaning that any works or activities on them needs approval by Heritage Victoria. A total of 195 heritage permits were issued during the year, with three refusals, amounting to a combined total work cost of $475.5 million. While 80 per cent of permits were processed within statutory timeframes, this fell short of the 90 per cent target. The delay was largely due to the number and complexity of permit applications. In 2024–25, Heritage Victoria received 33 reports of alleged unauthorised works to state-significant places, including two reports for the same site. Of these, 22 incidents were pursued as potential breaches of the Heritage Act, and 10 were found not to be in violation, often because the works were subject to a permit exemption. These reports do not cover non-compliance with permit exemptions, failure to maintain registered heritage places or unauthorised works to archaeological sites in the Victorian Heritage Inventory.

Indicator: Improved liveability, sustainability and inclusiveness of public spaces and neighbourhoods

Indicator	Unit of measure	2021–22	2022–23	2023–24	2024–25
Proportion of major infill development in areas close to services and transport (within 800m of an activity centre or train station)	per cent	85	84	84	80
Diversity of housing in growth areas (share of new lots under 300 square metres)	per cent	35	31	32	35

Indicator: Effective protection of cultural and natural heritage

Indicator	Unit of measure	2021–22	2022–23	2023–24	2024–25
Total number of registered places and objects in the Victorian Heritage Register	number	2,376	2,395	2,415	2,418
Incidents of unauthorised works to state-listed heritage places and objects	number	64	53	37	22

Output performance measures

Building

This output addresses risks associated with combustible cladding and ensures that Victoria's building system delivers a safe and quality-built environment. It also provides strategic leadership and advice on architecture and the built environment. Through this output, the Department administers the statutory responsibilities of the Minister for Planning and provides for fair, transparent and safe building systems, and strong consumer protection.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Formal advice issued by the Office of the Victorian Government Architect on significant projects in the built environment	number	101	70	44.3	✓
The 2024–25 result is higher than the 2024–25 target due to a consistent pipeline of projects being received through the Development Facilitation Program.					
High and medium risk non-compliances addressed through the proactive inspections program	number	2,915	2,500	16.6	✓
The 2024–25 result is higher than the 2024–25 target due to the implementation of a reorientated inspectorate approach.					
In-scope privately-owned residential buildings that have completed cladding rectification works	number	79	75	5.3	✓
The 2024–25 result is higher than the 2024–25 target due to favourable weather conditions and the completion of a higher number of smaller scale projects.					
Quality					
Consumer enquiries to the Victorian Building Authority resolved at first point of contact	per cent	79.5	80.0	-0.6	○
Stakeholder satisfaction with the quality of formal advice issued by the Office of the Victorian Government Architect on significant projects in the built environment	per cent	86.0	80.0	7.5	✓
The 2024–25 result is higher than the 2024–25 target due to early engagement on projects which led to a higher level of satisfaction.					
Timeliness					
Formal advice issued by the Office of the Victorian Government Architect on significant projects in the built environment within 10 business days after design review on typical projects	per cent	85.1	85.0	0.1	✓
Cost					
Total output cost	$ million	54.7	49.0	11.6	■
The result is higher than the target primarily due to establishment of the Building and Plumbing Commission.					

✓ Performance target achieved or exceeded

○ Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Planning and Heritage

This output delivers programs to address development and transformation of cities and regions through: strategic and integrated land use planning; urban development, design and renewal; land supply; heritage conservation and management; and regulatory reform. Through this output, the Department administers the statutory responsibilities of the Minister for Planning and provides for fair and transparent planning and heritage systems.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Local governments undertaking work to support strategic planning for coastal settlements and areas	number	14	15	-6.7	▪
The 2024–25 result is lower than the 2024–25 target due to a reduction in the number of participating local governments.					
Metropolitan Greenfield plans where preparations are completed annually	number	2	2	0.0	✓
Places or objects assessed for the Victorian Heritage Register	number	32	40	-20.0	▪
The 2024–25 result is lower than the 2024–25 target due to the complexity of assessments.					
Regional Victoria plans where preparations are completed annually	number	1	1	0.0	✓
Quality					
Environment effects statements, referrals and assessments are completed effectively and within the timeframes necessary to meet targets in the Ministerial Guidelines	per cent	67.0	70.0	-4.3	○
Timeliness					
Average number of days to issue an archaeological consent	days	25.4	20	-27.0	▪
The 2024–25 result is lower than the 2024–25 target due to the increased volume and complexity of consent applications.					
Average number of days to issue heritage certificates	days	7	7	0.0	✓
Heritage permits issued within statutory timeframes	per cent	80.0	90.0	-11.1	▪
The 2024–25 result is lower than the 2024–25 target due to the increased volume and complexity of permit applications.					
Median number of days taken by the Department to assess a planning scheme amendment	days	37	40	7.5	✓
The 2024–25 result is higher than the 2024–25 target due to operational improvements.					
Planning permit applications for energy generation and storage facilities, and transmission lines (excluding call ins) prepared for determination within 45-days after completion of public notice and receipt of council response to public notice	per cent	61.0	70.0	-12.9	▪
The 2024–25 result is lower than the 2024–25 target due to the complexity of planning permit applications.					
State population projections completed to inform State Budget delivery	date	Feb-25	Feb-25	0.0	✓

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Urban Development Program Report on analysis of supply, consumption and adequacy of residential and industrial land completed	date	Jun-25	Jun-25	0.0	✓
Victoria in Future population projection data to support infrastructure and service delivery planning completed	date	Jun-25	Jun-25	0.0	✓
Cost					
Total output cost	$ million	305.4	302.6	0.9	○

✓ Performance target achieved or exceeded

○ Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Objective 4: Effective management of Victoria's land assets

Context

This objective facilitates better use of land in Victoria through authoritative, comprehensive and easily accessible services. It delivers high-quality and authoritative land administration and property information services, including the registration of land titles, survey, valuation and land information services.

Progress towards achieving this objective

Key initiative	2024–25 progress summary
Unlocking government-owned land	Efforts are ongoing to unlock 9,000 new homes across 45 surplus government-owned sites across the state, with projects at various stages ranging from scoping and planning to procurement and construction. At least 10 per cent of these homes will be affordable, contributing to the broader goal of increasing housing diversity. In August 2024, four government-owned sites were released to market as part of the Small Sites Pilot Program. A second release is planned for the fourth quarter of 2025. Together, both releases have the potential to deliver over 1,000 new dwellings.
Strategic assessment of government landholdings	During the reporting period, the Department delivered 26 strategic assessments to better understand how to maximise the Victorian Government's $300 billion landholdings, deliver more public value for communities across Victoria and support delivery of priority government services and policy outcomes. This included: - assessing the housing suitability of surplus and underutilised government land, to support initiatives in Victoria's housing statement: the decade ahead 2024–2034 and the Small Sites Pilot Program. - undertaking comprehensive strategic land use assessments of significant government-owned sites in Parkville and Footscray, to support decision-making on future uses. - undertaking land identification assessments to support statewide delivery of priority government programs, including Best Start, Best Life sites for the Victorian School Building Authority, Victoria State Emergency Service sites for the Community Safety Building Authority, and social housing sites for Homes Victoria. - identifying, mapping and conducting analysis of all government land for the first tranche of activity centres in the Train and Tram Zone Activity Centres Program, and assessing opportunities to support housing, open space and community infrastructure delivery in each centre. - reviewing government-owned industrial land across metropolitan Melbourne and assessing underutilised land, to support the Victorian Government's 10-year plan to unlock industrial land as part of the Economic growth statement – Victoria: open for business.
Digital Twin Victoria	The publicly accessible platform for geospatial data visualisation has experienced strong and sustained growth. The number of new users increased by 39 per cent since the prior year, while the average monthly sessions grew by 28 per cent. These metrics highlight the platform's rising value as a trusted, accessible resource for spatial insights, open data and data visualisation across Victoria. Digital Twin Victoria also provides a cost-recovered private portal for public sector entities, designed to facilitate secure data collaboration and sharing. This offering continues to be in high demand across Victorian Government departments in a variety of use cases; for example, climate change impact assessments, planning, built form visualisation and asset management.

Key initiative	2024–25 progress summary
Vicmap spatial upgrade	Over the past year, stakeholders have changed the way they access mapping and spatial data. More people now prefer using data application programming interfaces over downloads and hardcopies, reflecting modern data habits. To support this shift, we've upgraded Vicmap's digital delivery, making it easier and faster to access. Vicmap reached a major milestone with the release of the Vicmap Elevation 1m Digital Elevation Model (Vicmap 1m DEM) – Victoria's most comprehensive and highest resolution terrain data. The new Vicmap 1m DEM supports a wide range of uses, including emergency response, transport infrastructure design, and industry and resource management. It also reveals cultural heritage features like historical mining activities. In response to a request from the Yoorrook Justice Commission during its Land Injustice inquiry, the Department created three interactive maps showing the dispossession of First Peoples in Victoria and the legal recognition of their land rights. Using evidence from the Commission's inquiry, the maps were handed over on 10 June 2025 and now appear on the Commission's website as part of the public record.

Indicator: Increase in utilisation of Land Use Victoria mapping and spatial data products relative to 2016–17(b)

Indicator	Unit of measure	2021–22	2022–23	2023–24	2024–25
Increase in utilisation of Land Use Victoria's mapping and spatial data products relative to 2016–17 – live hits	per cent	130	141	243	591
Increase in utilisation of Land Use Victoria's mapping and spatial data products relative to 2016–17 – downloads and hard copies	per cent	37	4	3	-19

Output performance measures

Land Services

This output delivers high-quality and authoritative land administration and property information services, including the registration of land titles, survey, valuation and land information services. Land Use Victoria also incorporates the State's foundational spatial data services and government land policies. The probity of the Government's property transactions is overseen by the Government Land Monitor.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Advice provided on government infrastructure and housing projects with land requirements	number	88	30	193.3	✓
The 2024–25 result is higher than the 2024–25 target due to the identification of surplus and underutilised sites on government land that required advice to support government priority initiatives.					
Revenue from sale of surplus Government land including Crown land	$ million	107.4	150.0	-28.4	▪
The 2024–25 result is lower than the 2024–25 target due to the redirection of government-owned properties to support housing outcomes.					
Strategic government land assessments completed	number	26	20	30.0	✓
The 2024–25 result is higher than the 2024–25 target due to increased demand across government for land assessments in response to priority government initiatives and the establishment of the Land Coordinator General's office within the Department.					
Quality					
Audited Vicmap digital map base not requiring correction	per cent	98.6	98.0	0.6	✓
Government-owned properties sold, bought or leased within 10 per cent of valuation	per cent	87.0	80.0	8.8	✓
The 2024–25 result is higher than the 2024–25 target due to the increase in property purchases for social housing.					
Land dealings accurately registered	per cent	99.8	99.0	0.8	✓
Successful objection rate for rating authority valuations	per cent	63.0	50.0	-26.0	▪
The 2024–25 result is lower than the 2024–25 target due to changes in the property market affecting the number of valuation objections requiring review.					
Timeliness					
Decisions made on submissions to the Victorian Government Land Monitor are within seven business days for compensation and 10 business days for all other submissions	per cent	100.0	85.0	17.6	✓
The 2024–25 result is higher than the 2024–25 target due to process improvements.					
Delivery of updated Vicmap foundation data within five business days	per cent	99.4	98.0	1.4	✓
Land dealings registered within five business days	per cent	99.6	99.0	0.6	✓
New titles (subdivisions) created within 15 business days	per cent	97.3	95.0	2.5	✓

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Surveying plan requests processed within 90 days from lodgement	per cent	92.0	85.0	8.2	✓
The 2024–25 result is higher than the 2024–25 target due to the allocation of resources to high-priority projects with defined timeframes.					
Update transactions for the Vicmap digital map base processed within the required timeframes	per cent	99.4	98.0	1.4	✓
Cost					
Total output cost	$ million	383.5	357.8	7.2	■
The result is higher than the target primarily due to higher demand in land title lodgement and search activities.					

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

■ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Objective 5: Build prosperous and connected communities

Context

This objective seeks to plan and deliver major transport infrastructure projects, and to plan and deliver precincts, to transform the way Victorians travel and experience inclusive, prosperous and sustainable communities.

Progress towards achieving this objective

Key initiative	2024–25 progress summary
Level Crossing Removal Project	In 2024–25, as part of the ongoing effort to improve road safety and reduce congestion across the state, six level crossings were removed – at Dublin Road in Ringwood East, Coolstore Road in Croydon, Parkers Road in Parkdale, Warrigal Road in Mentone, Station Street in Beaconsfield and Old Calder Highway in Diggers Rest. Additionally, the Progress Street level crossing in Dandenong South was closed and a new road bridge connecting Progress Street and Fowler Road was built. As of June 2025, a total of 86 level crossings had been removed.
Metro Tunnel Project	The Metro Tunnel Project is set to transform the rail network, creating a new end-to-end rail line connecting Sunbury in the west to Cranbourne and Pakenham in the south-east. The project will deliver bigger, modern trains and five new stations, significantly improving capacity and travel times. Anzac Station was completed in September 2024, with the State Library and Town Hall stations on track to be finished ahead of the tunnel's expected opening in late 2025. A comprehensive testing and driver training program began in October 2024 and will continue throughout 2025. The program aims to ensure that all systems are fully operational before passengers use the tunnel. Testing milestones were achieved in January, March and April 2025, evaluating the overall performance and reliability of the tunnel and the trains. To date, over 400 drivers have been trained on the new High Capacity Metro Trains, with more than 150,000 kilometres run in the tunnel and over one million kilometres on the surface. Above ground, significant progress has been made as the project nears completion. Acoustic sheds were removed in the city, Grattan Street in Parkville was reinstated and Domain Road reopened. Legacy artworks were installed and surface works at the Anzac and Parkville stations were completed. The St Kilda Road Bike Lanes project was completed. These milestones reflect the project's rapid progress towards enhancing Melbourne's transport network.
North East Link Project	The North East Link Project has made significant strides, with two tunnel-boring machines successfully completing the Lower Plenty crossing. Both machines were relaunched in May 2025, marking a significant milestone in the development of this major infrastructure project. As the project moves forward, it will play a crucial role in creating a more efficient and connected road network for Melbourne's northern and eastern suburbs.
Regional Rail Revival	Significant upgrades were completed across the regional rail network this financial year, with a particular focus on the state's south-west. The South Geelong to Waurn Ponds Duplication was completed, removing two dangerous and congested level crossings and delivering new stations for the growing communities of Marshall and South Geelong. This project has greatly increased capacity, allowing for more frequent services south of Geelong and providing a much-needed boost to the region's rail network. The level crossing upgrades as part of the Warrnambool Line Upgrade marked an important milestone, allowing modern, accessible VLocity trains to run on the line for the first time. Meanwhile, ongoing projects like the Murray Basin Rail Project and Stage 3 of the Shepparton Line Upgrade made significant progress. Commissioning for the

Key initiative	2024–25 progress summary
	Gippsland Line Upgrade Stage 2 began in early June 2025, setting the stage for more rail services in the region.
Suburban Rail Loop	Works continued on the Suburban Rail Loop across Cheltenham, Heatherton, Clayton, Monash, Glen Waverley, Burwood and Box Hill. Early works at Clayton and Box Hill are on track and largely complete to facilitate major construction, with overall completion at the remaining sites targeted for early 2026. Major construction works on a tunnel boring machine (TBM) launch site have commenced in Clarinda. In Burwood, excavation of a second TBM launch site is well progressed. Major construction is also underway at the site of the new underground station in Clayton. Extensive planning was undertaken for the project, including site preparations, tunnel boring machine assembly and coordinated excavation. The tunnelling consortium Suburban Connect (CPB Contractors, Ghella and Acciona) is delivering 16 kilometres of twin tunnels between Cheltenham and Glen Waverley, while Terra Verde (WeBuild, GS Engineering & Construction, Bouygues Construction Australia) is constructing the remaining 10 kilometres from Glen Waverley to Box Hill.
Ballarat Station upgrade	Ballarat Station is being upgraded to improve accessibility, safety, and connectivity for all public transport users, while considering the heritage of the station. The upgrade includes an accessible pedestrian overpass, with a passenger lift and stairs on each platform
Sunshine Superhub project	Design and planning work for the project is underway, with works expected to start in 2026 and completed in 2030. The Sunshine Superhub's program of works across more than 6km from West Footscray to Albion will include: - two new dedicated regional platforms and an extended concourse at Sunshine Station - new rail bridges - new and upgraded tracks - new signalling technology, and - realigned passenger and freight lines. These works will untangle this complex section of the network and unlock capacity for future upgrades in the west, making way for a rail line to Melbourne Airport and the future electrification of the Melton Line.
Car Parks for Commuters	The Car Parks for Commuters program added 1,250 new and upgraded parking spaces. Car park spaces were opened at Cranbourne Station, Greensborough Station, Frankston Station, Ringwood East Station, Pakenham Station.
Major road projects	In 2024–25, Major Road Projects Victoria completed the Ison Road Overpass in Werribee and the Mickleham Road Upgrade in Greenvale, enhancing traffic flow, safety and connectivity across the state. The upgrades made are designed to reduce congestion, improve road safety, and accommodate the growing demands of regional and metropolitan transport networks.
West Gate Tunnel Project	The West Gate Tunnel Project is on track to open in late 2025, with significant progress made throughout 2024–25. Drivers are already benefiting from new lanes that have opened between Williamstown Road and the M80 Ring Road, and much of the major construction work has been completed. In addition to road upgrades, the project has also delivered new and upgraded pathways for cyclists and pedestrians. Highlights include sections of the Kororoit Creek Trail, new crossings over Moonee Ponds Creek at Dynon Road and Footscray Road, and a striking

Key initiative	2024–25 progress summary
	green bridge over Footscray Road in Docklands. These improvements are helping to create a safer, more sustainable transport network for all Victorians.
Precincts	The Department is leading the whole-of-government delivery of *Plan for Victoria* priority precincts, which include Arden, Docklands, Fishermans Bend, Footscray, East Werribee, Parkville and Sunshine. Plan for Victoria committed to locating 70% of new homes in established areas to better use existing infrastructure and services.as part of the target of over 2 million more homes by 2051. The Department is leveraging 66 existing transport, health, and education assets to support the development of new precinct. Stage 1 of the Fishermans Bend Innovation Precinct is being delivered by the Department in partnership with Development Victoria. Major civil works were contracted in December 2024, and development is now underway. The Precinct is projected to support up to 30,000 jobs in science, technology, engineering, and related fields. Bidders were shortlisted to proceed to the Request for Proposal stage for Arden Central. Stage 1 requires the delivery of a minimum of 1,000 residential dwellings. In East Werribee, work is progressing to support the opening of new schools in Term 1, 2026. Construction is underway on essential infrastructure and services to support both the schools and the broader development. The Department supports the development of thriving places and connected communities through a range of grant programs focused on delivering local infrastructure and public spaces. The Pick My Park program empowers Victorians to shape their local parks by sharing ideas and voting on projects. It targets established areas where new homes are being built ensuring these places have parks and green spaces to support public health and community connection as they grow. The Tiny Towns Fund provides grants to towns with fewer than 5,000 residents to deliver projects that reflect local needs, enhance public spaces, and strengthen community life. The program is open to regional and peri-urban towns.
Growing Suburbs Fund	The Growing Suburbs Fund supports outer Melbourne councils deliver essential community infrastructure helping fast-growing areas stay inclusive, resilient and well-connected. In 2024-25, 10 new projects were funded under the Growing Suburbs fund, delivering vital infrastructure such as open space, recreation reserves, shared paths, community and children's centres to support the growing communities in Melbourne's outer suburbs. An additional 50 projects from previous funding rounds were completed including skate parks, multi-use pavilions, community centres, parks, youth spaces, health hubs, playgrounds, public toilets, tracks and trails, and neighbourhood houses. At the end of the financial year there were 126 projects in delivery across all funding rounds.
St Kilda Pier	The $53 million redevelopment of St Kilda Pier by the Department and Parks Victoria – one of the largest upgrades in Victoria's history – was completed. The 450-metre pier opened in December 2024 and attracted 53,000 visitors in its first two weeks. It provides stunning views of the city skyline and Port Phillip Bay, and includes a new penguin viewing boardwalk. Accessibility and sustainability are core design features of the reimagined pier.
Lease of former Melbourne Market site to Port of Melbourne	In August 2024, the Victorian Government finalised a 42-year lease of the former Melbourne Market site (29 hectares) to the Port of Melbourne. This will expand the port's container capacity, reduce the need for container parks in the inner west and decrease truck traffic on local roads. The site will also provide enhanced facilities for truck drivers.

Key initiative	2024–25 progress summary
Freight investment	A further $103 million was invested across Victoria's rail freight network, supporting Victorian businesses and primary producers. Key highlights included: - upgrades to Victoria's piers and jetties to boost community connection - launch of the Innovation Mission for Freight (April 2025) - launch of the Victorian Emergency Drought Network to assist drought-affected farmers (June 2025) - truck trial to allow livestock trucks to access city tunnels (February 2025).
Freight decarbonisation	The Department has integrated freight decarbonisation insights – gathered through consultations with the ports, freight, and logistics sectors, as well as other government agencies – into the updated Victorian Freight Plan. The update includes targeted decarbonisation actions to ensure freight transport contributes to Victoria's climate action goals.
Mode Shift Incentive Scheme	In 2024–25, the Victorian Government allocated an additional $4 million over two years to the Mode Shift Incentive Scheme, part of the gradual phase-out of the scheme by 30 June 2026. The scheme supports rail freight operators in competing with road freight, aiming to shift more goods from road to rail. This helps reduce heavy vehicle congestion and emissions, lower road maintenance costs, enhance road safety, and boost regional export industries by enabling more efficient transport of Victorian produce and goods to market.
Recycled First Policy	Under the Recycled First Policy, Victoria's major transport infrastructure projects have used over 5.6 million tonnes of recycled and reused materials in construction

Indicator: Improved transport infrastructure and planning

Indicator	Unit of measure	2021–22	2022–23	2023–24	2024–25
Transport projects completed within agreed scope, timeframes and budget	per cent	84	73	62	63
Level Crossing Removal Project: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	100	100
Metro Tunnel Project – delivery: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	100	100
North East Link and associated major projects: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	100	100
West Gate Tunnel Project: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	100	100
Major road improvement projects completed: metropolitan	number	2	3	1	2
Major road improvement projects completed: regional	number	1	2	2	0
Road network permitted for use by high productivity freight vehicles	per cent	34	34	34	34

Indicator: Precincts developed and delivered

Indicator	Unit of measure	2021–22	2022–23	2023–24	2024–25
Precincts in the design or delivery phase	number	4	4	7	7
Key stakeholders satisfied with the services provided in relation to precincts	per cent	90	90	88	75

Output performance measures

Ports and Freight

This output delivers a range of capital initiatives and programs to increase the capacity, efficiency and safety of the ports, freight and logistics network.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Accessible local ports	number	14	14	0.0	✓
Containers transported under the Mode Shift Incentive Scheme	number	39,435	37,000	6.6	✓
The 2024–25 result is higher than the 2024–25 target due to a reduction in rail line disruptions.					
Number of months per year average channel depth at Lakes Entrance meets standards	number	12	12	0.0	✓
Progress with delivery of a Port Rail Shuttle – percentage of project funding expended	per cent	67.0	67.0	0.0	✓
Quality					
Road network permitted for use by high productivity freight vehicles	per cent	34.0	34.0	0.0	✓
Timeliness					
Heavy vehicle access consents for Class 1 vehicles completed within three business days, based on pre-approved and mapped routes	per cent	3.0	3.0	0.0	✓
Cost					
Total output cost	$ million	100.8	91.3	10.4	▪
The result is higher than the target primarily due to the release of contingency funding for the Victorian Renewable Energy Terminal Development as well as additional funding for maintenance works and the revitalisation of piers.					

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

▪ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Precincts

This output delivers activities to build vibrant and prosperous precincts that drive economic growth and opportunities. The Department works collaboratively with government, industry and community stakeholders to identify opportunities for the development and delivery of initiatives to strengthen our economy, create jobs and improve liveability for all Victorians.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Precincts in the design or delivery phase	number	7	7	0.0	✓
Quality					
Key stakeholders satisfied with the services provided in relation to precincts	per cent	75.0	80.0	-6.3	▪
The 2024–25 result is lower than the 2024–25 target due to a smaller sample size and stakeholders identifying complexities in navigating consultation and approvals.					
Timeliness					
Delivery of financial obligations for departmental Public Private Partnership projects in accordance with contractual timelines	per cent	100.0	85.0	17.6	✓
The 2024–25 result is higher than the 2024–25 target due to process improvements.					
Cost					
Total output cost	$ million	35.8	16.0	123.8	▪
The result is higher than the target primarily due to additional Commonwealth funding for the Housing Support program and Community Enabling Infrastructure program, which supports the delivery of increased housing supply by funding projects that aim to provide enabling infrastructure and amenities to support new housing development or to improve building and planning capabilities, including those related to social housing.					

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

▪ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

N/A* Performance variation cannot be calculated due to the 2024–25 target not being finalised at the time of the 2024–25 Budget publication

Suburbs

This output supports infrastructure and service provision to enable communities to thrive across metropolitan Melbourne, in partnership with local councils, business, community organisations and other government departments. The department also delivers targeted local outcomes in consultation with local communities through the Suburban Revitalisation Boards.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Projects completed in accordance with approved milestones within the Growing Suburbs Fund funding agreements	number	80	80	0.0	✓
Projects that assist Melbourne's seven growth councils to build community facilities	number	10	5	100.0	✓
The 2024–25 result is higher than the 2024–25 target due to the allocation of funding to smaller-scale projects, enabling a greater number of projects to be funded.					
Cost					
Total output cost	$ million	9.0	9.1	-1.1	✓

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

▪ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Transport Infrastructure

This output delivers strategic transport infrastructure and planning initiatives to improve the transport system and transform the way that Victorians travel, to create more productive and liveable cities and regions.

Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
Quantity					
Major rail improvement projects completed: regional	number	2	tbc	N/A	N/A*
The 2024–25 result reflects the number of projects completed in 2024–25.					
Major road improvement projects completed: metropolitan	number	2	2	0.0	✓
Major road improvement projects completed: regional	number	0	0	N/A	✓
Planning projects for other major transport infrastructure	number	4	10	-60.0	▪
The 2024–25 result is lower than the 2024–25 target due to efforts to consolidate projects and deliver a broader scope of work.					
Quality					
Level Crossing Removal Project: Milestones delivered in accordance with agreed budget and timelines	per cent	100.0	100.0	0.0	✓
Metro Tunnel Project – delivery: milestones delivered in accordance with agreed budget and timelines	per cent	100.0	100.0	0.0	✓

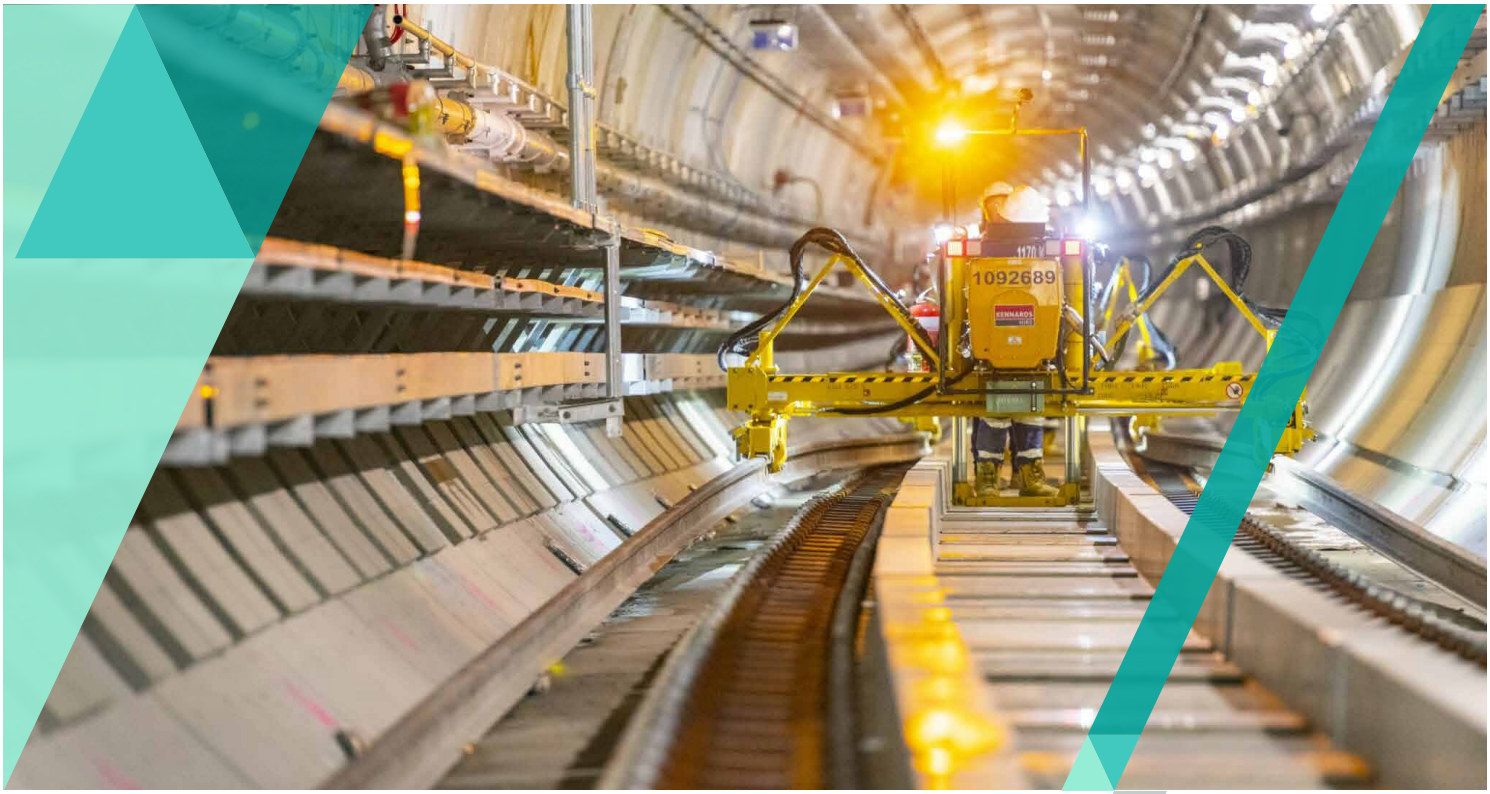
Performance measures	Unit of measure	2024–25 actual	2024–25 target	Performance variation (%)	Result
North East Link and associated major projects – milestones delivered in accordance with agreed budget and timelines	per cent	100.0	100.0	0.0	✓
Suburban Rail Loop Initial and Early Works: Milestones delivered in accordance with agreed budget and timelines	per cent	100.0	100.0	0.0	✓
West Gate Tunnel Project – Milestones delivered in accordance with agreed budget and timelines	per cent	100.0	100.0	0.0	✓
Cost					
Total output cost	$ million	755.7	283.8	166.3	▪
The result is higher than the target primarily due to the release of contingency funding for the Suburban Rail Loop and Level Crossing Removals, and additional funding for the Metro Tunnel Readiness. Additionally, it includes the reclassification of costs from asset to output in accordance with accounting standards for the New Trains for Sunbury, Level Crossing Removal Program and the recognition of development costs for the Melbourne Airport Rail.					

✓ Performance target achieved or exceeded

O Performance target not achieved – within 5 per cent or $50 million (cost measure only) variance

▪ Performance target not achieved – exceeds 5 per cent or $50 million (cost measure only) variance

Section 4



Financial statements

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Accountable Officer's and Chief Finance Officer's declaration

The attached financial statements for the Department of Transport and Planning have been prepared in accordance with Direction 5.2 of the Standing Directions of the Minister for Finance under the *Financial Management Act 1994*, applicable Financial Reporting Directions, Australian Accounting Standards including interpretations and other mandatory professional reporting requirements.

We further state that, in our opinion, the information set out in the comprehensive operating statement, balance sheet, statement of changes in equity, cash flow statement and accompanying notes, presents fairly the financial transactions during the year ended 30 June 2025 and the financial position of the Department of Transport and Planning as at 30 June 2025.

At the time of signing, we are not aware of any circumstance which would render any particulars included in the financial statements to be misleading or inaccurate.

We authorise the attached financial statements for issue on 23 September 2025.

Jeroen Weimar

Secretary

Department of Transport and Planning

23 September 2025

Melbourne

Effie Doumis

Acting Chief Finance Officer

Department of Transport and Planning

23 September 2025

Melbourne

Independent Auditor's Report

VAGO
Victorian Auditor-General's Office

To the Secretary of the Department of Transport and Planning

Opinion	I have audited the financial report of the Department of Transport and Planning (the department) which comprises the: • balance sheet as at 30 June 2025 • comprehensive operating statement for the year then ended • statement of changes in equity for the year then ended • cash flow statement for the year then ended • notes to the financial statements, including material accounting policy information • accountable officer's and chief finance officer's declaration. In my opinion, the financial report presents fairly, in all material respects, the financial position of the department as at 30 June 2025 and its financial performance and cash flows for the year then ended in accordance with the financial reporting requirements of Part 7 of the *Financial Management Act 1994* and applicable Australian Accounting Standards.
Basis for Opinion	I have conducted my audit in accordance with the *Audit Act 1994* which incorporates the Australian Auditing Standards. I further describe my responsibilities under that Act and those standards in the Auditor's Responsibilities for the Audit of the Financial Report section of my report. My independence is established by the *Constitution Act 1975*. My staff and I are independent of the department in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* (the Code) that are relevant to my audit of the financial report in Victoria. My staff and I have also fulfilled our other ethical responsibilities in accordance with the Code. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.
Key audit matters	Key audit matters are those matters that, in my professional judgement, were of most significance in my audit of the financial report of the current period. The following matters were addressed in the context of my audit of the financial report as a whole, and in forming my opinion thereon, and I do not provide a separate opinion on these matters.

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T 03 8601 7000 enquiries@audit.vic.gov.au www.audit.vic.gov.au

Key audit matter	How I addressed the matter
Recognition and measurement of service concession arrangement assets, liabilities and commitments *Refer to Note 7.6 for service concession arrangements, Note 5.1.1 for service concession assets, Note 6.3 for grant of right to the operator (GORTO) liabilities, Note 7.1 for service concession financial liabilities, and Note 4.3 for administered service concession arrangements.*	

Service concession assets – $36.6 billion
 	
Service concession GORTO liability – $9.5 billion
 	
Service concession financial liabilities – $5.3 billion
 	
Administered service concession assets – $3.7 billion
 	
Administered service concession GORTO liabilities – $10.6 billion
 	
The department, as grantor on behalf of the State of Victoria (the State), has the following material service concession arrangements as at 30 June 2025:
 	
• where the State has granted the operators the right to charge the public directly for the use of the following assets:
  o CityLink (asset - $4.7 billion, GORTO liability $1.7 billion)
  o VicRoads modernisation (asset - $3.1 billion, GORTO liability $8.2 billion)
• where the State has contractual obligations to make payments and other contributions to the private sector operators for the construction and operation of the following assets:
  o Metro Tunnel – Tunnel and Stations (asset - $12.3 billion, liability $2.6 billion, commitment nominal value - $2.8 billion)
  o High-Capacity Metro Trains Project (asset - $169 million, liability - $1.3 billion, commitment nominal value - $4.4 billion)
  o Metropolitan Tram Service (asset - $30 million, commitment nominal value - $7.0 billion)
• which is a hybrid of the State granting the operators the right to charge the public directly and the State having obligations to make payments and other contributions to the operators:
  o West Gate Tunnel Project (asset - $11.3 billion, GORTO liability - $6.1 billion, commitments nominal value - $36 million).
 	
I considered service concession arrangements to be a key audit matter because:
 	
• they are financially significant
• the requirements of AASB 1059 *Service Concession Arrangements: Grantors* (AASB 1059) are complex, and its application requires significant management judgement
• the contractual arrangements and the financial models underpinning the amounts are complex
• any new arrangements require significant management judgement in the initial application of AASB 1059
• a significant degree of management judgement is required to determine the key assumptions used in measuring the assets, liabilities and commitments
• the required disclosures for service concession arrangements are extensive.
	My key procedures included:
	
	• reviewing all contract amendments, supporting schedules, financial models and technical accounting papers prepared by the department
	• reviewing any new service concession arrangements against the requirements of AASB 1059 and assessing the reasonableness of management judgements made in the initial application of the standard
	• confirming financial models and judgements applied to our independent expert reports
	• assessing the completeness and accuracy of service concession assets, liabilities and commitments against the contracts and underlying financial models for each project
	• challenging the reasonableness of asset values compared to actual costs incurred
	• reviewing the accounting treatment against the requirements of AASB 1059, and assessing the reasonableness of management judgements made in applying the standard
	• assessing the adequacy of financial report disclosures against the requirements of applicable Australian Accounting Standards.

2

Key audit matter	How I addressed the matter
Fair value of non-financial physical assets *Refer to Note 5.1 Property, plant and equipment and Note 8.3.2 Fair value determination of non-financial physical assets*	

Financial Reporting Direction 103 *Non-financial physical assets* required the department to undertake a full revaluation of its non-financial physical assets as at 30 June 2025.
This year, the department reported growth in its non-financial physical asset base, including:
• fair value of non-financial physical assets (excluding construction in progress) of $104.9 billion, up from $96.7 billion in 2024
• an increase of $7.6 billion in the physical asset revaluation surplus.
I considered this to be a key audit matter because:
• the department's non-financial physical asset base and the impact of fair value estimates are financially significant
• the fair value estimates are derived from a current replacement cost valuation model, which is inherently complex and involves significant judgements and assumptions
• this year marked the first-time application of amendments to AASB 13 *Fair Value Measurement*, which affected the current replacement cost approach used to determine fair value and requires significant judgement by both management and the valuer
• management engaged an external valuation expert to assist in preparing the fair value estimate
• AASB 13 requires extensive financial report disclosures, which are critical to users' understanding of the valuation basis and assumptions applied.
	My key procedures included:
	• obtaining an understanding of the approach to estimating the fair value of non-financial physical assets
	• reviewing management's assessment of the impact of the AASB 13 amendments, and the reasonableness of changes to valuation approaches
	• assessing the competence, capability and objectivity of management's expert engaged to perform the independent valuation
	• obtaining management's external valuation expert's reports to:
	  ○ test the completeness and accuracy of data provided to the independent valuer
	  ○ assess the reasonableness and consistency of data, significant unobservable inputs and key assumptions used
	  ○ evaluate the appropriateness of the current replacement cost models used to value the non-financial physical assets
	  ○ verify the computational accuracy of the fair value estimates
	• verifying the accounting treatment of the revaluation adjustments against the applicable accounting standards
	• assessing the completeness and adequacy of the financial report disclosures against the requirements of Australian Accounting Standards.

The Secretary's responsibilities for the financial report	The Secretary of the department is responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards and the *Financial Management Act 1994*, and for such internal control as the Secretary determines is necessary to enable the preparation and fair presentation of a financial report that is free from material misstatement, whether due to fraud or error. In preparing the financial report, the Secretary is responsible for assessing the department's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless it is inappropriate to do so.

3

Auditor's responsibilities for the audit of the financial report

As required by the *Audit Act 1994*, my responsibility is to express an opinion on the financial report based on the audit. My objectives for the audit are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with the Australian Auditing Standards, I exercise professional judgement and maintain professional scepticism throughout the audit. I also:

- identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the department's internal control
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Secretary
- conclude on the appropriateness of the Secretary's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the department's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my auditor's report. However, future events or conditions may cause the department to cease to continue as a going concern.
- evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

I communicate with the Secretary regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

From the matters communicated with the Secretary, I determine those matters that were of most significance in the audit of the financial report of the current period and are therefore key audit matters. I describe these matters in the auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, I determine that a matter should not be communicated in the auditor's report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

MELBOURNE
2 October 2025

Andrew Greaves
Auditor-General

4

COMPREHENSIVE OPERATING STATEMENT

for the financial year ended 30 June 2025

		($ thousand)	
	Note	**2025**	**2024**
Revenue and income from transactions			
Output appropriations	2.1.1	6,589,444	6,684,646
Special appropriations	2.1.1	633,005	712,042
Grant income	2.2	320,099	327,434
Other revenue and income	2.3	1,735,021	1,784,160
Total revenue and income from transactions		**9,277,569**	**9,508,282**
Expenses from transactions			
Grant expenses	3.2	(1,656,269)	(1,549,234)
Employee benefits expense	3.1.1	(931,821)	(802,874)
Depreciation and amortisation	5.1.2	(1,246,263)	(1,233,794)
Interest expense	7.1.2	(358,233)	(355,845)
Payments to public transport service providers	3.3	(3,311,636)	(3,197,847)
Supplies and services expense	3.4	(2,039,359)	(2,047,780)
Other operating expenses	3.5	(26,342)	(67,114)
Total expenses from transactions		**(9,569,923)**	**(9,254,488)**
Net result from transactions		**(292,354)**	**253,794**
Other economic flows included in net result			
Net (loss)/ gain on non-financial assets	9.2	(55,404)	1,726
Net loss on financial instruments	9.2	(42,633)	(137,767)
Other (loss)/gain from other economic flows	9.2	(18,599)	20,431
Total other economic flows included in net result		**(116,636)**	**(115,610)**
Net result		**(408,990)**	**138,184**
Items that will not be reclassified to net result			
Changes in physical asset revaluation surplus		7,609,011	524,517
Total other economic flows - other comprehensive income		**7,609,011**	**524,517**
Comprehensive result		**7,200,021**	**662,701**

The above comprehensive operating statement should be read in conjunction with the notes to the financial statements.

BALANCE SHEET

as at 30 June 2025

		($ thousand)	
	Note	**2025**	**2024**
Assets			
Financial assets			
Cash and cash equivalents	7.3	1,854,324	1,560,609
Receivables	6.1	4,436,242	4,296,443
Total financial assets		**6,290,566**	**5,857,052**
Non-financial assets			
Property, plant and equipment	5.1	155,598,093	142,866,034
Non-financial assets held for sale	9.3	27,394	168,643
Prepayments	6.4	67,877	91,471
Other non-financial assets	6.4	195,557	193,191
Total non-financial assets		**155,888,922**	**143,319,339**
Total assets		**162,179,488**	**149,176,391**
Liabilities			
Payables	6.2	2,071,418	2,407,142
Borrowings	7.1	5,799,038	5,558,141
Employee benefits provision	3.1.2	342,717	310,542
Other liabilities	6.3	9,767,051	9,429,888
Other provisions	6.5	905,153	1,064,445
Total liabilities		**18,885,377**	**18,770,158**
Net assets		**143,294,110**	**130,406,233**
Contributed capital		109,398,011	103,718,610
Accumulated deficit		(2,768,497)	(2,367,962)
Physical asset revaluation surplus		36,664,596	29,055,585
Net worth		**143,294,110**	**130,406,233**

The above balance sheet should be read in conjunction with the notes to the financial statements.

STATEMENT OF CHANGES IN EQUITY

for the financial year ended 30 June 2025

		($ thousand)			
	Note	Contributed capital	Accumulated deficit	Physical asset revaluation surplus	Total
Balance at 1 July 2023		**94,202,585**	**(2,503,739)**	**28,531,068**	**120,229,913**
Prior year adjustment		-	(2,406)	-	**(2,406)**
Net result for the year		-	138,184	-	**138,184**
Revaluation increment/(decrement)		-	-	524,517	**524,517**
Capital appropriations		15,199,797	-	-	**15,199,797**
Capital funding to agencies within the portfolio		(3,600,393)	-	-	**(3,600,393)**
Capital funding from the State		246,583	-	-	**246,583**
Net assets transferred (to)/from other government entities	9.4	(2,329,962)	-	-	**(2,329,962)**
Balance at 30 June 2024		**103,718,610**	**(2,367,961)**	**29,055,585**	**130,406,233**
Section53(1)(b) entity first time consolidated (i)		-	8,454	-	8,454
Net result for the year		-	(408,990)	-	(408,990)
Revaluation increment/(decrement)		-	-	7,609,011	**7,609,011**
Capital appropriations		12,778,179	-	-	**12,778,179**
Capital funding to agencies within the portfolio		(3,986,074)	-	-	**(3,986,074)**
Net assets transferred (to)/from other government entities	9.4	(3,112,703)	-	-	**(3,112,703)**
Balance at 30 June 2025		**109,398,011**	**(2,768,497)**	**36,664,596**	**143,294,110**

The above statement of changes in equity should be read in conjunction with the notes to the financial statements.

(i) Pursuant to s53(1)(b) of the *Financial Management Act 1994,* Victorian Planning Authority's (VPA) financial performance and positions are consolidated into DTP's financial statements from 1 July 2024.

CASH FLOW STATEMENT

For the financial year ended 30 June 2025

		($ thousand)	
	Note	2025	2024
Cash flows from operating activities			
Receipts			
Receipts from Victorian Government		7,183,965	7,250,084
Receipts from other entities		448,494	403,481
Goods and services tax recovered from the ATO [(i)]		1,414,143	1,721,144
Sale of services		1,226,234	1,203,917
Interest received		36,319	33,456
Receipts as project delivery agent[(ii)]		1,475,867	-
Total receipts		**11,785,022**	**10,612,082**
Payments			
Payments of grants and other transfers		(1,656,278)	(1,555,282)
Payments to suppliers and employees		(4,027,697)	(4,131,721)
Payments to public transport service providers		(4,063,861)	(3,999,655)
Interest and other financing costs		(241,016)	(127,747)
Payments as project delivery agent[(ii)]		(1,475,867)	-
Total payments		**(11,464,719)**	**(9,814,405)**
Net cash flows from/ (used in) operating activities	**7.3.1**	**320,303**	**797,677**
Cash flows from investing activities			
Proceeds from sale of non-financial assets		8,285	36,877
Payments for property, plant and equipment		(8,164,009)	(9,827,453)
Payments for intangible assets		(25,752)	(30,428)
Repayment of loans from other parties		142,619	450,906
Net cash flows from/ (used in) investing activities		**(8,038,857)**	**(9,370,098)**
Cash flows from financing activities			
Owner contributions by Victorian Government		12,778,179	15,199,797
Receipts via equity transfer other than owners contribution		-	246,583
Receipt/ (payments) of loans and advances		71,732	(456,323)
Cash transferred in - Machinery of Government		10,527	10,165
Payments of capital contribution funding to portfolio entities		(3,986,074)	(3,600,393)
Repayment of principal portion of borrowings [(iii)]		(862,095)	(2,158,049)
Net cash flows from/ (used in) financing activities		**8,012,269**	**9,241,780**
Net increase/(decrease) in cash and cash equivalents		293,715	669,359
Cash and cash equivalents at the beginning of the financial year		1,560,609	891,250
Cash and cash equivalents at the end of the financial year	**7.3**	**1,854,324**	**1,560,609**

The above cash flow statement should be read in conjunction with the accompanying notes.

(i) Goods and Services Tax (GST) recovered/(paid) to the ATO is presented on a net basis.

(ii) The Department is acting as an agent in delivering health infrastructure projects on behalf of the Department of Health.

(iii) The Department has recognised cash payments for the principal portion of borrowings as financing activities, cash payments for the interest portion as operating activities.

1. ABOUT THIS REPORT

The Department of Transport and Planning (the Department, DTP) is a government Department of the State of Victoria, established pursuant to an order made by the Premier under the *Public Administration Act 2004*. It is an administrative agency acting on behalf of the Crown.

The Department's principal address is:

Department of Transport and Planning
1 Spring Street
Melbourne VIC 3000

These annual financial statements represent the audited general purpose financial statements for the year ended 30 June 2025.

A description of the nature of its operations and principal activities is included in the Overview of this report, which does not form part of these financial statements.

Basis of preparation

These financial statements are in Australian dollars and the historical cost convention is used, unless a different measurement basis is specifically disclosed in the note associated with the item measured on a different basis, including property, plant and equipment as disclosed in Note 8.3.2 Fair value determination.

The accrual basis of accounting has been applied in preparing these financial statements whereby assets, liabilities, equity, income and expenses are recognised in the reporting period to which they relate, regardless of when cash is received or paid.

Consistent with the requirements of Australian Accounting Standards Board (AASB) 1004 Contributions, contributions by owners - that is, contributed capital and its repayment - are treated as equity transactions, and therefore do not form part of the income and expenses of the Department.

Additions to net assets which have been designated as contributions by owners are recognised as contributed capital. Other transfers that are in the nature of contributions to or distributions by owners have also been designated as contributions by owners.

Transfers of net assets arising from administrative restructures are treated as distributions to or contributions by owners. Transfers of net liabilities arising from administrative restructures are treated as distributions to owners.

Judgements, estimates and assumptions are required to be made about financial information being presented. Estimates and associated assumptions are based on professional judgements derived from historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

Revisions to accounting estimates are recognised in the period in which the estimate is revised and in future periods that are affected by the revisions. Judgements and assumptions made by management in applying Australian Accounting Standards (AASs) that have significant effects on the financial statements and estimates are disclosed in the notes.

Financial Reporting Entity

These financial statements cover the Department as an individual reporting entity and include all the controlled activities of the Department.

Where control of an entity is obtained during the financial period, its results are included in the comprehensive operating statement from the date on which control commenced. Where control ceases during a financial period, the entity's results are included for that part of the period in which control existed. Where entities adopt dissimilar accounting policies and their effect is considered material, adjustments are made to ensure consistent policies are adopted in these financial statements.

The following agencies have been consolidated into the Department's financial statements pursuant to a determination made by the Assistant Treasurer under section 53(1)(b) of the *Financial Management Act 1994* (FMA). These agencies are reported in combination with the Department:

- **Head, Transport for Victoria (Head, TfV)** established under the Transport Integration Act 2010
- **Victorian Planning Authority (VPA) – effective 1 July 2024**
  established under the Victorian Planning Authority Act 2017.

Combination of VPA into DTP financial statements

VPA's financial information is consolidated into DTP's financial statements effective 1 July 2024. The comparative information presented in the financial statements have not been restated to include VPA's financial performance and positions in 2023–24. The comparative information is included in VPA's separate financial statements for 2023–24.

Road Corporation (VicRoads) became a joint venture partnership

The Department had the ability to direct the activities of VicRoads until 14 August 2022.

Post 15 August 2022, Registration & Licensing functions and Custom Plates services became part of a joint venture partnership where a private sector party became responsible for these.

Refer to note 4.4 for further details on the State's recognition of its investment in the joint venture using equity method.

Kinetic AssetCo (Melbourne) Pty Ltd (AssetCo)

A special purpose entity established for the purpose of the acquisition and financing of buses and development of bus depots as part of the franchise agreement with Kinetic (Melbourne) Pty Ltd (commenced on 31 January 2022), is controlled by Head, TfV.

In addition, the following administrative office and statutory appointments are included within the Department's financial statements:

- The Chief Investigator, Transport Safety statutory appointment
- **The Building Monitor** statutory appointment
- **Victorian Infrastructure Delivery Authority (VIDA)** including the Victorian Health Building Authority (VHBA) which was transferred into the Department financially on 1 July 2024. For further information see Note 4.5.
- Secretary, Project Development.

In preparing consolidated financial statements for the Department, all material transactions and balances between consolidated entities are eliminated.

Compliance information

These general-purpose financial statements have been prepared in accordance with the FMA and applicable AASs which include Interpretations issued by the Australian Accounting Standards Board (AASB). In particular, they are presented in a manner consistent with the requirements of AASB 1049 *Whole of Government and General Government Sector Financial Reporting*.

Where appropriate, those AAS paragraphs applicable to not-for-profit entities have been applied. Accounting policies selected and applied in these financial statements ensure that the resulting financial information satisfies the concepts of relevance and reliability, thereby ensuring that the substance of the underlying transactions or other events is reported.

Rounding of amounts

Amounts in the financial statements have been rounded to the nearest $1,000 unless otherwise stated. Figures in the financial statements may not equate due to rounding (Note 9.14 Style conventions).

2. FUNDING DELIVERY OF OUR SERVICES

Introduction

The Department's vision is to create thriving places and connected communities.

To enable the Department to fulfil its vision see our outputs as described in Note 4. Disaggregated financial information by output, it receives income in the form of parliamentary appropriations. In addition, the Department receives grants and fees for service revenue in relation to transport services.

The Department has made assessments about whether its grant income items should be accounted for under AASB 15 or AASB 1058. The basis of these assessments and details of professional judgements involved in these are disclosed in Note 2.2.

Structure

2.1	Appropriations	79
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2.3	Other revenue and income	84

2.1 Appropriations

When annual parliamentary appropriations are applied by the Treasurer, they become controlled by the Department and are recognised as income when applied for the purposes defined under the relevant *Appropriations Act*.

2.1.1 Summary of compliance with annual parliamentary appropriations

Output appropriation is provided to the Department as payment for the production of agreed services and outputs. Income from the outputs the Department provides to the Government is recognised when those outputs have been delivered and the Treasurer has certified delivery of those outputs in accordance with specified performance criteria.

Other forms of appropriation include **Additions to the Net Assets Base** (ATNAB) that provides for an increase in the net capital base.

The *Financial Management Act 1994* (FMA) forms a key part of the State's resource management framework and provides the following mechanisms for resource allocation.

Section 29 of FMA – Annotated revenue: The Department on behalf of the relevant Minister may apply to the Treasurer to retain certain types of revenue/receipts from third parties. The income which forms part of a section 29 agreement is recognised by the Department and the receipts paid into the Consolidated Fund as an administered item. At the point of income recognition, section 29 provides for an equivalent amount to be added to the annual appropriation. Examples of receipts which can form part of a section 29 agreement are Commonwealth specific purpose grants, the proceeds from the sale of assets and income from the sale of products and services. This is shown in Note 2.1.2 Annotated income agreements.

Section 30 of FMA – Transfer between appropriation items: The Department may upon the approval of the Treasurer transfer to or from other appropriation items (purposes).

Section 32 of FMA – Carryover unspent appropriation: A carryover arises when amounts appropriated annually for the Department, which remain unapplied at the end of one financial year, are approved by the Treasurer for application in the following financial year.

Section 35 of FMA – Advances: An advance can be provided by the Treasurer to meet urgent claims in the budget year that were unforeseen at the time of the Budget. Amounts advanced under this authority are reported to and sanctioned by the Parliament in a subsequent year's annual Appropriation Bill.

The following table discloses the details of the various annual parliamentary appropriations received by the Department for the year.

In accordance with accrual output-based management procedures, 'provision of outputs' and 'additions to net assets' are disclosed as 'controlled' activities of the Department. Administered transactions are those that are undertaken on behalf of the State over which the Department has no control or discretion.

	($ thousand)										
	Appropriation Act	*Financial Management Act 1994*							Total Parliamentary Authority	Appropriations applied	Variance
	Annual appropriation [i]	Appropriation Adjustments [ii]	Advance from Treasurer	Section 29	Section 30	Section 32	Section 35 Advances	Machinery-of-Government change [iii]			
2025											
Controlled											
Provision of outputs	5,232,823	(42,708)	809,851	633,633	202,612	199,402	-	-	7,035,613	6,589,444	446,169
Additions to net assets base	9,098,106	(377,362)	2,477,092	1,229,486	(202,612)	1,072,257	-	-	13,296,967	12,772,754	524,213
Administered											
Payments made on behalf of the State	129,915	-	-	-	-	-	-	-	129,915	124,601	5,314
Total	**14,460,844**	**(420,070)**	**3,286,943**	**1,863,119**	**-**	**1,271,659**	**-**	**-**	**20,462,495**	**19,486,799**	**975,696**
2024											
Controlled											
Provision of outputs	4,987,130	17,602	905,215	385,891	47,991	156,712	374,490	13,665	6,888,695	6,684,646	204,049
Additions to net assets base	9,418,485	(91,940)	4,886,604	1,727,456	(49,942)	358,630	91,412	-	16,340,705	15,198,374	1,142,331
Administered											
Payments made on behalf of the State	106,212	2,050	2,454	-	1,952	-	-	-	112,668	112,668	-
Total	**14,511,827**	**(72,288)**	**5,794,273**	**2,113,347**	**-**	**515,342**	**465,902**	**13,665**	**23,342,068**	**21,995,688**	**1,346,379**

(i) As published in the Victorian Budget 2024–25 Statement of Finances (incorporating Quarterly Financial Report No.3) Budget Paper No.5 Appendix A Table A.5: Consolidated Fund Payments: Total Annual Appropriations.
(ii) Appropriation adjustments reflect rephases and other Treasurer approvals subsequent to the publication of the Appropriation Act.
(iii) Effective 01/01/2024, Appropriation has been transferred in/(out) of DTP as a result of Machinery of Government (MoG).

Explanatory commentary on annual parliamentary appropriations

Controlled variance

Operating

The budgeted output appropriation exceeds actuals by $446 million primarily due to the timing difference between cash received from the Commonwealth and project related cashflows, including for Murray Basin Rail Project, Waurn Ponds Duplication Stage 2 and Geelong Fast Rail. This also reflects the timing of scheduled works for projects and programs across financial periods.

Capital

The budgeted capital appropriation exceeds actuals by $524 million primarily due to the timing of scheduled works across financial periods, including for the Level Crossing Removal Program, North East Link Project Public Private Partnership (PPP) and Suburban Rail Loop Main Works.

Summary of compliance with annual parliamentary appropriations

A special appropriation is a provision within an Act that provides authority to spend money for particular purposes, for example, to fund a particular project or function. Special appropriations represent a standing authority and remain in force until the relevant legislation providing for the special appropriation is amended or repealed by Parliament.

Income is recognised when the amount appropriated for a specific purpose is due and payable by the Department.

The following table discloses the details of compliance with special appropriation.

		($ thousand)	
Authority	**Purpose**	**Appropriations applied**	
		2025	**2024**
Operating			
Section 213A (4) of the *Transport (Compliance and Miscellaneous) Act 1983*	Refund to public transport operators for administrative costs associated with ticket infringements.	678	642
Section 10 of the *Financial Management Act 1994 Appropriation of Commonwealth Grants etc*	Under arrangement between the Commonwealth and the State, money is granted or made available from the Consolidated Fund with the approval of the Governor in Council.	19,832	5,131
Transport Legislation Amendment (Better Roads Victoria and Other Amendments) Act 2019	Reflects legislation amendment under the *Business Franchise (Petroleum Products) Act 1979*, allowing for the collection of fines for road repair and upgrades.	464,890	528,489
Section 201V of the *Planning and Environment Act No. 45 of 1987*	Growth Area Infrastructure Contributions (GAIC) comprising the Growth Areas Public Transport Fund and the Building New Communities Fund.	147,605	177,780
Total operating		**633,305**	**712,042**
Capital			
Section 10 of the *Financial Management Act 1994* Appropriation of Commonwealth Grants	Under arrangement between the Commonwealth and the State, money is granted or made available from the Consolidated Fund with the approval of the Governor in Council.	5,425	1,423
Total capital		**5,425**	**1,423**

2.1.2 Annotated income agreement[ii]

The Department is permitted under section 29 of the FMA to have certain income annotated to the annual appropriation. The income which forms part of a section 29 agreement is recognised by the Department as an administered item and the receipts paid into the consolidated fund. If a section 29 agreement is in place, the relevant appropriation item will be increased by the equivalent amount at the point of income recognition. The following is a listing of annotated income agreements approved by the Treasurer. Figures include actual income recognised:

	($ thousand)	
	2025	2024
User charges, sale of goods and services		
Advertising panels at bus shelters	4,985	6,273
Australian Rail Track Corporation (ARTC) Inland Rail	3,122	2,274
Fitzroy Gasworks Sport Centre	3,000	2,000
Integrated Development Opportunities	-	13,029
Joint Venture Transition of Services	7,273	32,297
Land Registration Services	18,674	8,634
Land Use Victoria (private operator service payment)	144,834	133,645
Mapping	64	55
Metro Tunnel Project	-	31,301
Sales Revenue and Fees Received	32,522	39,189
Third Party Revenue and Developer Contributions [i]	77,774	33,020
Water Register - Planning	551	332
Total user charges, sale of goods and services	**292,799**	**302,049**
Commonwealth payments		
Commonwealth Road Safety Program	5,849	20,878
Federal Blackspots	28,664	19,572
Housing Support Program	28,194	-
Improving Transport Connections to Fishermans Bend	333	-
Infrastructure Investment Program – Rail	272,174	844,645
Infrastructure Investment Program – Roads	833,968	472,408
Next Generation Rapid Transport for Melbourne's South East	4,008	1,006
Road maintenance	73,587	53,427
Safer Local Roads and Infrastructure Program [i]	20,496	21,989
Targeted Road Safety Program	7,078	6,547
Total Commonwealth payments	**1,274,351**	**1,440,472**
Total annotated income agreements	**1,567,150**	**1,742,521**

(i) Prior year numbers have been reclassified.

(ii) Financial details at Note 2.1.2 Annotated Income Agreements represent the actual drawdowns or expenditures of Section 29 appropriations for the 2024–25 financial year. In contrast, Note 2.1.1 Summary of Compliance with Annual Parliamentary Appropriations presents the approved Section 29 appropriation budget capacity, which forms part of the Department's total parliamentary authority for 2024–25.

2.2 Grant income

	($ thousand)	
	2025	2024
Income recognised as income of not-for-profit entities		
General purpose [(i)]	233,465	223,651
Specific purpose grants for on passing	1,075	1,046
Other specific purpose grants to acquire a recognisable non-financial asset	28,836	21,095
Other specific purpose grants	56,723	81,642
Total grant income	**320,099**	**327,434**

(i) Grant revenue and expenses between DTP and VPA have been eliminated for section 53 1 (b) consolidation of VPA's financial statement.

Grants can be received as **general purpose grants** - grants which are not subject to conditions regarding their use. Alternatively, they may be received as **specific purpose grants**, which are paid for a particular purpose and/or have conditions attached regarding their use.

Specific purpose grants for on passing are grants paid to the Department to be passed on to another institutional sector – for example, local government or a private non-profit institution.

The Department has made the assessment that all grant income is recognised as income of not-for-profit entities in accordance with AASB 1058.

Income from grants without any sufficiently specific performance obligations, or that are not enforceable, is recognised when the Department receives the cash applying the requirements of AASB 1058. On initial recognition of the asset, the Department recognises any related contributions by owners, increases in liabilities, decreases in assets, and revenue ('related amounts') in accordance with other Australian Accounting Standards.

Related amounts may take the form of:

- contributions by owners, in accordance with AASB 1004,
- revenue or a contract liability arising from a contract with a customer, in accordance with AASB 15,
- a lease liability in accordance with AASB 16,
- a financial instrument, in accordance with AASB 9, or
- a provision, in accordance with AASB 137 Provisions, Contingent Liabilities and Contingent Assets.

Income received for specific grants for on-passing is recognised simultaneously as the funds are immediately on passed to the relevant ultimate recipient entities on behalf of the ultimate grantor – for example, other State government Departments or Commonwealth government.

Grants that have been received and not recognised as revenue are:

- recognised as unearned income (Note 6.2), where the grant is in relation to the construction of capital assets which the Department controls and are accounted for under AASB 1058. Income is subsequently realised as the assets are constructed. The progressive percentage of costs incurred are used in income recognition to best reflect the progress of completion of the construction.

2.3 Other revenue and income

	($ thousand)	
	2025	2024
Revenue		
Supply of transport services [(i) (ii)]	361,064	311,764
Sales of goods and services	323,760	212,661
Revenue related to service concession arrangement	210,214	223,206
Fair value of assets and services received free of charge	561,608	739,964
Regulatory charges and fees	107,537	135,750
Commission revenue	67,844	64,586
Rental revenue	61,072	54,093
Total Revenue	**1,693,099**	**1,742,024**
Income		
Trust income	12	-
Interest income	36,319	33,456
Miscellaneous income	5,591	8,680
Total Income	**41,922**	**42,136**
Total other revenue and income	**1,735,021**	**1,784,160**

(i) The Department and the public transport operators each earn a share of revenue from public transport ticketing.

(ii) Includes $9.7m from derecognition of myki contract liabilities (FY24 $49.7m).

The supply **of transport services, sale of goods and services, regulatory charges and fees, and commission revenue** are included in the table above are transactions that the Department has determined to be classified as revenue from contracts with customers in accordance with AASB 15.

Performance obligations and revenue recognition policies

Revenue is measured based on the consideration specified in the contract with the customer. The Department recognises revenue when it transfers control of a good or service to the customer, that is, when, or as, the performance obligations for the sale of goods and services to the customer are satisfied:

- Customers obtain control of the goods sold at the point in time when the goods are delivered to and have been accepted by the customer. The Department recognises its Myki card issuance fee when cards are delivered.

- Revenue from the rendering of services is recognised at the point in time when the performance obligation is satisfied, that is when the service is completed. The Department's revenue from providing public transport services and online licence queries is recognised when the service is complete.

- Balances held in Myki Cardholders' accounts are transferred to the Department's Public Transport Trust Account. The Department identifies unclaimed money from Myki Card balances in accordance with the definitions outlined in the *Unclaimed Money Act 2008*.

The Department's sales are made with a short credit term and there is no financing element present. Consideration received in advance of recognising the associated revenue from the customer is recorded as a contract liability. Where the performance obligations are satisfied but not yet billed, a contract asset is recorded. The Department's contract assets are expected to be invoiced and recovered in the next financial year.

Revenue related to service concession arrangement reflects the progressive unwinding of the unearned revenue relating to the grant of a right to the operator (GORTO) liability over the remaining period of the service concession arrangement. Refer to Note 6.2 Payables for the amounts disclosed as GORTO liabilities and Note 7.6 Service Concession Arrangements for more details on the Department's service concession arrangements.

Contributions of resources received free of charge or for nominal consideration are recognised at fair value when control is obtained over the resources under AASB 1058, irrespective of whether restrictions or conditions are imposed over their use. The exception to this is when the resource is received from another government Department or agency as a consequence of a restructuring of administrative arrangements, in which case such a transfer will be recognised at its carrying value in the transferring Department or agency as a capital contribution transfer.

The Department has recognised the contribution from the operator for the Metro Tunnel as asset received free of charge. It represents the Service Concession Arrangement (SCA) operator's share of the increased costs for the Metro Tunnel Project, as agreed under the amending and settlement deeds. Refer to Note 7.6.8 Metro Tunnel – Tunnel and Stations for more details.

3. THE COST OF DELIVERING SERVICES

Introduction

This section provides an account of the expenses incurred by the Department in delivering services and outputs. In Note 2 Funding delivery of our services, the funds that enable the provision of services were disclosed. Note 4 Disaggregated financial information by output discloses aggregated information in relation to the income and expenses by output.

Structure

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3.1 Employee benefits

3.1.1 Employee benefits in the comprehensive operating statement

	($ thousand)	
Employee benefits	**2025**	**2024**
Salaries and wages, annual leave, long service leave and on-costs	(798,255)	(687,381)
Defined contribution superannuation expense	(120,799)	(99,539)
Defined benefit superannuation expense	(2,619)	(2,776)
Termination benefits	(10,148)	(13,178)
Total employee benefits expense	**(931,821)**	**(802,874)**

Employee expenses include all costs related to employment including salaries and wages, fringe benefits tax, leave entitlements, termination payments, WorkCover premiums and superannuation contributions.

The amount recognised in the comprehensive operating statement in relation to superannuation is the employer contributions for members of both defined benefit and defined contribution superannuation plans that are paid or payable during the reporting period.

The Department does not recognise any defined benefit liabilities because it has no legal or constructive obligation to pay future benefits relating to its employees. Instead, DTF discloses in its annual financial statements the net defined benefit cost related to the members of these plans as an administered liability (on behalf of the State as the sponsoring employer).

Termination benefits are payable when employment is terminated before normal retirement date, or when an employee accepts an offer of benefits in exchange for the termination of employment. Termination benefits are recognised when the Department is demonstrably committed to terminating the employment of current employees according to a detailed formal plan without possibility of withdrawing this or providing termination benefits as a result of an offer made to encourage voluntary redundancy.

	($ thousand)	
	2025	2024
Current provisions		
Annual leave		
- Unconditional and expected to wholly settle within 12 months [(i)]	67,932	63,867
- Unconditional and expected to wholly settle after 12 months [(ii)]	28,760	29,131
Long service leave		
- Unconditional and expected to wholly settle within 12 months [(i)]	11,281	9,745
- Unconditional and expected to wholly settle after 12 months [(ii)]	134,221	115,298
Provisions for on-costs		
- Unconditional and expected to wholly settle within 12 months [(i)]	16,883	14,223
- Unconditional and expected to wholly settle after 12 months [(ii)]	33,637	27,937
Other current employee provisions	1,262	1,330
Total current provisions	293,976	261,531
Non-current provisions		
Employee benefits[(ii)]	40,674	41,066
Provisions for on-costs[(ii)]	8,067	7,945
Total non-current provisions	48,741	49,011
Total provisions for employee benefits	**342,717**	**310,542**

(i) Nominal amounts are disclosed.

(ii) The amounts disclosed are discounted to present value.

3.1.2 Employee benefits in the balance sheet

Provision is made for benefits accruing to employees in respect of salaries and wages, annual leave and long service leave (LSL) for services rendered to the reporting date.

Liabilities for salaries and wages and annual leave are all recognised in the provision for employee benefits as current liabilities, as the Department does not have an unconditional right to defer settlements of these liabilities.

Depending on the expectation of the timing of settlement, liabilities for salaries and wages and annual leave are measured at nominal value if the Department expects to wholly settle within 12 months or present value if the Department does not expect to wholly settle within 12 months.

Unconditional long service leave (LSL) is disclosed as a current liability even where the Department does not expect to settle the liability within 12 months, because it will not have an unconditional right to defer the settlement of the entitlement should an employee take leave within 12 months.

The components of this current LSL liability are measured at:

- undiscounted value if the Department expects to wholly settle within 12 months, or
- present value if the Department does not expect to wholly settle within 12 months.

Conditional LSL is disclosed as a non-current liability. There is a conditional right to defer the settlement of the entitlement until the employee has completed the requisite years of service. This non-current LSL liability is measured at present value.

Any gain or loss following revaluation of the present value of non-current LSL liability is recognised as a transaction, except to the extent that a gain or loss arises due to changes in bond interest rates for which it is then recognised as an 'other economic flow' in the net result.

3.2 Grant expenses

	($ thousand)	
	2025	2024
Grants to portfolio agencies		
V/Line	(889,111)	(917,616)
Safe Transport Victoria	(155,486)	(149,337)
VicTrack	(10,593)	(9,895)
Suburban Rail Loop Authority	(110,603)	(125,227)
Grants to Other portfolio agencies [(i)]	(55,062)	(38,876)
Total grants to portfolio agencies	(1,220,855)	(1,240,951)
Grants to entities outside portfolio		
Local government	(192,749)	(152,018)
Other government Departments and associated entities	(212,459)	(126,724)
Other non-government agencies	(30,206)	(29,541)
Total grants to entities outside portfolio	(435,414)	(308,283)
Total grant expenses	**(1,656,269)**	**(1,549,234)**

(i) Grant revenue and expenses between DTP and VPA have been eliminated for section 53 1 (b) consolidation of VPA's financial statement

Grant expenses are contributions of the Department's resources to another party where there is no expectation that the amount will be repaid in equal value - either by money, goods or services. Grants can either be operating or capital in nature and are recognised in the reporting period in which they are paid or payable.

3.3 Payments to public transport service providers

	($ thousand)	
	2025	2024
Rail system (train and tram) operation and related services	(1,904,096)	(1,829,774)
Bus services	(1,318,772)	(1,269,111)
Ticketing service operating costs	(88,768)	(98,962)
Total payments to public transport service providers	**(3,311,636)**	**(3,197,847)**

Payments to public transport service providers are recognised as an expense in the reporting period in which they are paid or payable. The payments are made to operators for the delivery of services and the operation and development of public transport networks. Under franchise agreements, the operators are held to performance measures and accountable to deliver against these measures in order to receive variable incentive payments. Refer to Note 7.5.1 Total commitments payable for committed payments to public transport service providers.

3.4 Supplies and services

	($ thousand)	
	2025	2024
Supplies and services		
Contracts and services	(959,097)	(921,246)
Service fees	(483,854)	(497,644)
Computer services and equipment	(182,450)	(144,963)
Accommodation	(114,813)	(118,111)
Administrative expenses	(299,145)	(365,816)
Total supplies and services	**(2,039,359)**	**(2,047,780)**

Supplies and services are recognised as an expense in the reporting period in which they are incurred.

The **contracts and services** expenses include mainly contractual payments for professional services as part of the Department's operations, roads network maintenance, and maintenance of the service concession arrangements. Refer to Note 7.6 Service Concession Arrangements for further details on the Department's service concession arrangements.

The Department pays **service fees** to the VicRoads Joint Venture for the provision of Registration & Licensing functions and Custom Plates services.

3.5 Other operating expenses

	($ thousand)	
	2025	2024
Variable lease payments	(8,910)	(20,953)
Short-term lease expenses	(114)	(855)
Low-value assets	(8,710)	(8,588)
Cost of goods sold/distributed	(4,411)	-
Fair value of assets and services provided free of charge	(4,197)	(36,718)
Total other operating expenses	**(26,342)**	**(67,114)**

Other operating expenses generally represent the day-to-day running costs incurred in normal operations.

4. DISAGGREGATED FINANCIAL INFORMATION BY OUTPUT

Introduction

The Department is predominantly funded by accrual based parliamentary appropriations for the provision of outputs. This section provides a description of the Departmental outputs performed during the year ended 30 June 2025 along with the objectives of those outputs.

This section disaggregates revenue and income - described in Note 2 Funding delivery of our services - by output and records the allocation of expenses incurred - described in Note 3 The cost of delivering services - also by output.

It provides information on controlled and administered items in connection with these outputs.

Structure

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4.1 Departmental outputs

4.1.1 Departmental outputs objectives

The Department supports the ministerial portfolios of Transport Infrastructure, the Suburban Rail Loop, Public and Active Transport, Development Victoria, Precincts, Roads and Road Safety, Ports and Freight, Planning and Suburbs.

Departmental mission statement (Budget Paper 3)

The Department of Transport and Planning's mission is to integrate Victoria's transport, land and planning system to create an inclusive, successful and sustainable state.

The Department and its agencies:

- Plan, build and operate a transport network that keeps people and freight moving now and into the future.
- Manage precinct and policy functions, and the land, planning, building and heritage systems to shape places and communities.
- Understand the social, economic, and physical needs of communities to support the development of connected, sustainable and thriving local places.
- Oversee the delivery of the major transport infrastructure program to build a better transport future for Victoria.

Objectives and descriptions

The objectives and descriptions of the Departmental outputs performed during the financial year ended 30 June 2025 are summarised in Note 9.13 Departmental objectives, outputs and descriptions.

Victorian Health Building Authority (VHBA)

VHBA was transferred into DTP as part of a MoG change on 2 April 2024, which took effect financially on 1 July 2024.

The MoG transfer only affects the employment arrangement of VHBA staff and does not transfer health infrastructure related outputs to DTP. DTP is acting as an agent of Department of Health in its responsibility of delivering health infrastructure projects.

Transactions undertaken by DTP in its capacity as delivery agent are reported under an administrative output within the controlled departmental outputs in the below tables. This administrative output will be eliminated in the State's Annual Financial Report to facilitate reporting on consolidated levels.

4.1.2 Departmental outputs: Controlled income and expenses for the financial year ended 30 June 2025

Departmental outputs	($ thousand)					
	Bus Services		Transport Infrastructure [(i)(ii)]		Ports and Freight	
	2025	2024	2025	2024	2025	2024
Revenue and income from transactions						
Output appropriations	1,185,190	1,107,171	673,182	698,346	84,102	91,196
Special appropriations	-	-	1,810	1,861	4,649	5,285
Grant income	232,651	35,803	7,286	6,145	1,564	5,521
Other revenue and income	5,100	47,316	557,949	785,003	2,797	8,771
Total revenue and income from transactions	1,422,941	1,190,290	1,240,227	1,491,355	93,112	110,773
Expenses from transactions						
Grant expenses	(1,759)	(664)	(146,556)	(165,290)	(70,524)	(65,457)
Employee benefits expense	(58,242)	(26,704)	(167,865)	(204,611)	(7,605)	(7,469)
Depreciation and amortisation	(43,048)	(32,201)	(11,932)	(14,115)	(1,092)	(781)
Interest expense	(23,155)	(20,717)	(137,805)	(130,816)	(84)	(88)
Payments to public transport service providers	(1,318,772)	(1,269,111)	(64,359)	(22,886)	-	-
Supplies and services	(69,672)	(85,492)	(222,447)	(228,616)	(21,490)	(12,364)
Other operating expenses	(312)	(731)	(5,886)	(8,992)	(55)	(536)
Total expenses from transactions	(1,514,960)	(1,435,620)	(756,850)	(775,326)	(100,850)	(86,695)
Net result from transactions	(92,019)	(245,330)	483,377	716,029	(7,738)	24,078
Other economic flows included in net result						
Net loss on non-financial assets	(11,142)	(3,225)	(2,014)	(5,699)	(863)	(281)
Net gain on financial instruments	271	824	-	(134,239)	-	-
Other gain from other economic flows	(447)	1,082	(28)	13,658	(56)	135
Total other economic flows included in net result	(11,318)	(1,319)	(2,042)	(126,280)	(919)	(146)
Net result	(103,337)	(246,649)	481,335	589,749	(8,657)	23,932
Items that will not be reclassified to net result						
Changes in physical asset revaluation surplus	120,563	2,414	620,615	474,436	9,548	-
Total other economic flows - other comprehensive income	120,563	2,414	620,615	474,436	9,548	-
Comprehensive result	**17,226**	**(244,235)**	**1,101,950**	**1,064,185**	**891**	**23,932**

(i) North East Link and West Gate Tunnel projects roll up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance. Also, DTP's AFR has restated FY24 balances to more correctly reflect the nature of the balances.
(ii) Melbourne Airport Rail project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance. Also, DTP's AFR has restated FY24 balances to more correctly reflect the nature of the balances

Departmental outputs	($ thousand)					
	Regulation of Commercial Passenger Vehicle Services		Road Asset Management		Road Operations [i]	
	2025	2024	2025	2024	2025	2024
Revenue and income from transactions						
Output appropriations	175,383	170,039	385,281	332,509	594,973	929,161
Special appropriations	9,298	10,570	92,978	105,697	325,433	371,074
Grant income	18	8,951	36	17,901	63,282	105,724
Other revenue and income	4,095	16,542	40,733	70,790	478,749	540,334
Total revenue and income from transactions	188,794	206,102	519,028	526,897	1,462,437	1,946,293
Expenses from transactions						
Grant expenses	(155,926)	(154,947)	(2,112)	(1,561)	(105,119)	(103,368)
Employee benefits expense	(3,704)	(4,753)	(224,584)	(199,589)	(758)	(101,083)
Depreciation and amortisation	(1,168)	(1,558)	(2,461)	(3,390)	(1,125,062)	(1,123,356)
Interest expense	(165)	(175)	(367)	(361)	(91,744)	(95,606)
Payments to public transport service providers	-	-	-	-	-	(9)
Supplies and services	(5,081)	(8,910)	(461,901)	(441,698)	(856,092)	(808,504)
Other operating expenses	(4)	(5)	(888)	(766)	(3,443)	(37,255)
Total expenses from transactions	(166,048)	(170,348)	(692,313)	(647,365)	(2,182,218)	(2,269,181)
Net result from transactions	22,746	35,754	(173,285)	(120,468)	(719,781)	(322,888)
Other economic flows included in net result						
Net loss on non-financial assets	(1,725)	(511)	(3,263)	(1,552)	(8,398)	19,736
Net gain on financial instruments	-	-	-	-	(824)	(1)
Other gain from other economic flows	(112)	271	(224)	541	(363)	879
Total other economic flows included in net result	(1,837)	(240)	(3,487)	(1,011)	(9,585)	20,614
Net result	20,909	35,514	(176,772)	(121,479)	(729,366)	(302,274)
Items that will not be reclassified to net result						
Changes in physical asset revaluation surplus	-	-	-	-	6,681,318	(47,412)
Total other economic flows - other comprehensive income	-	-	-	-	6,681,318	(47,412)
Comprehensive result	**20,909**	**35,514**	**(176,772)**	**(121,479)**	**5,951,952**	**(349,686)**

(i) North East Link and West Gate Tunnel projects roll up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance. Also, DTP's AFR has restated FY24 balances to more correctly reflect the nature of the balances.

Departmental outputs	($ thousand)					
	Train Services [ii]		Tram Services		Transport Safety and Security	
	2025	2024	2025	2024	2025	2024
Revenue and income from transactions						
Output appropriations	2,508,662	2,526,236	414,489	377,538	33,435	22,798
Special appropriations	708	1,247	448	334	32,542	36,994
Grant income	1,076	97,284	1,891	20,139	23	11,688
Other revenue and income	210,382	130,706	187,970	30,406	14,271	31,315
Total revenue and income from transactions	2,720,828	2,755,473	604,798	428,417	80,271	102,795
Expenses from transactions						
Grant expenses	(921,663)	(961,507)	(989)	(373)	(8,078)	(207)
Employee benefits expense	(169,227)	(74,791)	(36,086)	(17,168)	(17,171)	(6,393)
Depreciation and amortisation	(28,453)	(30,038)	(2,708)	(3,449)	(1,496)	(2,017)
Interest expense	(104,251)	(107,453)	(367)	(392)	(212)	(220)
Payments to public transport service providers	(1,382,814)	(1,482,093)	(545,691)	(423,748)	-	-
Supplies and services	(44,116)	(69,412)	(19,501)	(25,823)	(611)	(25,061)
Other operating expenses	(1,999)	(16,139)	(982)	(1,016)	(100)	(30)
Total expenses from transactions	(2,652,523)	(2,741,433)	(606,324)	(471,969)	(27,668)	(33,928)
Net result from transactions	68,305	14,040	(1,526)	(43,552)	52,603	68,867
Other economic flows included in net result						
Net loss on non-financial assets	(19,011)	(5,560)	(4,380)	(1,191)	(2,141)	(583)
Net gain on financial instruments	(42,080)	41,149	-	-	-	-
Other gain from other economic flows	(14,061)	3,760	(3,208)	395	(140)	338
Total other economic flows included in net result	(75,152)	39,349	(7,588)	(796)	(2,281)	(245)
Net result	(6,847)	53,389	(9,114)	(44,348)	50,322	68,622
Items that will not be reclassified to net result						
Changes in physical asset revaluation surplus	11,067	62,633	(42,914)	-	-	-
Total other economic flows - other comprehensive income	11,067	62,633	(42,914)	-	-	-
Comprehensive result	**4,220**	**116,022**	**(52,028)**	**(44,348)**	**50,322**	**68,622**

(ii) Melbourne Airport Rail project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance. Also, DTP's AFR has restated FY24 balances to more correctly reflect the nature of the balances.

Departmental outputs	($ thousand)					
	Land Services		Planning and Heritage		Building	
	2025	2024	2025	2024	2025	2024
Revenue and income from transactions						
Output appropriations	286,237	238,108	146,819	115,657	24,881	43,645
Special appropriations	-	-	147,605	178,980	-	-
Grant income	965	1,211	8,211	11,099	1,971	3,408
Other revenue and income	110,488	95,654	31,218	23,624	1,000	1,429
Total revenue and income from transactions	397,690	334,973	333,853	329,360	27,852	48,482
Expenses from transactions						
Grant expenses	(411)	(169)	(180,887)	(50,306)	(37,523)	(29,125)
Employee benefits expense	(73,627)	(72,342)	(72,694)	(66,341)	(11,688)	(11,256)
Depreciation and amortisation	(22,059)	(18,787)	(4,839)	(2,553)	(29)	(47)
Interest expense	(59)	(12)	(19)	(4)	-	(1)
Payments to public transport service providers	-	-	-	-	-	-
Supplies and services	(281,389)	(251,013)	(35,822)	(64,974)	(4,580)	(16,382)
Other operating expenses	(5,909)	(583)	(5,146)	(403)	(850)	(43)
Total expenses from transactions	(383,454)	(342,906)	(299,407)	(184,581)	(54,670)	(56,854)
Net result from transactions	14,236	(7,933)	34,446	144,779	(26,818)	(8,372)
Other economic flows included in net result						
Net loss on non-financial assets	(2,363)	172	(83)	42	-	-
Net gain on financial instruments	-	-	-	-	-	-
Other gain from other economic flows	-	(335)	-	(270)	-	(23)
Total other economic flows included in net result	(2,363)	(163)	(83)	(228)	-	(23)
Net result	11,873	(8,096)	34,363	144,551	(26,818)	(8,395)
Items that will not be reclassified to net result						
Changes in physical asset revaluation surplus	59,935	27,405	13,383	868	3,528	2
Total other economic flows - other comprehensive income	59,935	27,405	13,383	868	3,528	2
Comprehensive result	**71,808**	**19,309**	**47,746**	**145,419**	**(23,290)**	**(8,393)**

Departmental outputs	($ thousand)							
	Precincts		Suburbs		Health Infrastructure		DTP consolidated totals	
	2025	2024	2025	2024	2025	2024	2025	2024
Revenue and income from transactions								
Output appropriations	67,856	14,493	8,954	17,751	-	-	6,589,444	6,684,648
Special appropriations	17,535	-	-	-	-	-	633,005	712,042
Grant income	500	2,560	625	-	-	-	320,099	327,434
Other revenue and income	2,428	2,269	26	-	87,814	-	1,735,021	1,784,159
Total revenue and income from transactions	88,319	19,322	9,605	17,751	87,814	-	9,277,569	9,508,283
Expenses from transactions								
Grant expenses	(18,535)	(1,922)	(6,187)	(14,337)	-	-	(1,656,269)	(1,549,233)
Employee benefits expense	(9,974)	(7,352)	(2,874)	(3,022)	(75,721)	-	(931,821)	(802,874)
Depreciation and amortisation	(1,910)	(1,500)	(7)	(2)	-	-	(1,246,263)	(1,233,794)
Interest expense	(1)	(1)	(3)	-	-	-	(358,233)	(355,846)
Payments to public transport service providers	-	-	-	-	-	-	(3,311,636)	(3,197,847)
Supplies and services	(4,559)	(7,818)	(4)	(1,713)	(12,094)	-	(2,039,359)	(2,047,780)
Other operating expenses	(536)	(615)	(232)	-	-	-	(26,342)	(67,114)
Total expenses from transactions	(35,515)	(19,208)	(9,307)	(19,074)	(87,814)	-	(9,569,923)	(9,254,488)
Net result from transactions	52,804	114	298	(1,323)	-	-	(292,354)	253,795
Other economic flows included in net result								
Net loss on non-financial assets	(28)	379	6	-	-	-	(55,404)	1,727
Net gain on financial instruments	-	(45,500)	-	-	-	-	(42,633)	(137,767)
Other gain from other economic flows	-	-	-	-	40	-	(18,599)	20,431
Total other economic flows included in net result	(28)	(45,121)	6	-	40	-	(116,636)	(115,609)
Net result	52,776	(45,007)	304	(1,323)	40	-	(408,990)	138,186
Items that will not be reclassified to net result								
Changes in physical asset revaluation surplus	131,968	4,171	-	-	-	-	7,609,011	524,517
Total other economic flows - other comprehensive income	131,968	4,171	-	-	-	-	7,609,011	524,517
Comprehensive result	**184,744**	**(40,836)**	**304**	**(1,323)**	**40**	**-**	**7,200,021**	**662,703**

4.1.3 Departmental outputs: Controlled assets and liabilities as at 30 June 2025

	($ thousand)											
	Bus Services		Transport Infrastructure [i][ii]		Ports and Freight		Regulation of Commercial Passenger Vehicle Services		Road Asset Management [i]		Road Operations [i]	
	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024
Assets												
Financial assets	149,210	136,023	2,665,364	2,466,591	4,965	6,825	11,419	8,408	79,905	68,506	1,850,659	1,695,650
Non-financial assets	693,163	496,241	50,231,175	45,102,599	174,080	62,735	8,622	7,305	840,438	616,875	97,418,576	91,263,589
Total assets	842,373	632,264	52,896,539	47,569,190	179,045	69,560	20,041	15,713	920,343	685,381	99,269,235	92,959,239
Total liabilities	(554,680)	(547,272)	(10,005,161)	(9,638,707)	(9,405)	(19,181)	(19,665)	(13,393)	(224,297)	(166,305)	(4,676,133)	(4,949,607)
Net assets	**287,693**	**84,992**	**42,891,378**	**37,930,483**	**169,640**	**50,379**	**376**	**2,320**	**696,046**	**519,076**	**94,593,102**	**88,009,632**

	($ thousand)											
	Train Services [ii]		Tram Services		Transport Safety and Security		Land Services		Planning and Heritage		Building	
	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024
Assets												
Financial assets	730,878	674,140	76,746	84,069	85,778	91,383	30,120	25,543	588,340	586,198	1	8
Non-financial assets	2,449,497	2,280,321	1,847,537	1,403,088	20,002	17,038	1,357,412	1,298,235	195,733	196,921	39	30
Total assets	3,180,375	2,954,461	1,924,283	1,487,157	105,780	108,421	1,387,532	1,323,778	784,073	783,119	40	38
Total liabilities	(2,964,025)	(2,937,841)	(284,078)	(343,758)	(21,727)	(21,493)	(74,316)	(46,873)	(26,579)	(31,872)	(37)	(37)
Net assets	**216,350**	**16,620**	**1,640,205**	**1,143,399**	**84,053**	**86,928**	**1,313,216**	**1,276,905**	**757,494**	**751,247**	**3**	**1**

	($ thousand)							
	Precincts [iii]		Suburbs [iv]		Health Infrastructure		DTP consolidated totals	
	2025	2024	2025	2024	2025	2024	2025	2024
Assets								
Financial assets	2,270	13,615	57	93	14,854	-	6,290,566	5,857,052
Non-financial assets	652,262	574,334	79	28	305	-	155,888,921	143,319,339
Total assets	654,532	587,949	136	121	15,159	-	162,179,487	149,176,391
Total liabilities	(10,043)	(53,711)	(111)	(109)	(15,119)	-	(18,885,377)	(18,770,158)
Net assets	**644,489**	**534,238**	**25**	**12**	**40**	**-**	**143,294,110**	**130,406,233**

(i) North East Link and West Gate Tunnel projects roll up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance. Also, DTP's AFR has restated FY24 balances to more correctly reflect the nature of the balances.
(ii) Melbourne Airport Rail project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance, Also, DTP's AFR has restated FY24 balances to more correctly reflect the nature of the balances.
(iii) Precincts output has been transferred into the Department during 2023–24 as a result of MoG changes on 1 August 2023 from the Department of Jobs, Skills, Industry and Regions.
(iv) Suburbs output has been transferred into the Department during 2023–24 as a result of MoG changes on 1 February 2024 from Department of Jobs, Skills, Industry and Regions.

4.2 Administered items

4.2.1 Administered (non-controlled) items

Administered income includes fees and fines and the proceeds from the sale of administered surplus land and buildings. Administered assets include government income earned but not yet collected. Administered liabilities include government expenses incurred but yet to be paid. Both controlled and administered items of the Department are consolidated into the financial statements of the State.

The Department does not gain control over assets arising from taxes, fines, licence, regulatory fees and royalties, and therefore no income is recognised in the Department's financial statements. The Department collects these amounts on behalf of the State. Accordingly, the amounts are disclosed as income in the schedule of administered items.

Except as otherwise disclosed, administered transactions are accounted for on an accrual basis using the same accounting policies adopted for recognition of the departmental items in the financial statements.

4.2.1.1 Collection on behalf of other government agencies

The Department collects taxes, fees and fines, and other proceeds on behalf of other government agencies. These items are not recognised as income, as the Department does not gain control over the collected items.

For the 2025 financial year, the Department has collected Transport Accident Charge (TAC) and related stamp duty of $2,852.8 million (FY 2024: $2,663.2 million) on behalf of Transport Accident Commission.

4.2.1.2 North East Link State Tolling Corporation (STC) guarantee

The Primary Package of the North East Link program will be delivered as an availability Public-private partnership (PPP) under an Incentivised Target Cost (ITC) model with the North East Link State Tolling Corporation (STC) as the delivery agency.

As part of the arrangement, the Treasurer provided guarantee to the proponent of the project to cover the risk of additional funding requirements from the State during the development and the Operation & Maintenance phases of the project.

As at 30 June 2025, the guarantee was valued at $736 million (FY 2024: $714.4 million) which represent the present value of expected future cash payment by the State under the guarantee.

The Department has made a significant judgement that the guaranteed liability is accounted for as an administered item.

4.2.2 Administered income and expenses for the financial year ended 30 June 2025

Department of Transport and Planning Outputs

	($ thousand)					
	Bus Services		Transport Infrastructure [(i)]		Ports and Freight	
	2025	2024	2025	2024	2025	2024
Administered income from transactions						
Sale of goods and services	6,525	3,247	46,322	5,376	195	519
Appropriations - payments made on behalf of the State	-	-	-	-	-	-
Statutory fines	-	-	-	-	-	-
Regulatory fees, fines, leases and licences	-	-	-	-	37,306	36,710
Interest income	-	-	98,461	85,054	-	-
Grant income	-	-	2,214	-	-	-
Revenue related to service concession arrangement	-	-	-	-	-	-
Other income	297	613	149	729	37	77
Total administered income from transactions	6,822	3,860	147,146	91,159	37,538	37,306
Administered expenses from transactions						
Payments into Consolidated Fund	(6,137)	(3,475)	(132,904)	(27,988)	(33,905)	(34,170)
Other expenses	-	-	(21,642)	(27,615)	-	-
Interest expense	-	-	-	-	-	-
Total administered expenses from transactions	(6,137)	(3,475)	(154,546)	(55,603)	(33,905)	(34,170)
Total administered net result from transactions	685	385	(7,400)	35,556	3,633	3,136
Administered other economic flows included in administered net result						
Net gain/(loss) on non-financial assets	250	23	5,443	19,439	31	3
Net gain/(loss) on financial assets	-	-	-	-	-	-
Total administered other economic flows	250	23	5,443	19,439	31	3
Total administered comprehensive result	**935**	**408**	**(1,957)**	**54,995**	**3,664**	**3,139**

(i) North East Link and West Gate Tunnel projects roll up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance. Also, DTP's AFR has restated FY24 balances to more correctly reflect the nature of the balances.

	($ thousand)					
	Regulation of Commercial Passenger Vehicle Services		Road Asset Management [ii]		Road Operations [i][iii]	
	2025	2024	2025	2024	2025	2024
Administered income from transactions						
Sale of goods and services	10,716	1,228	8,598	10,778	29,613	61,014
Appropriations - payments made on behalf of the State	-	-	-	-	-	8,457
Statutory fines	-	-	-	-	-	-
Regulatory fees, fines, leases and licences	74,612	73,420	746,172	734,201	2,612,200	2,563,580
Interest income	-	-	1,152	1,446	549	-
Grant income	-	-	-	-	2,330	4,162
Revenue related to service concession arrangement	-	-	-	-	221,162	220,986
Other income	74	153	148	306	3,329	21,149
Total administered income from transactions	85,402	74,801	756,070	746,731	2,869,183	2,879,348
Administered expenses from transactions						
Payments into Consolidated Fund	(77,137)	(68,514)	(682,901)	(685,479)	(2,591,517)	(2,699,336)
Other expenses	-	-	-	(2)	(53,823)	(46,899)
Interest expense	-	-	-	-	-	-
Total administered expenses from transactions	(77,137)	(68,514)	(682,901)	(685,481)	(2,645,340)	(2,746,235)
Total administered net result from transactions	8,265	6,287	73,169	61,250	223,843	133,113
Administered other economic flows included in administered net result						
Net gain/(loss) on non-financial assets	62	6	665	2,534	(671)	601
Net gain/(loss) on financial assets	-	-	1,256	503	(1,063)	(44)
Total administered other economic flows	62	6	1,921	3,037	(1,734)	557
Total administered comprehensive result	**8,327**	**6,293**	**75,090**	**64,287**	**222,109**	**133,670**

(i) North East Link and West Gate Tunnel projects roll up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance. Also, DTP's AFR has restated FY24 balances to more correctly reflect the nature of the balances.
(ii) The regulatory fees, fines, leases and licences for both the road asset management and road operations outputs are predominantly made up of motor vehicle registrations and stamp duty.

	($ thousand)					
	Train Services		Tram Services		Transport Safety and Security	
	2025	2024	2025	2024	2025	2024
Administered income from transactions						
Sale of goods and services	4,068	3,285	239	701	2,393	3,596
Appropriations - payments made on behalf of the State	-	-	-	-	-	-
Statutory fines	24,908	11,680	-	-	14,440	16,463
Regulatory fees, fines, leases and licences	-	-	-	-	261,041	256,970
Interest income	-	-	-	-	-	-
Grant income	3,122	1,509	-	-	-	-
Revenue related to service concession arrangement	-	-	-	-	-	-
Other income	779	1,608	167	345	93	191
Total administered income from transactions	32,877	18,082	406	1,046	277,967	277,220
Administered expenses from transactions						
Payments into Consolidated Fund	(29,631)	(16,408)	(353)	(924)	(251,171)	(253,957)
Other expenses	-	-	-	-	-	(1)
Interest expense	-	-	-	-	-	-
Total administered expenses from transactions	(29,631)	(16,408)	(353)	(924)	(251,171)	(253,958)
Total administered net result from transactions	3,246	1,674	53	122	26,796	23,262
Administered other economic flows included in administered net result						
Net gain/(loss) on non-financial assets	656	61	140	13	78	7
Net gain/(loss) on financial assets	(16,412)	(7,407)	-	-	-	-
Total administered other economic flows	(15,756)	(7,346)	140	13	78	7
Total administered comprehensive result	**(12,510)**	**(5,672)**	**193**	**135**	**26,874**	**23,269**

	($ thousand)					
	Land Services		Planning and Heritage		Building	
	2025	2024	2025	2024	2025	2024
Administered income from transactions						
Sale of goods and services	558,375	508,498	-	918	38,554	-
Appropriations - payments made on behalf of the State	900	-	-	-	-	-
Statutory fines	-	-	-	-	-	-
Regulatory fees, fines, leases and licences	-	-	6,424	3,875	-	-
Interest income	-	-	-	-	-	-
Grant income	-	1,162	-	-	-	-
Revenue related to service concession arrangement	71,381	71,577	-	-	-	-
Other income	17,543	-	-	-	-	-
Total administered income from transactions	648,199	581,237	6,424	4,793	38,554	-
Administered expenses from transactions						
Payments into Consolidated Fund	(585,470)	(532,500)	(5,802)	(4,390)	(34,823)	-
Other expenses	(68,292)	(61,771)	-	-	-	-
Interest expense	-	-	-	-	-	-
Total administered expenses from transactions	(653,762)	(594,271)	(5,802)	(4,390)	(34,823)	-
Total administered net result from transactions	(5,563)	(13,034)	622	403	3,731	-
Administered other economic flows included in administered net result						
Net gain/(loss) on non-financial assets	3,154	33,494	-	-	-	-
Net gain/(loss) on financial assets	-	-	-	-	-	-
Total administered other economic flows	3,154	33,494	-	-	-	-
Total administered comprehensive result	**(2,409)**	**20,460**	**622**	**403**	**3,731**	**-**

	($ thousand)			
	Precincts [iii]		DTP consolidated totals	
	2025	2024	2025	2024
Administered income from transactions				
Sale of goods and services	2,094	361	707,692	599,521
Appropriations - payments made on behalf of the State	100,169	82,870	101,069	91,327
Statutory fines	-	-	39,348	28,143
Regulatory fees, fines, leases and licences	48,227	-	3,785,982	3,668,756
Interest income	1,812	1,791	101,974	88,291
Grant income	16,264	11,954	23,930	18,787
Revenue related to service concession arrangement	-	-	292,543	292,563
Other income	-	-	22,616	25,171
Total administered income from transactions	168,566	96,976	5,075,154	4,812,559
Administered expenses from transactions				
Payments into Consolidated Fund	(152,252)	(88,846)	(4,584,003)	(4,415,987)
Other expenses	(46,876)	(46,686)	(190,633)	(182,974)
Interest expense	(53,293)	(36,184)	(53,293)	(36,184)
Total administered expenses from transactions	(252,421)	(171,716)	(4,827,929)	(4,635,145)
Total administered net result from transactions	(83,855)	(74,740)	247,225	177,414
Administered other economic flows included in administered net result				
Net gain/(loss) on non-financial assets	-	-	9,808	56,181
Net gain/(loss) on financial assets	-	-	(16,219)	(6,948)
Total administered other economic flows	-	-	(6,411)	49,233
Total administered comprehensive result	**(83,855)**	**(74,740)**	**240,814**	**226,647**

(iii) Precincts output has been transferred into the Department during 2023–24 as a result of the Secretary, Project Development (Body Corporate) MoG changes on 1 August 2023 from Department of Jobs, Skills, Industry and Regions.

4.2.3 Administered assets and liabilities as at 30 June 2025

Department of Transport and Planning outputs

	($ thousand)									
	Bus Services		Transport Infrastructure [i]		Ports and Freight		Regulation of Commercial Passenger Vehicle Services		Road Asset Management	
	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024
Administered financial assets										
Cash and receivables	422	1,937	2,415,344	2,319,531	23	198	3,388	3,865	37,673	39,396
Service concession assets	-	-	-	-	-	-	-	-	-	-
Other non-financial assets	-	-	-	-	-	-	-	-	-	-
Equity investment	9,981	2,307	46,698,461	39,594,993	983,377	983,377	21,372	21,372	-	-
Total administered financial assets	10,403	4,244	49,113,805	41,914,524	983,400	983,575	24,760	25,237	37,673	39,396
Total administered assets	**10,403**	**4,244**	**49,113,805**	**41,914,524**	**983,400**	**983,575**	**24,760**	**25,237**	**37,673**	**39,396**
Administered liabilities										
Creditors and accruals	(1,877)	(1,615)	(758,391)	(718,481)	(695)	(618)	(2,862)	(3,062)	(36,054)	(37,996)
Service concession liabilities [ii]	-	-	-	-	-	-	-	-	-	-
Total administered liabilities	(1,877)	(1,615)	(758,391)	(718,481)	(695)	(618)	(2,862)	(3,062)	(36,054)	(37,996)
Total administered net assets	**8,526**	**2,629**	**48,355,414**	**41,196,043**	**982,705**	**982,957**	**21,898**	**22,175**	**1,619**	**1,400**

(i) North East Link and West Gate Tunnel projects roll up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance. Also, DTP's AFR has restated FY24 balances to more correctly reflect the nature of the balances.
(ii) Refer to disclosure 4.3 Administered service concession arrangements for further information.

4.2.3 Administered assets and liabilities as at 30 June 2025 – continued

	($ thousand)									
	Road Operations		Train Services		Tram Services		Transport Safety and Security		Land Services	
	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024
Administered financial assets										
Cash and receivables	65,256	53,809	20,884	16,370	237	1,089	40,928	33,392	55,180	43,350
Service concession assets [ii]	3,092,000	2,858,016	-	-	-	-	-	-	588,067	563,063
Other non-financial assets	-	-	-	-	-	-	-	-	-	-
Equity investment	992,728	1,078,662	469,400	644,564	106,485	36,778	7,173	7,173	-	-
Total administered financial assets	4,149,984	3,990,487	490,284	660,934	106,722	37,867	48,101	40,565	643,247	606,413
Total administered assets	**4,149,984**	**3,990,487**	**490,284**	**660,934**	**106,722**	**37,867**	**48,101**	**40,565**	**643,247**	**606,413**
Administered liabilities										
Payables and Borrowings	(121,253)	(88,377)	(19,399)	(4,240)	(1,056)	(909)	(8,963)	(9,848)	(20,310)	(17,051)
Service concession liabilities [ii]	(8,204,114)	(8,425,276)	-	-	-	-	-	-	(2,374,934)	(2,446,315)
Total administered liabilities	(8,325,367)	(8,513,653)	(19,399)	(4,240)	(1,056)	(909)	(8,963)	(9,848)	(2,395,244)	(2,463,366)
Total administered net assets	**(4,175,383)**	**(4,523,166)**	**470,885**	**656,694**	**105,666**	**36,958**	**39,138**	**30,717**	**(1,751,997)**	**(1,856,953)**

(ii) Refer to disclosure 4.3 Administered service concession arrangements for further information.

4.2.3 Administered assets and liabilities as at 30 June 2025 – continued

	($ thousand)							
	Planning and Heritage		Building		Precincts [iii]		DTP consolidated totals	
	2025	2024	2025	2024	2025	2024	2025	2024
Administered financial assets								
Cash and receivables	2	10	-	-	211,067	193,226	2,850,404	2,706,173
Service concession assets	-	-	-	-	-	-	3,680,067	3,421,079
Other non-financial assets	-	-	-	-	462,867	113,696	462,867	113,696
Equity investment	18,532	16,350	-	2,182	125,763	125,763	49,433,272	42,513,521
Total administered financial assets	18,534	16,350	-	2,182	799,697	432,685	56,426,610	48,754,469
Total administered assets	**18,534**	**16,360**	**-**	**2,182**	**799,697**	**432,685**	**56,426,610**	**48,754,469**
Administered liabilities								
Payables and Borrowings	-	(9)	-	-	(790,809)	(576,311)	(1,761,669)	(1,458,517)
Service concession liabilities [ii]	-	-	-	-	-	-	(10,579,048)	(10,871,591)
Total administered liabilities	-	(9)	-	-	(790,809)	(576,311)	(12,340,717)	(12,330,108)
Total administered net assets	**18,534**	**16,351**	**-**	**2,182**	**8,888**	**(143,626)**	**44,085,893**	**36,424,361**

(ii) Refer to disclosure 4.3 Administered service concession arrangements for further information.

(iii) Precincts output has been transferred into the Department during 2023–24 as a result of the Secretary, Project Development (Body Corporate) MoG changes on 1 August 2023 from Department of Jobs, Skills, Industry and Regions.

4.2.4 Administered Public Private Partnership (PPP) commitments

Melbourne Exhibition and Convention Centre (Development Stage)

Operator: Plenary

In May 2006, the State of Victoria entered into an agreement under its Partnerships Victoria policy for the development and maintenance of the Melbourne Convention Centre (MCC) facility by a private sector consortium (the lessor).

The lessor was responsible for construction of the new facility convention centre (Stage 1), which commenced in June 2006 and commercial acceptance was achieved on 31 March 2009. Upon its completion, the State of Victoria was granted a 25-year finance lease by the lessor and entered into an agreement under which the new facility will be operated by the Victorian Convention and Event Trust (VCET).

Ownership of the MCC facility will transfer to the State of Victoria at the end of the 25-year lease period at no cost.

Melbourne Exhibition and Convention Centre (Expansion Stage)

Operator: Plenary

The Melbourne Convention and Exhibition Centre Expansion Project (Stage 2) was announced in the 2015–16 Budget. The project was delivered as a modification under the existing Melbourne Convention Centre Development (MCCD) Project.

The project extended the existing MCEC facilities, adding nearly 20,000 square metres of flexible, multi-purpose event space, including meeting rooms, a new banquet hall and 9,000 square metres of new exhibition space, and a central hub linking to the existing MCEC facilities. On 28 May 2016, the State entered into a Project Agreement with MECE Project Pty Ltd (the Concessionaire) for the design, construction, partial financing and maintenance of the MCEC Expansion over the project's operating term to 2034. The project operation term is 16 years. The MCEC Expansion was officially opened on 8 July 2018, with Commercial Acceptance achieved on 13 July 2018.

Nyaal Banyul Geelong Convention and Event Centre

Operator: Plenary

In December 2023, the State of Victoria entered into an agreement under its Partnerships Victoria policy for the construction and maintenance of the Nyaal Banyul Geelong Convention and Event Centre (GCEC) facility by a private sector consortium. (the operator).

The operator is responsible for construction of the new facility convention centre, which commenced in December 2023 and will be expected to achieve commercial acceptance in August 2026. The State is recognising the progressive build as construction in progress, in accordance with AASB 116 *Property, Plant and Equipment*. Upon its completion, the State of Victoria is granted a 25-year agreement by the operator, under which the new facility will be operated by the Victorian Convention and Event Trust (VCET).

Melbourne Convention Centre development project lease commitments (Development)

	($ thousand)			
	Minimum future lease payments		Present value of future lease payments	
	2025	2024	2025	2024
Finance lease commitments				
Not longer than one year	56,378	54,952	53,247	51,900
Longer than one year but not longer than five years	240,509	234,431	181,057	176,482
Longer than five years	231,670	294,127	123,606	150,085
Minimum future lease payments	528,557	583,509	357,910	378,467
Less future finance charges	(170,647)	(205,042)	-	-
Present value of minimum lease payments	357,910	378,467	357,910	378,467

Melbourne Convention Centre development project lease commitments (Expansion)

	($ thousand)			
	Minimum future lease payments [i]		Present value of future lease payments	
	2025	2024	2025	2024
Finance lease commitments				
Not longer than one year	3,643	3,643	3,509	3,509
Longer than one year but not longer than five years	14,573	14,573	12,097	12,097
Longer than five years	13,662	17,305	8,974	11,043
	31,877	35,520	24,579	26,649
Commitments receivable				
Not longer than one year	(3,643)	(3,643)	(3,509)	(3,509)
Longer than one year but not longer than five years	(14,573)	(14,573)	(12,097)	(12,097)
Longer than five years	(13,662)	(17,305)	(8,974)	(11,043)
	(31,877)	(35,520)	(24,579)	(26,649)
Net commitment	-	-	-	-

(i)The figures represent 100 per cent of commitment payable under the terms of the PPP with the concessionaire for the expansion stage of the Melbourne Centre and Exhibition Project which commenced in April 2018, offset by a 100% recoupment of the quarterly service payment under the terms of the memorandum of understanding with Victorian Convention and Event Trust.

Nyaal Banyul Geelong Convention and Event Centre development capital commitments

	($ thousand)			
	Minimum capital service payments		Present value of capital service payments	
	2025	2024	2025	2024
Capital service payment commitments				
Not longer than one year	-	-	-	-
Longer than one year but not longer than five years	156,302	115,780	148,085	109,352
Longer than five years	856,769	897,291	301,451	340,184
Minimum future capital payments	1,013,072	1,013,072	449,536	449,536
Less future finance charges	(563,536)	(563,536)	-	-
Present value of minimum capital payments	449,536	449,536	449,536	449,536

Melbourne Convention Centre development project other commitments (Development)

	($ thousand)			
	Minimum future payments		Present value of future payments	
	2025	2024	2025	2024
Other commitments				
Not longer than one year	24,080	23,526	25,182	24,602
Longer than one year but not longer than five years	102,148	99,792	87,370	85,354
Longer than five years	97,495	123,931	61,497	75,136
Minimum future other payments	223,723	247,249	174,048	185,092
Less future finance charges	(49,675)	(62,157)	-	-
Present value of minimum other payments	174,048	185,092	174,048	185,092

Melbourne Convention Centre development project other commitments (Expansion)

	($ thousand)			
	Minimum future payments		Present value of future payments	
	2025	2024	2025	2024
Other commitments				
Not longer than one year	4,766	4,625	4,594	4,458
Longer than one year but not longer than five years	20,566	19,956	17,116	16,608
Longer than five years	21,653	27,030	14,353	17,398
Minimum future other payments	46,985	51,610	36,063	38,464
Less future finance charges	(10,922)	(13,147)	-	-
Present value of minimum other payments	36,063	38,464	36,063	38,464

Nyaal Banyul Geelong Convention and Event Centre development project other commitments

	($ thousand)			
	Other payments		Present value of other payments	
	2025	2024	2025	2024
Other commitments				
Not longer than one year	-	-	-	-
Longer than one year but not longer than five years	32,135	23,216	31,371	22,584
Longer than five years	333,576	342,495	204,676	206,587
Minimum future other payments	365,712	365,711	236,047	229,171
Less future finance charges	(129,665)	(136,540)	-	-
Present value of minimum other payments	236,047	229,171	236,047	229,171

4.3 Administered service concession arrangements

			($ thousand)			
			2025		2024	
	Notes	Classification of arrangement	Carrying amount of asset as at 30 June	Carrying amount of liability as at 30 June	Carrying amount of asset as at 30 June	Carrying amount of liability as at 30 June
VicRoads modernisation	4.3.1	GORTO	3,092,000	8,204,114	2,858,016	8,425,276
Victorian Land Registry Services	4.3.2	GORTO	588,067	2,374,934	563,063	2,446,315
Total			**3,680,067**	**10,579,048**	**3,421,079**	**10,871,591**
Current			-	292,367	-	292,367
Non-current			3,680,067	10,286,681	3,421,079	10,579,224
Total			**3,680,067**	**10,579,048**	**3,421,079**	**10,871,591**

Accounting Standards AASB 1059 *Service Concession Arrangements: Grantors* and AASB 1050 *Administered Items* require significant management judgment to practically apply and the interaction between the two standards is unclear.

DTP has assessed that the VicRoads modernisation and the Victorian Land Registry Services SCAs are administered items. The alternative application of these standards would result in these SCAs being recognised in DTP's controlled Balance Sheet.

The Australian Accounting Standards Board (AASB) has commenced a post implementation review for AASB 1059. The uncertainty about controlled or administered recognition of these SCAs may be resolved through this review. However, given the AASB's work program the timing of its conclusion is uncertain. DTP will continue to monitor and through the State engage with the post implementation review. The SCAs are also reported in the General Government Sector of the State's financial report for the year ended 30 June 2025.

The accounting policies for these SCAs are otherwise consistent with the SCAs recognised by DTP as being controlled and in DTP's Balance Sheet.

Arrangement specific details

4.3.1 VicRoads modernisation

Operator: Aware Super, Australian Retirement Trust and Macquarie Asset Management (the 'Consortium').

Concession period: 40 years

On 15 August 2022, the State and the Consortium entered into a joint venture to operate the Registration and Licensing (R&L) and Custom Plates functions of VicRoads. The joint venture will modernise a number of VicRoads services through increased investment to make them more user-friendly for motorists.

The State maintains responsibility for key regulatory and policy functions, retaining ownership and regulation of data, and continuing to fully control motorists pricing, privacy, road access and safety.

The consideration provided by the Consortium to the State in return for granting the concession comprises upfront proceeds of $7.9 billion in cash and a minority interest in the joint venture. $275 million of the consideration was recognised upfront as licence revenue for the joint venture's right to deliver specific administrative and cash collection services. The remainder of the consideration was recognised as a grant of a right to the operator liability and will be recognised as revenue proportionally over the 40-year concession period.

The State has recognised intangible assets for the VicRoads R&L database. Subsequent to the initial recognition, intangible assets are carried under the revaluation model in line with AASB 138.

4.3.2 Victorian Land Registry Services

Operator: Secure Electronic Registries Victoria (SERV)

Concession period: 40 years

Operational funding: User pays Operator

The Victorian Land Registry Services (VLRS), now known as Secure Electronic Registries Victoria (SERV), commenced in September 2018 (Stage 1) and is responsible for part of Registration, Landata and Systems Branches of Land Use Victoria for a term of 40 years. The services, such as processing title searches, registrations, inquiries and modifications/changes to land registry titles have continued to be delivered to the public and stakeholders, customers and clients in a seamless manner ensuring service delivery requirements are maintained and key performance indicators are met.

The second stage of the transition of services to SERV was in November 2019. The Registrar of Titles has remained with the State and has retained all statutory obligations and powers. The Registrar of Titles is responsible for preserving the integrity and security of the land register and enforcing service standards. The State will continue to own the land registry data and provide the State Guarantee of title.

The arrangement provides SERV with access to the State Material Licence, which includes all State Data, Operating Manual, State Software, and the rights to provide operator and non-statutory services (e.g. certain Title and LANDATA© Search Products and Property Certificates).

The Operating Concession Deed (OCD) required SERV to pay a concession licence fee to the State of $2.8 billion in September 2018. The upfront consideration received from the SERV is recognised as a grant of a right to the operator (GORTO) liability and recognised as revenue proportionally over the service period of 40 years.

The State has recognised intangible assets for the Land Registry Services (LRS) software (the Victorian Online Titles System) and the Titling and Registry database (database). Subsequent to the initial recognition, both intangible assets are carried under the revaluation model in line with AASB 138.

4.4 Investments accounted for using the equity method

VicRoads Joint Venture

On 15 August 2022 the Government entered into a joint venture partnership with a consortium of Aware Super, Australian Retirement Trust and Macquarie Asset Management to operate VicRoads' registration, licensing, and custom plates functions. The VicRoads Joint Venture operates from various locations across the State of Victoria and has been structured as a 40-year concession. The State received upfront proceeds of $7.9 billion whilst also retaining a minority shareholding interest in the VicRoads Joint Venture corporate trustees. This investment has been assessed as being outside the scope of AASB 11 *Joint Arrangements* as joint control is not exercised by the State together with the consortium or its members.

Investments accounted for using the equity method

	($ thousand)	
	2025	2024
VicRoads joint venture [(i)]	992,728	1,078,662

Movement in the State's proportional share of the net assets of the joint venture

	($ thousand)	
	2025	2024
Opening balance	1,078,662	1,170,328
Share of (loss)/profit after income tax	(53,824)	(45,307)
Distributions received [(i)]	(32,110)	(46,360)
Closing balance	992,728	1,078,662

(i) 2024 figures have been restated to correct a misstatement in 2023–24 published report.

4.5 Restructuring of administrative arrangements

The Government issued an administrative order restructuring some of its activities via machinery of government changes, taking effect in financial year 2024–25. As part of the machinery of government restructure, the Department has the following transfers (as transferee), which are listed on the top of the following table.

The net asset transfers were treated as a contribution of capital by the State. No income has been recognised by the Department in respect of the net asset.

	Victorian Health Building Authority (DH) [(i)]
	($ thousand)
Assets	**10,832**
Cash and cash equivalents	10,527
Property, plant and equipment	305
Liabilities	**10,382**
Borrowings	305
Employee benefits provisions	10,527
Net assets transferred in	**-**

(i) Victorian Health Building Authority (VHBA) was transferred into the Department during 2023–24 as a result of MoG changes on 2 April 2024 from Department of Health (DH). However, the financial transfer of the operations of the former VHBA, a former administrative office within the DH to the Victorian Infrastructure Delivery Authority (VIDA) occurred on July 1, 2024. The MoG only affected the employment arrangement of VHBA staff and did not transfer health infrastructure related outputs to DTP. As such, DTP will be acting as an agent of DH in its responsibility of delivering health infrastructure projects.

5. KEY ASSETS AVAILABLE TO SUPPORT OUTPUT DELIVERY

Introduction

The Department controls infrastructure and other investments that are utilised in fulfilling its objectives and conducting its activities. They represent the resources that have been entrusted to the Department for delivery of those outputs.

Fair value measurement

Where the assets included in this section are carried at fair value, additional information is disclosed in Note 8.3.2 Fair value determination, regarding how those fair values were determined.

Structure

5.1 Property, plant and equipment (including Right of Use and Service Concession Assets) 114

5.1 Property, plant and equipment (including Right of Use and Service Concession Assets)

	($ thousand)					
	Gross carrying amount		Accumulated depreciation		Net carrying amount [i]	
	2025	2024	2025	2024	2025	2024
Land under roads at fair value [ii]	38,086,040	42,686,758	-	-	38,086,040	42,686,758
Purchased assets for road developments - land at fair value [ii]	2,040,036	2,364,233	-	-	2,040,036	2,364,233
Other land at fair value [ii]	5,586,414	5,757,767	-	-	5,586,414	5,757,767
Roads and bridges at fair value [ii]	39,101,545	29,846,456	(14,626)	(937,836)	39,086,919	28,908,620
Earthworks at fair value [ii]	14,402,886	12,369,534	-	-	14,402,886	12,369,534
Other infrastructure at fair value [ii]	4,257,136	3,400,301	(16,468)	(255,342)	4,240,668	3,144,959
Buildings at fair value [ii] [iii]	1,050,484	1,055,739	(2,711)	(38,846)	1,047,773	1,016,893
Plant, equipment and vehicles at fair value [ii] [iii]	407,009	446,865	(67,982)	(146,454)	339,027	300,411
Leasehold improvements [ii]	101,365	94,179	(49,292)	(40,032)	52,073	54,147
Cultural assets at fair value [ii]	98,781	106,738	(677)	(11,231)	98,104	95,507
Assets under construction [ii] [iii] [iv]	50,618,153	46,167,205	-	-	50,618,153	46,167,205
Net carrying amount	**155,749,849**	**144,295,775**	**(151,756)**	**(1,429,741)**	**155,598,093**	**142,866,034**

(i) Refer to Note 5.1.3 Reconciliation of movements in carrying amount of property, plant and equipment (including Right of Use and Service Concession Assets) for details.

(ii) In accordance with Financial Reporting Direction 103 4.14 revaluation requirements, accumulated depreciation balances were eliminated upon the revaluation of these assets on 30 June 2025, with the accumulated depreciation at the date of the revaluation eliminated against the corresponding gross carrying amount of the asset and the net amount increased to the revalued amount.

(iii) The balances include Right of Use and Service Concession assets.

(iv) Assets under construction are valued at both fair value (for service concession arrangements) and at cost (for non-service concession arrangements). This balance also includes service concession intangible assets, which are not presented separately on the face of the financial statement.

Details of the service concession assets are disclosed in Note 5.1.1 Service concession assets.

Non-financial assets excluding Right of Use and service concession assets

Initial recognition

Other non-financial physical assets are measured initially at cost and subsequently revalued at fair value less accumulated depreciation. Where an asset is acquired for no or nominal cost, the cost is its fair value at the date of acquisition. Assets transferred as part of a machinery of government change are transferred at their carrying amount.

The cost of constructed non-financial physical assets includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

The cost of a leasehold improvement is capitalised and depreciated over the shorter of the remaining term of the lease or their estimated useful lives.

Subsequent measurement

Items of non-financial physical assets are subsequently measured at fair value less accumulated depreciation. Fair value is determined with regard to the asset's highest and best use - considering legal or physical restrictions imposed on the asset, public announcements or commitments made in relation to the intended use of the asset. This is summarised in Note 8.3.2 Fair value determination by asset category with further details provided on accounting for revaluation in Note 8.3.3 Fair Value Measurement of Property Plant and Equipment.

Right of Use assets

The Right of Use (RoU) assets are disclosed as part of the related asset class. The items that include RoU assets are identified in the table above.

Initial recognition

The Department recognises a RoU asset and liability at the lease commencement date. The RoU asset is initially measured at cost which comprises the initial amount of the lease liability adjusted for:

- any lease payments made at or before the commencement date, plus
- any initial direct costs incurred, and
- an estimate of costs to dismantle and remove the underlying asset or to restore the underlying asset or the site on which it is located, less any lease incentive received.

Subsequent measurement

The Department depreciates the RoU assets on a straight-line basis from the lease commencement date to the earlier of the end of the useful life of the RoU asset or the end of the lease term.

In addition, RoU assets are measured at fair value, and adjusted for certain remeasurements of the lease liability.

Impairment of property, plant and equipment (including RoU and Service Concession Assets)

The Department's non-financial assets are typically specialised in nature and held for continuing use of their service capacity. The recoverable amount of these assets is expected to be materially the same as fair value determined under AASB 13, with the consequence that AASB 136 does not apply to such assets that are regularly revalued.

5.1.1 Service concession assets

	($ thousand)					
	Gross carrying amount		Accumulated depreciation		Net carrying amount (i)(ii)	
	2025	2024	2025	2024	2025	2024
Other land at fair value	2,312,897	2,840,859	-	-	2,312,897	2,840,859
Roads and bridges at fair value	6,854,694	6,131,622	-	(172,508)	6,854,694	5,959,114
Earthworks at fair value	913,054	1,056,081	-	-	913,054	1,056,081
Other infrastructure at fair value(iii)	1,697,918	1,634,154	-	(59,737)	1,697,918	1,574,417
Buildings at fair value	509,584	512,380	-	-	509,584	512,380
Plant, equipment and vehicles at fair value	306,196	346,470	(2,133)	(82,856)	304,063	263,614
Assets under construction at fair value	23,972,165	21,210,911	-	-	23,972,165	21,210,911
Net carrying amount	**36,566,508**	**33,732,477**	**(2,133)**	**(315,101)**	**36,564,375**	**33,417,376**

(i) These assets relate to the service concession arrangements, refer to Note 7.6 Service Concession Arrangements for further details.

(ii) Refer to Note 5.1.3.1 Reconciliation of movements in carrying amount of service concession assets for further details.

(iii) The assets included in this category are predominantly road and road infrastructure, tunnels, and sound barriers.

A service concession asset (SCA) under AASB 1059 *Service Concession Assets: Grantors* (AASB 1059) is an asset other than goodwill, to which a private operator has right of access to provide public services on behalf of the Department in a service concession arrangement.

Initial recognition

The Department initially recognises a SCA at the commencement of construction at current replacement cost (CRC), calculated in accordance with the 'cost approach' to fair value measurement. The CRC reflects the amount that would be required currently to replace the service capacity of the asset. The assets recognised at the commencement of construction are reported as assets under construction until the project reaches commercial acceptance.

The CRC for the SCA includes the costs that are directly attributable to the design and construction of the SCA by the operator. AASB 116 *Property, Plant and Equipment* (AASB 116) is applied, which provides guidance on the elements of costs including:

- the purchase price, and
- costs directly attributable to bringing the asset to its location or condition necessary.

This same principle applies to existing assets owned by the Department and transferred to a SCA under a new or an existing service concession arrangement, with any difference between the fair value of the asset using CRC and the carrying value of the asset being accounted for as if it were a revaluation (that is, taken to the asset revaluation reserve).

Fair value proxy for SCA construction in progress balances (significant judgement)

As part of the application of AASB 1059, the Department uses a fair value proxy approach for the SCAs that are under construction. The fair value proxy approach captures the financing cost incurred during the construction of an SCA by the private sector, with the aim of achieving faithful representation of the CRC of SCA assets under construction balance. The financing cost is an indication of an increase in the fair value of the SCA assets under construction that is measured using the CRC method.

Except for the West Gate Tunnel Project, the financing cost to the Department implied in the service concession arrangement contract during the construction of an SCA is used as a proxy of the financing cost incurred by the private sector constructing the asset. For the West Gate Tunnel Project, the financing cost proxy used is the operator's weighted average cost of capital calculated with observed inputs from the market. The increment in the CRC of the SCA construction in progress is recorded as an increase in the asset revaluation reserve.

Subsequent measurement

After initial recognition, the Department depreciates the SCA over its useful life using the principles in AASB 116.

SCAs are subsequently measured at fair value as per Financial Reporting Direction 103 *Non-Financial Physical Assets* (FRD 103) and AASB 13 *Fair Value Measurement*.

Refer to Note 8.3.2 Fair value determination for a summary of revaluation details by asset category with further details provided on accounting for revaluation in Note 8.3.3 Fair Value Measurement of Property Plant and Equipment.

5.1.2 Depreciation and amortisation

	($ thousand)					
	Service concession assets		Other non-financial assets (including Right of Use)		Total	
Charge for the period	**2025**	**2024**	**2025**	**2024**	**2025**	**2024**
Roads and bridges	172,508	172,508	776,738	763,071	949,246	935,579
Other infrastructure	37,241	59,737	135,366	123,535	172,607	183,272
Buildings	16,322	14,370	33,841	30,133	50,163	44,503
Plant, equipment and vehicles	29,589	25,503	8,536	9,221	38,125	34,724
Leasehold improvements	-	-	11,449	13,412	11,449	13,412
Cultural assets	-	-	5,063	5,326	5,063	5,326
Section53(1)(b) entity consolidation	-	-	789	-	789	-
Total depreciation [(i)]	**255,660**	**272,118**	**971,782**	**944,698**	**1,227,442**	**1,216,816**

(i) Excludes amortisation of $19 million (2024: $17 million) relating to intangible produced assets.

All infrastructure assets, buildings, plant, equipment and vehicles and other non-financial physical assets (excluding earthworks) that have finite useful lives are depreciated. Assets held for sale, land, earthworks and assets under construction are not depreciated.

Depreciation is generally calculated on a straight-line basis, at rates that allocate the asset's value, less any estimated residual value, over its estimated useful life. Typical estimated useful lives for the different asset classes for current and prior years are included in the table below:

	(Years)			
	Service concession assets		Other non-financial assets (excluding Right of Use)	
Assets' useful lives	**2025**	**2024**	**2025**	**2024**
Roads and bridges	50 to 100	50 to 100	60 to 90	60 to 90
Other infrastructure	5 to 100	5 to 100	10 to 70	10 to 70
Buildings	7 to 65	7 to 65	5 to 60	5 to 60
Plant, equipment and vehicles	2 to 17	2 to 17	3 to 50	3 to 50
Leasehold improvements	N/A	N/A	5 to 40	5 to 40
Cultural assets	N/A	N/A	5 to 100	5 to 100
Intangible assets	N/A	N/A	5 to 10	5 to 10

The estimated useful lives, residual values and depreciation method are reviewed at the end of each annual reporting period, and adjustments made where appropriate.

RoU assets are generally depreciated over the shorter of the asset's useful life and the lease term. Where the Department obtains ownership of the underlying leased asset or if the cost of the RoU asset reflects that the Department will exercise a purchase option, the Department depreciates the RoU asset over its useful life.

Leasehold improvements are depreciated over the shorter of the lease term and their useful lives.

Indefinite life assets: Land, earthworks and land under declared roads which are considered to have an indefinite life, are not depreciated. Depreciation is not recognised in respect of these assets because their service potential has not, in any material sense, been consumed during the reporting period.

5.1.3 Reconciliation of movements in carrying amount of property, plant and equipment (including Right of Use and Service Concession Assets)

	($ thousand)							
	Land under declared roads at fair value		Purchased assets for road developments - land at fair value		Other land at fair value		Roads and bridges at fair value	
	2025	2024	2025	2024	2025	2024	2025	2024
Opening balance	**42,686,758**	**42,686,758**	**2,364,233**	**2,317,919**	**5,757,767**	**5,462,034**	**28,908,620**	**29,050,299**
MoG transfers in/ (out)	-	-	-	-	-	425,746	-	-
Section53(1)(b) entity consolidation	-	-	-	-	-	-	-	-
Assets received free of charge	-	-	-	-	-	-	-	5,712
Assets provided free of charge	-	-	-	-	-	-	(2,405)	(15,966)
Additions	-	-	3	8,320	55,870	43,707	-	7,499
Disposals	-	-	(139)	-	(43,131)	(5,140)	795	(1,181)
Depreciation expense	-	-	-	-	-	-	(949,246)	(935,579)
Net assets received/ (provided) as contributed capital	-	-	(3,369)	-	(2,535)	-	-	-
Transfers (to)/from assets classified as held for sale	-	-	(1,005)	37,994	12,679	(171,733)	-	-
Net revaluation increments/(decrements)	(4,600,718)	-	(312,444)	-	(454,700)	(1,703)	9,765,830	(54,863)
Transfer between classes	-	-	(7,243)	-	260,464	4,857	1,363,325	852,699
Transfer between portfolios entities					-	-	-	-
Impairment expense	-	-	-	-	-	-	-	-
Recognition/(derecognition)	-	-	-	-	-	-	-	-
Closing balance	**38,086,040**	**42,686,758**	**2,040,036**	**2,364,233**	**5,586,414**	**5,757,767**	**39,086,919**	**28,908,620**

5.1.3 Reconciliation of movements in carrying amount of property, plant and equipment (including Right of Use) – continued

	($ thousand)							
	Earthworks at fair value		Other infrastructure at fair value		Buildings at fair value[i]		Plant, equipment and vehicles at fair value[i]	
	2025	2024	2025	2024	2025	2024	2025	2024
Opening balance	**12,369,534**	**12,170,235**	**3,144,959**	**3,230,624**	**1,016,893**	**921,989**	**300,411**	**286,704**
MoG transfers in/ (out)	-	-	-	-	-	44,621	-	30
Section53(1)(b) entity consolidation	-	-	-	-	-	-	232	-
Assets received free of charge	-	-	3,570	1,808	-	-	26	265
Assets provided free of charge	(1,132)	(20,167)	-	(53)	-	-	(222)	(266)
Additions	-	-	-	1,359	757	5,268	78,671	57,024
Disposals	-	-	(2,242)	(5)	(5,050)	(2,490)	(6,812)	(6,234)
Depreciation expense [ii]	-	-	(172,607)	(183,272)	(50,163)	(44,503)	(38,125)	(34,724)
Net assets received/ (provided) as contributed capital	-	-	-	-	-	-	305	-
Transfers (to)/from assets classified as held for sale	-	-	-	-	-	-	-	-
Net revaluation increments/(decrements)	1,472,115	-	1,101,255	-	89,022	104,391	4,944	-
Transfer between classes	562,369	219,466	165,734	94,498	(3,686)	(12,383)	(396)	(488)
Transfer between portfolios entities	-	-	-	-	-	-	(7)	-
Impairment expense	-	-	-	-	-	-	-	(1,900)
Recognition/(derecognition)	-	-	-	-	-	-	-	-
Closing balance	**14,402,886**	**12,369,534**	**4,240,668**	**3,144,959**	**1,047,773**	**1,016,893**	**339,027**	**300,411**

(i) The amounts include Right of Use assets.

(ii) The depreciation expense includes VPA Section53(1)(b) entity consolidation

5.1.3 Reconciliation of movements in carrying amount of property, plant and equipment (including Right of Use) – continued

	($ thousand)							
	Leasehold improvement at fair value[i]		Cultural assets at fair value		Assets under construction[i]		Total	
	2025	2024	2025	2024	2025	2024	2025	2024
Opening balance	**54,147**	**35,888**	**95,507**	**99,395**	**46,167,205**	**37,700,978**	**142,866,034**	**133,962,823**
MoG transfers in/ (out)	-	-	-	-	-	-	-	470,397
Section53(1)(b) entity consolidation	-	-	-	-	544	-	776	-
Assets received free of charge	-	-	-	-	557,794	731,923	561,390	739,708
Assets provided free of charge	(410)	-	-	-	-	-	(4,169)	(36,452)
Additions	-	-	-	644	8,736,738	11,242,918	8,872,039	11,366,739
Disposals	(1,253)	-	-	-	-	-	(57,832)	(15,050)
Depreciation expense [ii]	(11,449)	(13,412)	(5,063)	(5,326)	-	-	(1,226,653)	(1,216,816)
Net assets received/ (provided) as contributed capital	-	-	-	-	(3,022,725)	(2,775,993)	(3,028,324)	(2,775,993)
Transfers (to)/from assets classified as held for sale	-	-	-	-	-	-	11,674	(133,739)
Net revaluation increments/(decrements)	551	-	4,554	-	538,602	476,693	7,609,011	524,517
Transfer between classes	10,487	40,975	3,106	794	(2,354,162)	(1,200,418)	(3)	-
Transfer between portfolios entities	-	-	-	-	-	-	(7)	-
Impairment expense	-	(9,304)	-	-	-	-	-	(11,204)
Recognition/(derecognition)	-	-	-	-	(5,843)	(8,896)	(5,843)	(8,896)
Closing balance	**52,073**	**54,147**	**98,104**	**95,507**	**50,618,153**	**46,167,205**	**155,598,093**	**142,866,034**

(i) The amounts include Right of Use assets. This balance also includes intangible assets, which are not presented separately on the face of the financial statements.

(ii) The depreciation expense includes VPA Section53(1)(b) entity consolidation

5.1.3.1 Reconciliation of movements in carrying amount of service concession assets

	($ thousand)							
	Other land at fair value		Roads and bridges at fair value		Earthworks at fair value		Other infrastructure at fair value	
	2025	2024	2025	2024	2025	2024	2025	2024
Opening balance	**2,840,859**	**2,840,859**	**5,959,114**	**6,131,622**	**1,056,081**	**1,056,081**	**1,574,417**	**1,634,154**
Assets received free of charge	-	-	-	-	-	-	-	-
Additions	-	-	-	-	-	-	-	-
Disposals	-	-	-	-	-	-	-	-
Depreciation expense	-	-	(172,508)	(172,508)	-	-	(37,241)	(59,737)
Net assets received/ (provided) as contributed capital	-	-	-	-	-	-	-	-
Net revaluation increments/decrements	(533,654)	-	1,068,088	-	(143,027)	-	154,142	-
Transfer between classes	5,692	-	-	-	-	-	6,600	-
Closing balance	**2,312,897**	**2,840,859**	**6,854,694**	**5,959,114**	**913,054**	**1,056,081**	**1,697,918**	**1,574,417**

5.1.3.1 Reconciliation of movements in carrying amount of service concession assets – continued

	($ thousand)							
	Buildings at fair value[i]		Plant, equipment and vehicles at fair value[i]		Assets under construction at fair value[i]		Total	
	2025	2024	2025	2024	2025	2024	2025	2024
Opening balance	**512,380**	**465,468**	**263,614**	**246,496**	**21,210,911**	**17,341,852**	**33,417,376**	**29,716,532**
Assets received free of charge	-	-	-	-	557,794	731,923	557,794	731,923
Additions	-	-	66,351	43,728	1,666,839	2,888,093	1,733,190	2,931,820
Disposals	-	-	(1,257)	(1,107)	-	-	(1,257)	(1,107)
Depreciation expense	(16,322)	(14,370)	(29,589)	(25,503)	-	-	(255,660)	(272,118)
Net assets received/ (provided) as contributed capital	-	-	-	-	(1,979)	(227,649)	(1,979)	(227,649)
Net revaluation increments/decrements	20,126	61,282	4,944	-	538,600	476,693	1,109,219	537,975
Transfer between classes	(6,600)	-	-	-	-	-	5,692	-
Closing balance	**509,584**	**512,380**	**304,063**	**263,614**	**23,972,165**	**21,210,911**	**36,564,375**	**33,417,376**

(i) The amounts include Right of Use assets. This balance also includes intangible assets, which are not presented separately on the face of the financial statements.

6. OTHER ASSETS AND LIABILITIES

Introduction

This section sets out those assets and liabilities that arose from the Department's operations.

Structure

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6.1 Receivables

	($ thousand)	
	2025	2024
Current receivables		
Contractual		
Receivables - government	55,997	44,243
Receivables - non-government	114,118	294,981
Statutory		
Amounts owing from Victorian Government [(i)]	2,066,672	2,135,417
GST input tax credit recoverable from the ATO	132,880	127,736
Total current receivables	2,369,667	2,602,377
Non-current receivables		
Contractual		
Receivables - government	11,075	11,182
Receivables - non-government	864,265	599,133
Statutory		
Amounts owing from Victorian Government [(i)]	1,191,235	1,083,751
Total non-current receivables	2,066,575	1,694,066
Total receivables	**4,436,242**	**4,296,443**

(i) The amounts recognised from the Victorian Government represent funding for all commitments incurred through the appropriations and are drawn from the Consolidated Fund as the commitments fall due.

Contractual receivables are classified as financial instruments and categorised as financial assets at amortised costs. They are initially recognised at fair value plus any directly attributable transaction costs. The Department holds the contractual receivables with the objective to collect the contractual cash flows and therefore are subsequently measured at amortised cost using the effective interest method less any impairment.

Statutory receivables do not arise from contracts and are recognised and measured similarly to contractual receivables (except for impairment) but are not classified as financial instruments.

Details about the Department's impairment policies, the Department's exposure to credit risk, and the calculation of the expected credit loss allowance are set out in Note 8.1.3 Financial risk management objectives and policies.

6.2 Payables

	($ thousand)	
	2025	2024
Current payables		
Contractual		
Amounts payable to government agencies	188,392	144,155
Capital and Operating payables	1,881,159	2,251,793
Statutory		
Other payables	671	9,399
Total current payables	2,070,222	2,405,347
Non-current payables		
Contractual		
Other payables	1,196	1,795
Total non-current payables	1,196	1,795
Total payables	**2,071,418**	**2,407,142**

Payables consist of:

- **Contractual payables** are classified as financial instruments and measured at amortised cost. Accounts payable represents liabilities for goods and services provided to the Department prior to the end of the financial year that are unpaid.
- **Statutory payables** are recognised and measured similarly to contractual payables but are not classified as financial instruments and not included in the category of financial liabilities at amortised cost, because they do not arise from contracts.

Maturity analysis of contractual payables [(i)(ii)]

			($ thousand)			
			Maturity dates			
	Carrying amount	Nominal amount	Less than 1 month	1 - 3 months	3 - 12 months	1 - 5 years
2025						
Capital and operating payables	2,070,747	2,070,747	885,432	668,532	512,931	3,852
Total	**2,070,747**	**2,070,747**	**885,432**	**668,532**	**512,931**	**3,852**
2024						
Capital and operating payables	2,397,743	2,397,743	1,323,653	446,776	618,151	9,163
Total	**2,397,743**	**2,397,743**	**1,323,653**	**446,776**	**618,151**	**9,163**

(i) Maturity analysis is presented using the contractual and discounted cash flow.

(ii) Service concession maturity analysis is included in note 7.1.1.

Payables for supplies and services have an average credit period of 30 days. No interest is charged on late payments for 'other payables'.

6.3 Other liabilities

	($ thousand)	
	2025	2024
Current other liabilities		
Unearned income	23,120	30,402
Grant of right to operate liability [(i)]	336,399	189,180
Contract liabilities	197,599	178,171
Total current other liabilities	557,118	397,753
Non-current liabilities		
Unearned income	-	4,389
Grant of right to operate liability [(i)]	9,209,933	9,027,746
Total non-current other liabilities	9,209,933	9,032,135
Total other liabilities	**9,767,051**	**9,429,888**

(i) Further information on GORTO is also included in Note 2.3 Other income and Note 7.6 Service Concession Arrangements.

Other liabilities consist of:

Service concession arrangement liability

As outlined in Note 5.1.1 Service concession assets, the accumulation of costs incurred during construction results in a progressive build-up of the service concession asset (SCA). A corresponding liability is progressively recognised in line with the fair value of the SCA asset. The nature of the liability and the subsequent accounting depends on the consideration exchanged in reference to the contract arrangements between the Department (on behalf of the State) and the operator. An exception to this principle occurs when the grantor reclassifies an existing asset to a SCA.

Initial recognition

The Department in a service concession arrangement recognises a service concession liability (SCL) at the same amount as the SCA, adjusted by the amount of any other consideration from the Department to the operator, or from the operator to the Department. Therefore, any State contributions made prior to the recognition of the liability will reduce this amount.

However, when the Department reclassifies an existing asset as a SCA, no liability is recognised unless additional consideration is provided by the operator. Instead, the Department will recognise a SCA asset and a corresponding SCL for the amounts spent on upgrade/expansion work.

Subsequent measurement

After initial recognition, the Department will determine if the liability represents a **Grant of a right to the operator (GORTO)**: This liability is recognised when the Department does not have a contractual obligation to pay cash or another financial asset but grants the right to the operator to earn revenue from the public from use of the asset. This liability relates to unearned revenue and the Department reduces this liability by recognising revenue according to the substance of the service concession arrangement. Refer to Note 2.3 Other income and Note 7.6 Service Concession Arrangements

6.4 Other non-financial assets

	($ thousand)	
	2025	2024
Current		
Prepayments	67,878	87,524
Inventories	2,156	6,721
Total current other non-financial assets	70,034	94,245
Non-current		
Prepayments	-	3,947
Computer software	192,470	185,539
Other intangible assets	931	931
Total non-current other non-financial assets	193,401	190,417
Total other non-financial assets	**263,435**	**284,662**

Prepayments represent payments in advance of receipt of goods or services or that part of expenditure made in one accounting period covering a term extending beyond that period

6.5 Other provisions

	($ thousand)	
	2025	2024
Current		
Acquisition of land and buildings	116,254	132,686
Compensation payable to property owners	171,200	-
Provision for the employee entitlements of rail operators	530,077	487,715
Other provisions[(i)]	43,745	395,889
Total current provision	861,276	1,016,290
Non-current		
Acquisition of land and buildings	9,254	4,127
Provision for the employee entitlements of rail operators	28,580	37,499
Other provisions	6,043	6,529
Total non-current provision	43,877	48,155
Total other provisions	**905,153**	**1,064,445**

(i) Prior year other provisions Included an in-principle alignment on Metro Tunnel contract matters.

Other provisions are recognised when the Department has a present obligation, the future sacrifice of economic benefits is probable, and the amount of the provision can be measured reliably. The amount recognised as a provision is the best estimate of the consideration required to settle the present obligation at reporting date, taking into account the risks and uncertainties surrounding the obligation.

Where a provision is measured using the cash flows estimated to settle the present obligation, its carrying amount is the present value of those cash flows, using a discount rate that reflects the time value of money and risks specific to the provision.

Acquisition of land and buildings are recognised in circumstances where the Department has issued a notice of compulsory acquisition or has taken possession of a property for the purpose of commencing construction projects, and final settlement has not been achieved at the reporting date.

Compensation payable to property owners

In circumstances where the Department has caused financial loss to property owners due to planning overlays, developments or other works, the Department may compensate the property owner for any loss. Where agreement on the compensation amount has not been reached at the reporting date, the compensation is recognised as a provision. The amount of the provision is estimated based on an independent valuation.

Provision for employee entitlements of rail operators are recognised as the Department assumes liabilities for the employee entitlements of the metropolitan rail and tram operators. The current portion of the operator employee entitlements represents the amount expected to be paid to operators within the next 12 months.

The remainder of the operator employee entitlements provisions are disclosed as a non-current liability, as the contracts with the public transport operators is not expected to be terminated within the next 12 months.

On 1 December 2024, all employee entitlements of the previous tram operator (Keolis Downer) transferred across to the new operator, Yarra Journey Makers (YJM).

The non-current liability is measured at present value.

Reconciliation of movements in other provisions

	($ thousand)	
	2025	2024
Opening balance	**1,064,445**	**779,777**
Additional provisions recognised	363,130	610,634
Reductions arising from payments / other sacrifices of future economic benefits	(203,265)	(328,691)
Reclassification to service concession liability	(335,000)	-
Additions/(reductions) from re-measurement or settlement without cost	15,843	2,725
Closing balance	**905,153**	**1,064,445**

7. FINANCING OUR OPERATIONS

Introduction

This section provides information on the sources of finance utilised by the Department during its operations, along with interest expenses (the cost of borrowings) and other information related to financing activities of the Department.

This section includes disclosures of balances that are financial instruments (such as borrowings and cash balances). Notes 8.1 and 8.3 provide additional, specific financial instrument disclosures.

Structure

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7.1 Borrowings

	($ thousand)			
	Consolidated [iv]		Parent [iv]	
Current borrowings	**2025**	**2024**	**2025**	**2024**
Lease liabilities [i][iv]	20,930	17,285	37,590	32,040
Service concession financial liability [iii]	538,006	636,466	538,006	636,466
Advances from government [ii]	188,627	258,245	188,627	258,245
Advances from non-public sector [iv]	16,660	14,754	-	-
Total current borrowings	764,223	926,751	764,223	926,751
Non-current borrowings				
Lease liabilities [i][iv]	80,199	91,495	269,314	246,506
Service concession financial liability [iii]	4,765,501	4,384,884	4,765,501	4,384,884
Advances from non-public sector [iv]	189,115	155,011	-	-
Total non-current borrowings	5,034,815	4,631,390	5,034,815	4,631,390
Total borrowings	**5,799,038**	**5,558,141**	**5,799,038**	**5,558,141**

(i) Secured by the assets leased. Leases are effectively secured as the rights to the leased assets revert to the lessor in the event of default.

(ii) Advances from government are unsecured loans which bear no interest. The terms of the loans are generally agreed by the Minister at the time the advance is provided.

(iii) This relates to the service concession arrangements recognised applying AASB 1059. Interest is charged on the liability and recognised in Note 7.1.2 Interest expense. The liability is reduced over the term of the arrangement through cash payments to the operator. Further information is included in Note 7.6 Service Concession Arrangements.

(iv) The Head, TfV controls Kinetic AssetCo (Melbourne) Pty Ltd (AssetCo), an entity established as a result of the bus franchise arrangements. AssetCo's financial information has been consolidated within the financial statements of the Department, applying the requirements of AASB 10.

Borrowings refer to interest bearing liabilities mainly raised from lease liabilities, service concession arrangement liabilities and other interest-bearing arrangements.

Borrowings are classified as financial instruments. The measurement basis depends on whether the Department has categorised its interest-bearing liabilities as either financial liabilities designated at fair value through net result, or financial liabilities at amortised cost. The classification depends on the nature and purpose of the interest-bearing liabilities. The Department determines the classification of its interest-bearing liabilities at initial recognition.

The Department may designate certain financial liabilities at fair value through net result to eliminate or significantly reduce the accounting mismatch that would otherwise arise. All other interest-bearing liabilities are initially recognised at the fair value of the consideration received less directly attributable transaction costs and subsequently measured at amortised cost using the effective interest method.

During the current and prior year, there were no defaults and breaches of loans.

Service Concession liability: Where the Department has a contractual obligation to pay the operator for providing the SCA, it is measured as a liability in accordance with AASB 9 *Financial Instruments*. Interest is charged on the liability of some SCAs. Refer to Note 7.1.2 Interest expense. The liability will be increased by interest charges, based on the interest rate implicit in the arrangement. Where the interest rate is not specified in the arrangement, the prevailing market rate of interest for a similar instrument with similar credit ratings is used. Subsequently, the liability will also be reduced by any payments made by the State to the operator if required by the contract.

7.1.1 Maturity analysis of borrowings

	($ thousand)						
			Maturity dates				
Consolidated	**Carrying amount**	**Nominal amount**	**Less than 1 month**	**1 - 3 months**	**3 - 12 months**	**1 - 5 years**	**Over 5 years**
2025							
Lease liabilities	101,129	114,599	2,584	4,226	19,351	70,810	17,628
Service concession financial liability	5,303,507	8,566,659	49,814	147,533	684,861	2,846,709	4,837,742
Advances from government	188,627	188,627	135,328	4,982	31,442	5,000	11,875
Advances from non-public sector	205,775	233,520	2,051	4,360	18,783	208,326	-
Total	**5,799,038**	**9,103,405**	**189,777**	**161,101**	**754,437**	**3,130,845**	**4,867,245**
2024							
Lease liabilities	108,781	125,091	4,012	3,715	18,056	69,645	29,663
Service concession financial liability	5,021,350	8,876,102	151,332	136,720	552,564	2,884,414	5,151,072
Advances from government	258,245	258,245	141,570	30,313	60,737	12,500	13,125
Advances from non-public sector	169,765	195,285	1,765	3,411	16,070	174,039	-
Total	**5,558,141**	**9,454,723**	**298,679**	**174,159**	**647,427**	**3,140,598**	**5,193,860**

	($ thousand)						
			Maturity dates				
Parent	Carrying amount	Nominal amount	Less than 1 month	1 - 3 months	3 - 12 months	1 - 5 years	Over 5 years
2025							
Lease liabilities	306,904	348,122	4,636	8,586	38,134	279,137	17,629
Service concession financial liability	5,303,507	8,566,659	49,814	147,533	684,861	2,846,709	4,837,742
Advances from government	188,627	188,627	135,328	4,982	31,442	5,000	11,875
Total	5,799,038	9,103,408	189,778	161,101	754,437	3,130,846	4,867,246
2024							
Lease liabilities	278,546	320,378	5,777	7,126	34,126	243,685	29,664
Service concession financial liability	5,021,350	8,876,102	151,332	136,720	552,564	2,884,414	5,151,072
Advances from government	258,245	258,245	141,570	30,313	60,737	12,500	13,125
Total	**5,558,141**	**9,454,725**	**298,679**	**174,159**	**647,427**	**3,140,599**	**5,193,861**

7.1.2 Interest expense

	($ thousand)			
	Consolidated		Parent	
	2025	2024	2025	2024
Interest on leases liabilities	(4,697)	(4,603)	(13,102)	(10,512)
Interest on service concession financial liability [(i)]	(345,129)	(345,333)	(345,129)	(345,333)
Other interest expense	(8,407)	(5,909)	(2)	-
Total interest expense	**(358,233)**	**(355,845)**	**(358,233)**	**(355,845)**

(i) This relates to the interest recognised for financial liability service concession arrangements applying AASB 1059.

Interest expense includes costs incurred in connection with the borrowing of funds and includes discounts or premiums relating to borrowings, interest component of lease repayments and service concession financial liabilities.

Interest expense is recognised as an expense in the period in which it is incurred.

7.2 Leases

Information about leases for which the Department is a lessee is presented below.

The Department's leasing activities

The Department leases transport infrastructure and rolling stock, various properties, equipment and motor vehicles. The lease contracts are typically made for fixed periods of 1 to 20 years with an option to renew the lease after that date.

The Department has determined that accommodation arrangements in scope of the government's Central Accommodation Management initiative are service contracts and not leases. These payments are recorded as an expense - Note 3.5 Other operating expenses - and the commitment disclosed in Note 7.5.1.

The other leases entered into by the Department relate to buses with a lease term of the same duration as the franchise term of seven years with an option to

extend for a further three years; and motor vehicles with lease terms of three years or 60,000 kilometres, whichever occurs first.

Leases at significantly below-market terms and conditions

Leases with VicTrack

VicTrack is the custodial owner of the State's transport - related land, infrastructure, rolling stock and associated assets, which the Department is highly dependent on to further its objectives of providing Victorians with a transport system. The Department leases metropolitan, regional and interstate train and tram assets from VicTrack at nominal cost (between $1 and $10 per annum). Entering into the Head Lease with VicTrack assists the Department in furthering its objectives, including providing those assets at no cost to the operators of public transport services.

The Department has the right to direct the use of the assets as it directs the timetables, routes and fares without the influence of VicTrack. Additionally, the Department is deemed to obtain substantially all the economic benefits from the use of the leased assets from VicTrack as it directs the use of the assets to achieve its objectives. The Department provides these assets to rail and tram operators and track access providers (i.e. ARTC, Metro Trains Melbourne (MTM), V/Line, Keolis Downer (until 1 December 2024) and Yarra Journey Makers (from 1 December 2024) through various franchisee agreements.

The terms of Head Leases entered into with VicTrack mirror agreements with parties to whom DTP provide access to the assets and comprise:

- the Metropolitan Infrastructure and Operational Control and Management Systems Head Leases effective 30 November 2017, for the duration of the operators' franchise agreements
- Metro Trains Melbourne (MTM) services effective from 30 November 2017 to 28 November 2027.
- V/Line from 1 January 2018 to 30 June 2025. The State exercised its option to extend the contract date to 30 June 2030, with a further 5-year option.
- Keolis Downer from 30 November 2017 to 1 December 2024.
- Yarra Journey Makers (YJM) from 1 December to 4 December 2033 with a further option period of up to 3 years.
- the State Rolling Stock Head Leases effective 27 November 2009, for the shorter of 40 years or when the assets are handed back to VicTrack.
- V/Line Head Lease – regional infrastructure and some velocity trains – is effective from 1 May 1999, for 45 years to 1 May 2044.
- Australian Rail Track Corporation (ARTC) Head Lease – infrastructure and rolling stock lease – is effective from 1 July 1999, for 60 years to 1 July 2059.

Measurement

The Department elected to initially measure the recognition of the right of use (RoU) asset arising from the VicTrack leases that are significantly below market terms and conditions at cost as per the temporary relief given to Not-For-Profit entities. Therefore, the RoU asset is not recognised in the Department's financial statements due to the significantly below market payments. The corresponding liability of the RoU arrangement is not recognised as per above.

Information about leases for which the Department is a lessor is presented below.

Lease of Crown Casino Entertainment Complex

Following Machinery of Government changes on 1 January 2023, the Department became the recipient of the land and lease agreement related to the site associated with the Crown Casino Entertainment Complex, Southbank. This site is currently leased to Crown Melbourne Limited based upon a 99-year lease which commenced 19 November 1993. Under the terms of the lease, the Department provides access to this site at nominal cost for the first forty (40) years of the agreement, with this nominal rent ceasing at the end of year forty at which time the rent payable will become the current market rent as determined by the Valuer-General Victoria. Upon expiration of the lease, the improvements and land are to revert to the State. The land associated with this site was subject to independent revaluation by the Valuer-General Victoria for the purposes of 30 June 2025 based upon a market approach, with due consideration to the permitted use for a casino and the terms and conditions of the lease.

7.3 Cash flow information and balances

Cash and cash equivalents comprise cash-on-hand and cash at bank, deposits at call and those highly liquid investments with an original maturity of three months or less, which are held for the purpose of meeting short term cash commitments rather than for investment purposes, and are readily convertible to known amounts of cash and are subject to an insignificant risk of changes in value.

For the purpose of the Cash flow statement, cash includes cash-on-hand and in bank (including funds held in trust), net of outstanding bank overdrafts. Cash at the end of the financial year as shown in the cash flow statement is reconciled to the related items in the Balance sheet as follows:

	($ thousand)	
	2025	**2024**
Cash and deposits	39,772	24,006
Funds held in trust	1,814,552	1,536,603
Balance as per cash flow statement	**1,854,324**	**1,560,609**

Cash received by the Department from the generation of income is generally paid into the State's bank account, known as the Public Account. Similarly, any Departmental expenditure, including those in the form of cheques drawn by the Department for the payment of goods and services to its suppliers and creditors are made via the Public Account. The process is such that, the Public Account will remit to the Department the cash required for the amount drawn on the cheques. This remittance by the Public Account occurs upon the presentation of the cheques by the Department's suppliers or creditors.

These funding arrangements often result in the Department having a notional shortfall in the cash at bank required for payment of unpresented cheques at the reporting period.

At 30 June 2025, cash at bank did not include any unpresented cheque amounts (2024: $0).

7.3.1 Reconciliation of net result for the period to cash flow from operating activities

	($ thousand)	
	2025	2024
Net result for the period	**(408,990)**	**138,184**
Non-cash movements		
(Gain)/ loss on sale of disposal of non-current assets	55,404	(12,931)
Depreciation and amortisation of non-financial assets and intangible assets	1,246,263	1,233,794
Resources provided free of charge or for nominal consideration	4,197	36,718
Resources received free of charge or for nominal consideration	(561,390)	(739,708)
Accreted interest [(i)]	139,278	207,355
Revenue recognised from unwinding of grant-of-right-to-operate liability	21,034	23,782
Impairment of property, plant and equipment	-	11,204
Loss on remeasurement of financial liabilities and financial instruments	-	137,767
Revaluation of Long Service Leave liability and other provisions[(ii)]	18,599	(20,431)
Movements in assets and liabilities		
(Increase) in receivables	(61,064)	(296,904)
Decrease in inventories	4,179	34
Decrease in prepayments	11,519	2,166
(Decrease) in payables	(208,644)	(19,187)
Increase in provisions	18,862	95,833
Net cash flows from/(used) in operating activities	**320,303**	**797,677**

(i) Interest incurred and not paid for service concession arrangements, leases and other liabilities.

(ii) The revaluation gain is on employee entitlements of both the department and rail operators.

7.4 Trust account balances

7.4.1 Trust account balances relating to trust accounts controlled by the Department

During the financial year, no new trust fund was established or closed.

The following lists the controlled trust account balances on a cash basis:

	($ thousand)								
	2023	MoG	Total receipts	Total payments	2024	MoG	Total receipts	Total payments	2025
Growth Areas Public Transport Fund [i] Operates under *section 201VA of the Planning and Environment Act 1987* to provide assistance for the state funded public transport infrastructure works in any growth areas.	**431,146**	-	104,580	(35,479)	**557,421**[i]	-	90,475	(10,291)	**637,605**
Building New Communities Fund [i] Operates under *section 201VB of the Planning and Environment Act 1987* to provide assistance for capital works for state funded infrastructure in any growth areas.	**232,410**	-	97,570	(20,700)	**252,106**[i]	-	81,416	(155,816)	**177,706**
Public Transport Fund Established under *section 39A of the Transport Integration Act 2010*, to facilitate transactions in relation to the income received and payments made for public transport functions of the Head, Transport for Victoria (Head, TfV).	**9,254**	-	877,635	(640,238)	**246,651**	-	706,894	(706,603)	**246,942**
Better Roads Victoria Trust Account Established under the *Business Franchise (Petroleum Products) Act 1979* to provide funding for road improvements across Victoria.	**6,941**	-	668,489	(575,748)	**99,682**	-	466,305	(556,179)	**9,808**
Roads Fund Trust Account Established under *section 39B of the Transport Integration Act 2010*, to facilitate transactions in relation to the income received and payments made for roads functions of the Head, Transport for Victoria (Head, TfV).	**1,477**	-	624,755	(537,888)	**88,344**	-	555,819	(521,549)	**122,614**

	($ thousand)								
	2023	MoG	Total receipts	Total payments	2024	MoG	Total receipts	Total payments	2025
Government Accommodation Trust (GAT) Established under *Financial Management Act 1994* to receive all rents and pay all outgoings associated with the management of properties managed by the Department to fund minor capital works and to issue loans and receive loan repayments related to the Greener Government Buildings Fund.	**13,419**	-	92,445	(26,927)	**78,937**	-	65,395	(43,935)	**100,397**
Project Trust Account Operates under *section 19(2) of the Financial Management Act 1994* as a specific purpose operating account. It receives income and makes payments associated with services the department has been contracted to supply on a fee for service basis.	**63,220**	-	66,697	(52,524)	**77,393**	-	63,181	(8,954)	**131,620**
State Development Special Projects Trust Account Established under *section 19 of the Financial Management Act 1994*, to assist in facilitating, encouraging, promoting and carrying out activities leading to a balanced transport development of the State of Victoria.	**48,450**	9,961	5,487	(12,014)	**51,883**	-	58,403	(28,737)	**81,549**
Victorian Transport Fund Established under the *Delivering Victorian Infrastructure (Port of Melbourne Lease Transaction) Act 2016* into which the proceeds of the Port of Melbourne lease transaction are paid; and from which amounts authorised by the Treasurer to fund the cost of all or any part of the development of the Level Crossing Removal Program are paid; and infrastructure projects for or in relation to public transport, roads, rail, the movement of freight, ports or other infrastructure (including regional infrastructure) are paid.	**11,359**	-	4,860,843	(4,849,699)	**22,503**	-	5,024,910	(4,797,247)	**250,166**
State Treasury Trust Fund Established under the *Financial Management Act 1994* to record the receipt and disbursement of unclaimed monies and other funds held in trust.	**20,713**	-	-	(6,839)	**13,874**	-	2,827	(1,797)	**14,904**

	($ thousand)								
	2023	MoG	Total receipts	Total payments	2024	MoG	Total receipts	Total payments	2025
Inter-Departmental transfer fund The trust was established under *section 19 of the Financial Management Act 1994* by the Minister for Finance to record inter-Departmental transfers when no other trust arrangement exists.	**32,114**	204	21,812	(11,709)	**42,422**	10,527	101,026	(117,544)	**36,431**
Revenue Suspense Operates under *section 19(2) of the Financial Management Act 1994* as a departmental account. It records all unknown revenue receipts; funds are held until receipts are identified.	**4,641**	-	-	-	**4,641**	-	-	-	**4,641**
VicFleet Vehicle Lease Trust Account Established under *section 19(2) of the Financial Management Act 1994* as a specific purpose operating account. It receives funding and makes payments in relation to the government motor vehicle pool.	**641**	-	8,198	(8,315)	**524**	-	8,285	(8,809)	**-**
Casino Area Works Trust Operates under schedule 5 of the *Casino (Management Agreement) (Amendment) Act 1996* to be applied to works for the general improvement of facilities in the Melbourne casino area.	**149**	-	-	-	**149**	-	-	-	**149**
Roads Safety Fund Established under *section 19 of the Financial Management Act 1994*, to facilitate transactions in relation to the income received and payments made for the road system and road functions of the Head, TfV and the Secretary of the Department. A majority of the funds from the Transport Accident Commission will be receipted here.	**4**	-	56,763	(56,747)	**20**	-	50,917	(50,916)	**21**
Total controlled State trusts	**875,937**	**10,165**	**7,485,274**	**(6,834,827)**	**1,536,549**	**10,527**	**7,275,853**	**(7,008,377)**	**1,814,552**

(i) The June 2024 figures (closing cash balance) have been restated to more correctly reflect the nature of the cash balances in each trust fund.

7.4.2 Trust account balances relating to trust accounts administered by the Department

The Department has responsibility for transactions and balances relating to trust funds held on behalf of third parties external to the Department. Funds managed on behalf of third parties are not recognised in these financial statements as they are managed on a fiduciary and custodial basis and are therefore not controlled by the Department.

The following lists the administered trust account balances on a cash basis:

	($ thousand)								
	2023	**MoG**	**Total receipts**	**Total payments**	**2024**	**MoG**	**Total receipts**	**Total payments**	**2025**
State Treasury Trust Fund Established under the *Financial Management Act 1994* to record the receipt and disbursement of unclaimed monies and other funds held in trust. The Department also uses this trust fund to collect and disburse taxes, fees and fines, and other proceeds on behalf of other government agencies.	**70,553**	-	2,798,846	(2,784,010)	**85,389**	-	2,985,840	(2,979,982)	**91,247**
Land Registry Commercialisation Trust Account Operates under *section 19(1) of the Financial Management Act 1994* as a holding account. It manages funds, in accordance with the Concession Deed, collected by the Victorian Land Registry Services from customers following commercialisation of part of the state's land titles and registry functions.	**19,501**	-	245,439	(242,256)	**22,684**	-	431,262	(429,400)	**24,546**
Security Trust Account Operates under *section 19(1) of the Financial Management Act 1994 to* receive sale proceeds (deposit and settlement money) of the other departments' Crown land assets (not DTP controlled assets) and to return net proceeds to the owning department; to receive funds from the other departments to purchase land on their behalf and return any remaining net funds to the department; and to receive Crown grant lodgement fees from purchasers of Crown land and return these proceeds to DEECA.	**16,094**	-	776	(6,398)	**10,472**	-	4,152	(1,120)	**13,504**

	($ thousand)								
	2023	MoG	Total receipts	Total payments	2024	MoG	Total receipts	Total payments	2025
Inter-Departmental transfer fund The trust was established under *section 19(1) of the Financial Management Act 1994* by the Minister for Finance to record inter-Departmental transfers when no other trust arrangement exists.	**1,067**	-	12,241	(10,724)	**2,584**	-	2,854	(4,060)	**1,378**
Asset Sale Deposit Trust Account Operates under section *19(1) of the Financial Management Act 1994* to receive deposits on the sale of DTP assets (land and buildings). Settlement proceeds, together with deposit are subsequently returned to the consolidated funds.	**7,552**	-	-	(7,552)	**-**	-	-	-	**-**
Public Service Commuters Club Established under the *Financial Management Act 1994* to record the receipt of amounts associated with the scheme and deductions from club members salaries as well as recording payment to the Public Transport Corporation.	**(35)**	-	64	(67)	**(38)**	-	10	(20)	**(48)**
Total administered State trusts	**114,732**	**-**	**3,057,366**	**(3,051,007)**	**121,091**	**-**	**3,424,118**	**(3,414,582)**	**130,627**

7.5 Commitments for expenditure

Commitments for future expenditure include operating and capital commitments arising from contracts. These commitments are recorded below at their nominal value and are inclusive of GST. Where it is considered appropriate and provides additional relevant information to users, the net present values of significant individual projects are stated. These future expenditures cease to be disclosed as commitments once the related liabilities are recognised in the balance sheet.

7.5.1 Total commitments payable

	($ thousand)			
	Less than 1 year	Between 1 and 5 years	Over 5 years	Total
Nominal Amounts: 2025				
SCA commitments (refer to Note 7.6)	2,397,205	8,244,664	12,147,999	22,789,868
Rail service commitments	2,248,090	5,373,909	274,054	7,896,053
Bus service commitments	526,627	1,946,020	452,487	2,925,134
Capital expenditure commitments[ii]	6,577,255	6,739,207	190,100	13,506,562
Other commitments [i]	383,728	583,717	237,580	1,205,025
Total commitment (inclusive of GST)	12,132,905	22,887,517	13,302,220	48,322,642
Less GST recoverable				(4,392,967)
Total commitment (exclusive of GST)				**43,929,675**
Nominal Amounts: 2024				
SCA commitments (refer to Note 7.6)	1,747,919	7,168,146	12,708,509	21,624,573
Rail service commitments	2,511,574	3,543,456	284,246	6,339,276
Bus service commitments	818,472	2,069,773	839,448	3,727,693
Capital expenditure commitments[ii]	5,873,229	7,732,037	208,107	13,813,373
Other commitments [i]	551,920	436,914	237,368	1,226,202
Total commitment (inclusive of GST)	11,503,114	20,950,326	14,277,678	46,731,117
Less GST recoverable				(4,248,283)
Total commitment (exclusive of GST)				**42,482,834**

(i) Other commitments include the Department's occupancy agreement with DGS Accommodation, Car Pool and Library Service for office accommodation. See Note 3.5 Other operating expenses for the accommodation expenditure.

(ii)The Department's capital commitments include arm's length transactions with entities controlled by the government. Refer to Note 9.8 for detailed disclosures on DTP's related parties.

Rail and bus service commitments:

- **Metropolitan rail and bus commitments:** The State entered into contracts with private operators to provide Victoria's train, tram and bus services. The current contracts with Metro Trains Melbourne (MTM) commenced on 30 November 2017.

  On 9 November 2022 the State exercised its option to extend the expiry date of MTM contract for 18 months to 7 June 2026 and on 22 May 2024 the State exercised the option to extend the expiry date of MTM contract further to 28 November 2027.

The Keolis Downer contract ended on 1 December 2024, and the current MR5 Tram with Yarra Journey Makers (YJM) commenced on 1 December 2024, for an initial period of nine years (with a further option period of up to 3 years). The MR5 tram contract with YJM has been recognised as a service concession arrangement (refer Note 7.6)

Under the terms of these franchise contracts, subsidies are provided for transport services and capital commitments. The commitments with MTM and YJM (previously Keolis Downer) have been

calculated up to the end of the franchise period except for the rolling stock lease payments for which the State is legally committed beyond the initial franchise period.

Bus services are covered by long term service contracts established with the bus service operators. Commitments for the bus service contracts are determined from the service fees payable during the term of the service contracts.

- **V/Line rail services:** A Service Level Agreement was signed between the State and V/Line to provide regional train and coach services, effective from 1 January 2018 to 30 June 2025. The State exercised its option to extend the contract date to 30 June 2030, with a further 5-year option.

Capital expenditure commitments: Capital expenditure commitments include contracts mainly for capital projects relating to infrastructure and transport related projects separate and in addition to the commitments entered into through the partnership agreements including rolling stock and branding projects. These non-cancellable contracts for commitments were signed prior to the balance date and have established a legal and binding obligation on the Department to make future payments.

Other commitments:

Other commitments include agreements for provision of financial information technology, human resource services, occupancy and other expenditure commitments.

A significant judgement was made that the occupancy agreement with DTF Shared Service Provider (SSP) is a service contract (rather than a 'lease' as defined in AASB 16 Leases).

The Department entered into a one-year occupancy agreement with SSP for the 2025 financial year. As at balance date the Department has yet to enter into an agreement for the 2026 financial year. The Department has not committed to extend the agreement beyond 30 June 2026.

7.6 Service concession arrangements

The Department, on behalf of the State of Victoria, has entered into arrangements with operators which give the operators the rights to provide public services to users for a specified 'concession period' using the relevant service concession asset(s) (SCA).

The Department has the contractual obligation to provide the operator access to the SCA for the performance of the required services.

The Department has control over the services the operators provide with the SCA over the concession period. It is responsible for monitoring that the services are performed to specified standards - frequency, quality, etc - and other contractual obligations are met, and will intervene as required to ensure safety for users of the asset(s) as appropriate and to protect public interest.

At the end of the concession period, the rights and obligations provided to the operators during the concession period cease, and the SCA will be returned to the Department, on behalf of the State.

The Department's service concession agreements do not include options for renewal. Terminations are subject to standard commercial practices or under specified circumstances.

The above information is relevant to all arrangements of the Department. Specific details relating to individual projects are disclosed in the Arrangement specific details section in this note.

The Department has recognised these arrangements in accordance with AASB 1059 *Service Concession Arrangements: Grantors*.

AASB 1059 applies to arrangements where an operator provides public services, using a service concession asset, on behalf of the Department and, importantly, the operator manages at least some of the public service at its own discretion. The Department must also control the asset for AASB 1059 to apply. This means that certain Public Private Partnership (PPP) arrangements are not within the scope of AASB 1059 and are accounted for as either a lease (refer to Note 7.2) or assets being constructed by the Department (refer to Note 5.1). In addition, certain arrangements that are not PPPs (such as certain external service arrangements) are captured within the scope of AASB 1059.

For arrangements within the scope of AASB 1059, at initial recognition the Department records the SCA used in the service concession arrangement at current replacement cost (CRC) in accordance with the cost approach to fair value under AASB 13 Fair Value Measurement, with a related liability, which could be a financial liability, an accrued revenue liability (referred to as the grant of a right to the operator liability or GORTO) or a combination of both.

The nature of the liability and subsequent accounting depends on the consideration exchanged in the arrangement between the Department and the operator.

Financial Liability Service Concession Arrangement

A financial liability is recognised where the Department has a contractual obligation to pay the operator under the service concession arrangement for the provision of SCAs and/or services. It is recognised as a borrowing (Note 7.1). The liability is increased by interest charges (Note 7.1.2), based on the interest rate implicit in the arrangement. The liability is reduced by any payments made by the Department to the operator as required by the contract. These payments take the form of capital contributions, usually during the construction phase of the SCA and other periodic payments (referred to as 'Service Payments'). The periodic payments compensate the operator for delivery of services that are subject to the operator meeting key performance indicators (KPIs). Service payments may be quarterly (QSP), or other periodic intervals.

The service payments comprise a capital component associated with the design, construction and financing of the service concession asset, and components relating to ongoing operation, maintenance and other costs. Payments may be impacted by failure to meet KPIs.

GORTO Liability Service Concession Arrangements

A grant of a right to the operator (GORTO) liability is recognised where the Department does not have a contractual obligation to pay cash or another financial asset but grants the right to the operator to earn revenue from the public use of the SCA (Note 6.2.2 Other Payables). It represents unearned revenue and is progressively reduced over the period of the concession (Note 2.3 Other income).

Initial Recognition

Financial liabilities and GORTO liabilities are initially recognised at the same amount as the SCA, adjusted by the amount of any other consideration from the Department to the operator, or from the operator to the Department.

An exception to the rule occurs when an existing asset of the Department is reclassified as a result of becoming part of a service concession arrangement. When this occurs, the asset is revalued to CRC with a corresponding adjustment to the asset revaluation reserve. A liability is not recognised unless additional consideration is provided by the operator. If the assets included in an SCA are upgraded or expanded, the Department recognises a corresponding liability (either financial or GORTO) for the amounts spent on the upgrade/expansion work.

Subsequent Measurement

After initial recognition, SCAs are measured by applying the revaluation model for the Department's property, plant and equipment (Note 5.1), fair value determination (Note 8.3) and intangible assets (Note 6.3).

The following SCA's existed at 30 June 2025. Unless noted in the arrangement specific disclosures below, no material changes have occurred during the year:

			($ thousand)					
			2025					
	Notes	Classification of arrangement	Carrying amount of asset as at 30 June	Carrying amount of liability as at 30 June	Expected liability at commission (ii)	Capital contribution	Other commitments(iii)(iv)	Commitments(v)
					Discounted value	Nominal value	Present value	Nominal value
Commissioned(i)								
CityLink	7.6.1	GORTO	4,718,181	1,673,874	-	-	-	-
East Link	7.6.3	GORTO	4,056,577	1,776,354	-	-	-	-
Southern Cross Station	7.6.2	Financial Liability	489,680	313,142	-	-	369,738	460,370
Peninsula Link	7.6.4	Financial liability	1,214,921	548,780	-	-	222,713	302,267
Metropolitan Bus Contracts	7.6.5	Financial liability	354,187	128,792	-	-	2,022,863	2,194,006
Western Roads Upgrade	7.6.9	Financial liability	1,751,515	429,601	-	-	494,185	687,391
Metropolitan Tram Service (viii)	7.6.11	Financial liability	29,809	-	-	-	5,915,443	7,045,262
Sub-total			**12,614,870**	**4,870,543**	**-**	**-**	**9,024,943**	**10,689,296**
Uncommissioned								
West Gate Tunnel Project	7.6.7	Hybrid (GORTO & Financial liability)	11,319,940	6,096,104	-	36,018	-	36,018
High-Capacity Metro Trains Project (vi)	7.6.6	Financial liability	169,151	1,291,088	1,306,742	6,580	1,461,476	4,356,801
Metro Tunnel - Tunnel and Stations	7.6.8	Financial liability	12,263,465	2,592,104	2,499,190	342,741	923,116	2,808,501
Public Transport Ticketing Service (vii)	7.6.10	Financial liability	196,949	-	-	322,648	1,023,115	1,700,208
Metropolitan Zero Emission Buses (ix)	7.6.12	Financial liability	-	-	-	100,099	2,519,656	3,199,044
Sub-total			**23,949,505**	**9,979,296**	**3,805,932**	**808,085**	**5,927,363**	**12,100,571**
Total			**36,564,375**	**14,849,839**	**3,805,932**	**808,085**	**14,952,307**	**22,789,868**

(i) The present values of the liability for commissioned SCAs are recognised on the balance sheet (not disclosed as commitments).

(ii) The discounted values of the 'expected liability at commission' for uncommissioned arrangements have been discounted to the expected dates of commissioning to reflect the liability balance at practical completion of the projects.

(iii) Other commitments relate to operating and maintenance and lifecycle costs, and have been discounted to 30 June of the respective financial years.

(iv) The Department has applied the 30 June 10-year TCV bond rate 4.16% at 30 June 2025 (4.31% at 30 June 2024) in the present value calculation of other commitments for all service concession arrangements.

(v) Commissioned SCAs: Only operating, maintenance and lifecycle costs commitments of the SCA for the remaining term of the SCA contract are included in the commitments amounts, as the capital component (i.e. the construction of the underlying asset) is recorded as a liability on the Department's balance sheet (Refer to note 7.1); Uncommissioned SCAs: The commitments include the capital component not yet recognised on

the balance sheet (i.e. the amount relating to the asset which hasn't been constructed as yet), the Department's future capital contributions as well as the operating, maintenance and lifecycle costs commitments for the SCA contract..

(vi) The HCMT project balances include the amounts for the additional 5 train sets purchased as part of the HCMT settlement agreement. Details of the settlement agreement are disclosed in Note 7.6.6.

(vii) In May 2023, the State through DTP, entered into a contract with Conduent for the provision of Public Transport Ticketing Service. The contract commenced on December 1, 2023, for a term of 15 years (inclusive of a 5-year option).

(viii) In June 2024, the State through DTP, entered into a contract with Yarra Journey Makers for the provision of Metropolitan Tram Service. The contract commenced on December 1, 2024, for a term of 9 years with options to extend for up to 3 years.

(ix) In September 2024, the State through DTP, entered into contracts with CDC, Dysons and Kinetic Asset Co. for the provision of zero emission battery electric buses. The contract commences on 1 July 2025 for a term of 10 years.

			($ thousand)					
			2024					
	Notes	Classification of arrangement	Carrying amount of asset as at 30 June	Carrying amount of liability as at 30 June	Expected liability at commission[ii]	Capital contribution	Other commitments[iii][iv]	Commitments[v]
					Discounted value	Nominal value	Present value	Nominal value
Commissioned								
CityLink	7.6.1	GORTO	4,967,206	1,766,671	-	-	-	-
Eastlink	7.63	GORTO	3,962,428	1,872,737	-	-		
Southern Cross Station	7.6.2	Financial liability	492,194	327,031	-	-	376,011	483,958
Peninsula Link	7.6.4	Financial liability	954,054	574,772	-	-	217,176	295,510
Metropolitan Bus Contracts	7.6.5	Financial liability	297,004	134,514	-	-	2,452,818	2,768,990
Western Roads Upgrade	7.6.9	Financial liability	1,528,433	446,451	-	-	526,876	762,435
Sub-total			**12,201,319**	**5,122,176**	**-**	**-**	**3,572,881**	**4,310,893**
Uncommissioned								
West Gate Tunnel Project	7.6.7	Hybrid (GORTO & Financial liability)	10,178,652	5,577,518	-	265,447	-	265,447
High-Capacity Metro Trains Project [vi] [x]	7.6.6	Financial liability	137,833	1,256,864	1,260,983	50,321	1,411,573	4,491,524
Metro Tunnel - Tunnel and Stations	7.6.8	Financial liability	10,788,411	2,281,718	2,346,262	342,662	868,685	3,283,559
Public Transport Ticketing Service [vii] [x]	7.6.10	Financial liability	111,161	-	-	314,534	1,027,308	1,773,706
Metropolitan Tram Service [viii]	7.6.11	Financial liability	-	-	-	-	6,085,515	7,499,444
Sub-total			**21,216,057**	**9,116,100**	**3,607,245**	**972,963**	**9,393,081**	**17,313,681**
Total			**33,417,376**	**14,238,276**	**3,607,245**	**972,963**	**12,965,962**	**21,624,573**

(i) The present values of the liability for commissioned SCAs are recognised on the balance sheet (not disclosed as commitments).

(ii) The discounted values of the 'expected liability at commission' for uncommissioned arrangements have been discounted to the expected dates of commissioning to reflect the liability balance at practical completion of the projects.

(iii) Other commitments relate to operating and maintenance and lifecycle costs, and have been discounted to 30 June of the respective financial years.

(iv) The Department has applied the 30 June 10-year TCV bond rate 4.16% at 30 June 2025 (4.31% at 30 June 2024) in the present value calculation of other commitments for all service concession arrangements.

(v) Commissioned SCAs: Only operating, maintenance and lifecycle costs commitments of the SCA for the remaining term of the SCA contract are included in the commitments amounts, as the capital component (i.e. the construction of the underlying asset) is recorded as a liability on the Department's balance sheet (Refer to note 7.1); Uncommissioned SCAs: The commitments include the capital component not yet recognised on the balance sheet (i.e. the amount relating to the asset which hasn't been constructed as yet), the Department's future capital contributions as well as the operating, maintenance and lifecycle costs commitments for the SCA contract..

(vi) The HCMT project balances include the amounts for the additional 5 train sets purchased as part of the HCMT settlement agreement. Details of the settlement agreement are disclosed in Note 7.6.6.

(vii) In May 2023, the State through DTP, entered into a contract with Conduent for the provision of Public Transport Ticketing Service. The contract commenced on December 1, 2023, for a term of 15 years (inclusive of a 5-year option).

(viii) In June 2024, the State through DTP, entered into a contract with Yarra Journey Makers for the provision of Metropolitan Tram Service. The contract commenced on December 1, 2024, for a term of 9 years with options to extend for up to 3 years.

(x) Prior year (FY24) commitments nominal value has been restated to exclude the carrying liability recognised on balance sheet for High-Capacity Metro Trains Project of $1.3b and Metro Tunnel - Tunnel and Stations of $2.3b.

Arrangement specific details

7.6.1 CityLink

Operator: CityLink Melbourne Limited (CML), Transurban Infrastructure Management Limited (TIML)

Concession period: 45 years

Operational funding: User pays Operator

The State and CML, entered into the Melbourne City Link Concession Deed in October 1995.

The Concession Deed requires CML to pay to the State, specified concession fees at specified intervals during the concession period.

In accordance with the Concession Deed, CML has exercised an option to meet its obligations to pay concession fees by way of issuing concession notes. These notes are non-interest bearing promissory notes payable by CML at the end of the concession period or earlier in the event of CML achieving certain profitability levels and cash flows.

Between June 2005 and June 2010, the State entered into arrangements with CML and TIML whereby the State received upfront payments in exchange for assigning the right to all existing and future concession notes to TIML.

The value of concession notes due to be received by the State in accordance with the Concession Deed has been disclosed at the present value of concession notes to be issued in future periods by CML. The present value of the concession notes is disclosed as part of the GORTO liability.

The concession period to operate the CityLink road network was extended to January 2045 as a result of the partial funding of the West Gate Tunnel Project.

The Concession Deed provides for CML to lease certain land and road infrastructure from the State during the concession period.

Under the terms of the Concession Deed, there are certain provisions under which the State could be entitled to share in the financial success of the CityLink project:

- additional concession fees where the CML revenue and equity return exceed the benchmarks set out in the original Base Case Financial Model,
- variable lease rental expected to commence in 2035,
- early end to concession period if specified equity return threshold is reached, and
- share of revenue based on compensable enhancements events which result in additional revenue for CityLink.

To date, none of the above events have occurred.

7.6.2 Southern Cross Station

Operator: Civic Nexus Pty Ltd

Concession period: 30 years

Operational funding: QSP

In July 2002, the State entered into a Service and Development Agreement (SDA) with the operator for the redevelopment of Southern Cross Station. The agreement ends in June 2036.

Construction commenced in September 2002 and completed in August 2006.

The State's QSP payments to the operator for the delivery of operating and maintenance services are subject to abatement in accordance with the terms and conditions of the SDA.

7.6.3 EastLink

Operator: ConnectEast Pty Ltd (ConnectEast)

Concession period: 35 years

Operational funding: User pays Operator

The State and the operator entered into the EastLink Concession Deed in October 2004.

EastLink opened to traffic in June 2008. ConnectEast has a right to operate the EastLink road network for the duration of the concession period which is due to expire on 30 November 2043.

The Concession Deed provides for ConnectEast to lease certain land and road infrastructure from the State during the concession period. These assets will be returned to the State at the end of the concession period.

The EastLink Concession Deed contains compensable enhancement provisions that enable the State to claim 50% of any additional revenue derived by ConnectEast Pty Ltd as a result of certain events that particularly benefit EastLink, including changes to the adjoining road network. There is one outstanding compensation claim lodged by the State under such provisions at 30 June.

7.6.4 Peninsula Link – Financial liability model

Operator: Southern Way Pty Ltd (Southern Way)

Concession period: 25 years

Operational funding: QSP

The State entered into a Peninsula Link Project Deed with Southern Way on 20 January 2010 for the construction, financing and operation of the Peninsula Link road infrastructure for a period of 25 years ending on 13 January 2038. Peninsula Link opened to traffic in January 2013. The State compensates Southern Way for delivery of ongoing maintenance services through QSP payments, which are subject to KPI linked abatement.

7.6.5 Metropolitan bus contracts

Operators: Cranbourne Transit, Donric Group, Kinetic (Melbourne) Pty Ltd, Sita Bus Lines and Ventura Bus Lines.

Concession period:

- Kinetic bus contract – Seven years with 29-month extension subject to satisfying flexible performance measures; and
- Other contracts – Eight years with two-year extension subject to satisfying flexible performance measures.

Operational funding: MSP

In June and July 2018, Metropolitan Bus Service Contracts (excluding Kinetic) were signed with the operators of the metropolitan buses.

Contracts with Cranbourne Transit, Donric Group, Sita Bus Lines and Ventura Bus Lines will expire in 2028. In addition to the current bus fleet managed by the Operators, new buses introduced from 2025 under these Metropolitan contracts will be electric buses under the Zero Emission Bus initiative.

Kinetic, which operates SkyBus and runs local bus services across Australia was awarded the contract for the Metropolitan Bus Franchise from January 2022. In addition to the existing bus fleet that was operated by Transdev (previous operator), Kinetic are progressively introducing 36 new fully electric buses to the network.

The State's control over the asset lies in its unconditional right to acquire the assets at market value at the end of the concession period.

7.6.6 High Capacity Metro Trains Project (HCMT)

Operator: Evolution Rail Consortium (Evolution Rail)

Concession period: 30 years

Operational funding: Partial service payment (PSP), QSP

In November 2016, the State entered into a project agreement with Evolution Rail.

Under the contract, the operator will design, build, commission and finance a fleet of 65 high capacity trains, a depot at Pakenham East (including a train maintenance facility (TMF) and a stabling yard), a light service facility (LSF) at Calder Park and two simulators.

The stabling yard was returned to the State in July 2020 for on-going maintenance, while Evolution Rail will be responsible for the maintenance of other constructed assets for a period of 30 years, until 2053.

The State is contracted to make PSP payments (representing pro-rata payments to Project Co during the phased delivery of the HCMTs) commencing on 28 Feb 2021, which is the date the 5th HCMT entered service, until commencement of the QSP at provisional acceptance of all 65 HCMT sets.

In October 2021, a settlement agreement was executed by the State and Evolution Rail to amend the original project agreement. The variation amended the contractual terms of the original Project Deed and released the State from claims made by Evolution Rail.

As part of the agreement, the State has also committed to purchase an additional five train sets.

7.6.7 West Gate Tunnel Project

Operator: Transurban Limited (Transurban)

Concession period: 28 years

Operational funding: State capital contribution during construction phase, User Pays Operator.

In December 2017, the State entered into a PPP contract with Transurban to deliver the West Gate Tunnel Project.

The project will be funded through a combination of State Contribution, tolls imposed on users of the West Gate Tunnel (until 2045), adjustments to various CityLink tolls during the remaining term of Transurban's existing CityLink Concession (to 2035), and a 10-year extension of the CityLink Concession (from 2035 to 2045).

The project is under construction and due for completion in 2025.

7.6.8 Metro Tunnel – Tunnel and Stations

Operator: Cross Yarra Partnership (CYP)

Concession period: 25 years

Operational funding: QSP

In December 2017, the State entered into an agreement with CYP to deliver the Metro Tunnel – Tunnel and Stations.

Assets to be constructed includes twin nine-kilometre tunnels under the Central Business District, five underground stations, station fit-out, mechanical and electrical systems and certain commercial opportunities at the new Stations. CYP will be responsible for providing maintenance and other services until 2048.

CYP will be provided with a lease to operate some commercial tenancies within the constructed asset through the concession period.

The project is under construction and due for completion in 2025.

On 25 September 2024, formalised amending deeds were executed to resolve contract matters that have arisen during delivery. The additional costs are borne by CYP and the State. The financial impact of the State's contribution to the settlement is $745 million.

7.6.9 Western Roads Upgrade

Operator: Netflow OSARS (Western) Partnership (Netflow)

Concession period: 20 years

Operational funding: QSP

In December 2017, the State signed the Western Roads Upgrade contract with Netflow.

The agreement includes eight road construction projects and 37 road rehabilitation projects and the maintenance of these roads for a period of 20 years. The project achieved commercial acceptance in September 2021.

7.6.10 Public Transport Ticketing Services

Operator: Conduent Victoria Ticketing System Pty Ltd (Conduent)

Concession period: 15 years (inclusive of a 5 year option)

Operational funding: MSP

In May 2023, the state entered into an agreement with Conduent to provide public transport ticketing services to public transport users for a period of up to 15 years commencing on 1 December 2023.

Conduent will develop a new account-based ticketing system to replace the existing card based Myki system. Prior to commissioning of the new system, Conduent will provide ticketing services using the existing Myki system. The State will make monthly service payments to Conduent for managing and operating the ticketing system.

7.6.11 Metropolitan Tram Service

Operator: Yarra Journey Markers (YJM)

Concession period: 9 years plus options to extend for a total of up to 3-years.

Operational funding: MSP

In June 2024, the state entered into an agreement with YJM to provide Metropolitan Tram service to public transport users for a period of 9 years plus 3 years option period commencing on 1 December 2024.

YJM is operating the Metropolitan tram network on behalf of the State, using the tram fleet provided by the State. The State will make monthly service payments to YJM for managing and operating the Metropolitan tram network.

7.6.12 Metropolitan Zero Emission Bus Franchises (MZF)

Operators: CDC, Dysons and Kinetic.

Concession period: 10 years

Operational funding: MSP

In September 2024, new Metropolitan Zero Emission Bus Service Franchise (MZF) Contracts were signed with the operators.

The MZF contracts formally commenced on 1 July 2025 and will expire in 2035. As part of the Zero Emissions Bus Initiative, operators will progressively introduce up to 600 battery electric buses to the network, replacing existing diesel buses over the contract term. Due to the transitional nature of the MZF contracts, some diesel buses will continue to be used up to their retirement, while the shift to zero emission buses is gradually undertaken over the life of the contracts.

The State's control over the asset lies in its unconditional right to acquire the assets at market value at the end of the concession period.

8. RISKS, CONTINGENCIES AND VALUATION JUDGEMENTS

Introduction

The Department is exposed to risk from its activities and outside factors. In addition, it is often necessary to make judgements and estimates associated with recognition and measurement of items in the financial statements. This section sets out financial instrument specific information, (including exposures to financial risks) as well as those items that are contingent in nature or require a higher level of judgement to be applied, which for the Department relate mainly to fair value determination.

Structure

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8.1 Financial instruments specific disclosures

Introduction

Financial instruments arise out of contractual agreements that give rise to a financial asset of one entity and a financial liability or equity instrument of another entity. Due to the nature of the Department's activities, certain financial assets and financial liabilities arise under statute rather than a contract (for example taxes, fines and penalties). Such assets and liabilities do not meet the definition of financial instruments in AASB 132 *Financial Instruments: Presentation*.

Categories of financial assets

Financial assets at amortised cost

Financial assets are measured at amortised cost if both of the following criteria are met and the assets are not designated as fair value through net result:

- The assets are held by the Department to collect the contractual cash flows.
- The assets' contractual terms give rise to cash flows that are principal and interest payments.

These assets are initially recognised at fair value plus any directly attributable transaction costs and subsequently measured at amortised cost using the effective interest method less any impairment.

The Department recognises the following assets in this category:

- cash and cash equivalents
- receivables (excluding statutory receivables)

Categories of financial liabilities

Financial liabilities at amortised cost

Financial instrument liabilities are initially recognised on the date they originate. They are initially recognised at fair value plus any directly attributable transaction costs. Subsequent to initial recognition, these financial instruments are measured at amortised cost with any difference between the initial recognised amount and the redemption value being recognised in profit or loss over the period of the interest bearing liability, using the weighted average interest rate method.

Financial instrument liabilities are measured at amortised cost. The Department recognises the following liabilities in this category:

- borrowings (including lease liabilities)
- service concession arrangements, and
- contractual payables.

Derecognition of financial assets

A financial asset (or, where applicable, a part of a financial asset or part of a group of similar financial assets) is derecognised when:

- the rights to receive cash flows from the asset have expired; or
- the Department retains the right to receive cash flows from the asset, but has assumed an obligation to pay them in full without material delay to a third party under a 'pass through' arrangement; or
- the Department has transferred its rights to receive cash flows from the asset and either:
    - has transferred substantially all the risks and rewards of the asset; or
    - has neither transferred nor retained substantially all the risks and rewards of the asset but has transferred control of the asset.

Where the Department has neither transferred nor retained substantially all the risks and rewards or transferred control, the asset is recognised to the extent of the Department's continuing involvement in the asset.

Derecognition of financial liabilities

A financial liability is derecognised when the obligation under the liability is discharged, cancelled or expires.

When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as a derecognition of the original liability and the recognition of a new liability. The difference in the respective carrying amounts is recognised as an 'other economic flow' in the consolidated comprehensive operating statement.

Reclassification of financial instruments

Subsequent to initial recognition reclassification of financial liabilities is not permitted. Financial assets are required to be reclassified between fair value through net result, fair value through other comprehensive income and amortised cost when and only when the Department's business model for managing its financial assets has changed such that its previous model would no longer apply.

However, the Department is generally unable to change its business model because it is determined by the Resource Management Framework (RMF) and all Victorian Government Departments are required to apply the PMF under the Standing Directions of the Assistant Treasurer 2018.

If under rare circumstances an asset is reclassified, the reclassification is applied prospectively from the reclassification date and previously recognised gains, losses or interest should not be restated. If the asset is reclassified to fair value, the fair value will be determined at the reclassification date and any gain or loss arising from a difference between the previous carrying amount and fair value is recognised in net result.

8.1.1 Financial instruments: Categorisation

	($ thousand)			
	Cash and cash equivalents	Financial assets at amortised cost (AC)	Financial liabilities at amortised cost (AC)	Total
2025				
Contractual financial assets				
Cash and cash equivalents	1,854,324	-	-	1,854,324
Receivables [(i)]	-	1,045,455	-	1,045,455
Total contractual financial assets	1,854,324	1,045,455	-	2,899,779
Contractual financial liabilities				
Payables				
- Supplies and services	-	-	2,070,747	2,070,747
Borrowings				
- Lease liabilities	-	-	101,129	101,129
- Service concession financial liability	-	-	5,303,507	5,303,507
- Advances from government	-	-	188,627	188,627
- Advances from non-public sector	-	-	205,775	205,775
Total contractual financial liabilities	**-**	**-**	**7,869,785**	**7,869,785**

(i) Receivables and payables disclosed above exclude statutory receivables (i.e. GST recoverable) and statutory payables (i.e. taxes payable).

	($ thousand)			
	Cash and cash equivalents	Financial assets at amortised cost (AC)	Financial liabilities at amortised cost (AC)	Total
2024				
Contractual financial assets				
Cash and cash equivalents	1,560,609	-	-	1,560,609
Receivables [(i)]	-	949,539	-	949,539
Total contractual financial assets	1,560,609	949,539	-	2,510,148
Contractual financial liabilities				
Payables				
- Supplies and services	-	-	2,397,743	2,397,743
Borrowings				
- Lease liabilities	-	-	108,781	108,781
- Service concession financial liability	-	-	5,021,350	5,021,350
- Advances from government	-	-	258,245	258,245
- Advances from non-public sector	-	-	169,765	169,765
Total contractual financial liabilities	**-**	**-**	**7,955,884**	**7,955,884**

8.1.2 Financial instruments: Net holding gain/(loss) on financial instruments by category

	($ thousand)			
	Interest income/ (expense)	Impairment loss	Holding gain/ (loss)	Total
2025				
Contractual financial assets				
Financial assets at amortised cost	36,319	-	-	36,319
Total contractual financial assets	36,319	-	-	36,319
Contractual financial liabilities				
Financial liabilities at amortised cost	(358,233)	-	(42,633)	(400,866)
Total contractual financial liabilities	**(358,233)**	**-**	**(42,633)**	**(400,866)**
2024				
Contractual financial assets				
Financial assets at amortised cost	33,456	-	-	33,456
Total contractual financial assets	33,456	-	-	33,456
Contractual financial liabilities				
Financial liabilities at amortised cost	(355,845)	-	(137,767)	(493,613)
Total contractual financial liabilities	**(355,845)**	**-**	**(137,767)**	**(493,613)**

The net holding gains or losses disclosed above are determined as follows:

- For cash and cash equivalents and financial assets at amortised cost, the net gain or loss is calculated by taking the movement in the fair value of the asset, the interest income, plus or minus foreign exchange gains or losses arising from revaluation of the financial assets, and minus any impairment recognised in the net result.
- For financial liabilities measured at amortised cost, the net gain or loss is calculated by taking the interest expense, and plus or minus foreign exchange gains or losses arising from the revaluation of financial liabilities measured at amortised cost.

8.1.3 Financial risk management objectives and policies

The Department does not enter into derivative financial instruments to manage its exposure to interest rates.

The Department does not enter into or trade financial instruments, including derivative financial instruments, for speculative purposes.

The Department's principal financial instruments comprise:

- cash and cash equivalents
- receivables (excluding statutory receivables)
- payables (excluding statutory payables)
- borrowings (including lease liabilities)
- service concession arrangements

Details of the significant accounting policies and methods adopted, including the criteria for recognition, the basis of measurement, and the basis on which income and expenses are recognised, with respect to each class of financial asset, financial liability and equity instrument above are disclosed in Notes 6 and 7 of this report.

The main purpose in holding financial instruments is to prudentially manage the Department's financial risks within the government policy parameters. The Department uses different methods to measure and manage the different risks to which it is exposed.

The carrying amounts of the Department's contractual financial assets and financial liabilities by category are disclosed in Note 8.1.1 Financial instruments: Categorisation.

Financial instruments: Credit risk

The Department does not have material credit risk as the department mainly holds financial assets that are non-interest bearing except for cash and cash equivalents which are mainly cash at bank. The Department's policy is to only deal with domestic banks with high credit ratings.

Except as otherwise detailed in the following table, the carrying amount of financial assets recorded in the financial statements, net of any allowances for losses, represents the Department's maximum exposure to credit risk without taking account of the value of any collateral obtained

There has been no material change to the Department's credit risk profile in 2024 and 2025.

Credit quality of contractual financial assets that are neither past due nor impaired

	($ thousand)			
	Government agencies (AA credit rating)	Financial institutions (minimum BBB credit rating)	Other	Total
2025				
Financial assets with loss allowance measured at 12-month expected credit loss				
Cash and cash equivalents	1,599,800	254,520	4	1,854,324
Financial assets with loss allowance measured at lifetime expected credit loss				
Contractual receivables applying the simplified approach for impairment (i)	67,072	-	978,383	1,045,455
Total contractual financial assets	**1,707,927**	**254,520**	**978,387**	**2,899,779**
2024				
Financial assets with loss allowance measured at 12-month expected credit loss				
Cash and cash equivalents	1,308,778	251,827	4	1,560,609
Financial assets with loss allowance measured at lifetime expected credit loss				
Contractual receivables applying the simplified approach for impairment (i)	55,425	-	894,114	949,539
Total contractual financial assets	**1,364,203**	**251,827**	**894,118**	**2,510,148**

(i) Receivables and payables disclosed above exclude statutory receivables (i.e. GST recoverable) and statutory payables (i.e. taxes payable).

Credit loss allowance is classified as other economic flows in the net result. Contractual receivables written off when there is no reasonable expectation of recovery and impairment losses are classified as a transaction expense. Subsequent recoveries of amounts previously written off are credited against the same line item.

Financial instruments: market risk

The Department's exposures to market risk are primarily through interest rate risk with only insignificant exposure to foreign currency and other price risks. Objectives, policies and processes used to manage each of these risks are disclosed in the paragraphs below:

Interest rate risk

Cash flow interest rate risk is the risk that future cash flows of a financial instrument will fluctuate because of changes in market interest rates. The department has minimal exposure to cash flow interest rate risks through its cash and cash equivalents that are at floating rate.

Interest rate exposures are insignificant and arise predominantly from liabilities bearing variable interest rates.

The carrying amounts of financial assets and financial liabilities that are exposed to interest rates are set out in the following table.

Interest rate exposure of financial instruments

		($ thousand)			
	Weighted average interest rate	Interest rate exposure			
		Carrying amount	Fixed interest rate	Variable interest rate	Non-interest bearing
2025					
Financial assets					
Cash and cash equivalents	4.46%	1,854,324	-	822,076	1,032,248
Receivables [(i)]	5.89%	1,045,455	-	18,125	1,027,330
Total financial assets		**2,899,779**	**-**	**840,201**	**2,059,578**
Financial liabilities					
Payables [(i)]	-	2,070,747	-	-	2,070,747
Lease liabilities	4.15%	101,129	101,129	-	-
Service concession financial liability	6.35%	5,303,507	5,303,507	-	-
Advances from Government	-	188,627	-	-	188,627
Advances from non-public sector	4.28%	205,775	205,775	-	-
Total financial liabilities		**7,869,785**	**5,610,411**	**-**	**2,259,374**

(i) Receivables and payables disclosed above exclude statutory receivables (i.e. GST recoverable) and statutory payables (i.e. taxes payable).

		($ thousand)			
	Weighted average interest rate	Interest rate exposure			
		Carrying amount	Fixed interest rate	Variable interest rate	Non-interest bearing
2024					
Financial assets					
Cash and cash equivalents	4.15%	1,560,609	-	806,705	753,904
Receivables [(i)]	5.92%	949,539	-	19,375	930,164
Total financial assets		**2,510,148**	**-**	**826,080**	**1,684,068**
Financial liabilities					
Payables [(i)]	-	2,397,743	-	-	2,397,743
Lease liabilities	4.19%	108,781	108,781	-	-
Service concession financial liability	6.45%	5,021,350	5,021,350	-	-
Advances from Government	-	258,245	-	-	258,245
Advances from non-public sector	3.08%	169,765	169,765	-	-
Total financial liabilities		**7,955,884**	**5,299,896**	**-**	**2,655,988**

(i) Receivables and payables disclosed above exclude statutory receivables (i.e. GST recoverable) and statutory payables (i.e. taxes payable).

Sensitivity analysis disclosure

The Department has an immaterial exposure to the risk of interest rate movements because the only financial instrument exposed to interest rate movement is the interest-bearing portion of its cash and cash equivalents for which the movement would be trivial.

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8.2 Contingent assets and contingent liabilities

Contingent assets and contingent liabilities are not recognised in the balance sheet, but are disclosed by way of a note and, if quantifiable, are measured at nominal value. Contingent assets and liabilities are presented inclusive of GST receivable or payable respectively.

Contingent assets

Contingent assets are possible assets that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Department.

Quantifiable contingent assets

	($ thousand)	
	2025	**2024**
Insurance claims	26,125	6,350
Legal claims	22,176	18,961
Total contingent assets	**48,301**	**25,311**

Contingent liabilities

Contingent liabilities are:

- possible obligations that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the entity, or
- present obligations that arise from past events but are not recognised because:
  - it is not probable that an outflow of resources embodying economic benefits will be required to settle the obligations, or
  - the amount of the obligations cannot be measured with sufficient reliability.

Contingent liabilities are also classified as either quantifiable or non-quantifiable.

Quantifiable contingent liabilities

	($ thousand)	
	2025	**2024**
Legal matters	16,264	16,115
Insurance claims	1,646	3,328
Contract claims for variations to contracts	22,872	27,856
Total contingent liabilities	**40,782**	**47,299**

Non-quantifiable contingent liabilities

From time to time the Department enters into arrangements with other parties to compensate them for losses they might incur as a result of transactions they enter into. The arrangements are evaluated to establish whether they represent onerous contracts, contingent liabilities or whether they are executory in nature.

There are a number of litigations under way at balance date, the details of which are not disclosed in order not to prejudice the cases. Contingent liabilities are not secured over any of the assets of the Department.

Compulsory property acquisitions

The State has compulsorily acquired a number of properties (residential and commercial) through the *Land Acquisition and Compensation Act 1986* to facilitate delivery of various transport projects. Possible future claims for compensation arising from the compulsory acquisition of these properties cannot be quantified at this stage.

Public acquisition overlays for the future development of rail and road infrastructure

Public acquisition overlays are in place in order to reserve certain areas of land for future development of rail and road infrastructure. Under section 98 of the *Planning and Environment Act 1987*, the State has a legislative responsibility to compensate eligible land and property owners who face either:

- loss on sale – an eligible landowner is entitled to compensation for the incremental loss on sale when a property affected by a public acquisition overlay is sold for less than its market value, or
- financial loss – the entitlement to financial loss compensation is triggered when a development permit is refused because the property is required for a public purpose.

Compensation and purchase claims occur as a result of claims by landowners. The future liability depends on factors including the number of claims received and the prevailing value of land at the time the claim is made, which cannot be reliably estimated.

Public transport rail partnership agreements

The Department is party to contractual arrangements with franchisees to operate across the state:

- metropolitan tram service with Yarra Journey Makers (YJM) from 1 December 2024 until 4 December 2033;
- metropolitan train services with Metro Trains Melbourne from 30 November 2017 until 28 November 2027.

The following summarises the major contingent liabilities arising from the contractual arrangements in the event of early termination or expiry of the partnership contractual agreement, which are:

- **Partnership assets:** To maintain continuity of services, at early termination or expiry of the franchise contract, assets will revert to the Department or a successor. In the case of some assets, a reversion back to the Department would entail those assets being purchased.
- **Unfunded superannuation:** At the early termination or expiry of the contract, the Department will assume any unfunded superannuation amounts (apart from contributions the operator is required to pay over the contract term) to the extent that the State becomes the successor operator.

Planning scheme compensation

Under section 98 of the *Planning and Environment Act 1987*, the owner or occupier of any land may claim compensation from the planning authority for financial loss suffered as the natural, direct and reasonable consequence of the land being reserved, or declared as reserved for a public purpose under a planning scheme. The future liability depends on a number of factors and cannot be reliably quantified at this stage.

Land remediation - environmental concerns

In addition to properties for which remediation costs have been provided in the financial statements, certain other properties have been identified as potentially contaminated sites.

The State does not admit any liability in respect of these sites. However, remedial expenditure may be incurred to restore the sites to an acceptable environmental standard in the event contamination is identified.

8.3 Fair value determination

This section sets out information on how the Department determined fair value for financial reporting purposes. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date.

The following assets and liabilities are carried at fair value:

- financial assets and liabilities at fair value through operating result
- land, buildings, infrastructure and plant, equipment and vehicles.

In addition, the fair values of other assets and liabilities that are carried at amortised cost, also need to be determined for disclosure purposes.

The Department determines the policies and procedures for determining fair values for both financial and non-financial assets and liabilities as required.

Fair value hierarchy

In determining fair values, a number of inputs are used. To increase consistency and comparability in the financial statements, these inputs are categorised into three levels, also known as the fair value hierarchy. The levels are as follows:

- Level 1 – quoted (unadjusted) market prices in active markets for identical assets or liabilities,
- Level 2 – valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable, and
- Level 3 – valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable.

The Department determines whether transfers have occurred between levels in the hierarchy by reassessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

The Valuer-General Victoria (VGV) is the Department's valuation agency and the Department will engage them to monitor changes in the fair value of each asset and liability through relevant data sources to determine revaluations when it is required.

How this section is structured

For those assets and liabilities for which fair values are determined, the following disclosures are provided:

- carrying amount and the fair value (which would be the same for those assets measured at fair value)
- which level of the fair value hierarchy was used to determine the fair value
- in respect of those assets and liabilities subject to fair value determination using Level 3 inputs:
- a reconciliation of the movements in fair values from the beginning of the year to the end
- details of significant unobservable inputs used in the fair value determination.

This section is divided between disclosures in connection with fair value determination for financial instruments (refer to Note 8.3.1 Fair value determination of financial assets and liabilities) and non-financial physical assets (refer to Note 8.3.2 Fair value determination: Non-financial physical assets).

8.3.1 Fair value determination of financial assets and liabilities

The Department currently holds a range of financial instruments that are recorded in the financial statements where the carrying amounts are a reasonable approximation of fair value, either due to their short-term nature or with the expectation that they will be paid in full by the end of the 2025-26 reporting period or by end of the concession period.

These financial instruments include:

Financial assets
Cash and cash equivalents
Receivables
Amounts receivable from government agencies
Amounts receivable from non-government agencies
Financial liabilities
Payables
Amounts payable to government agencies
Amounts payable to non-government agencies
Unearned Income
Other payables
Borrowings
Service concession financial liabilities
Lease liabilities
Advances

8.3.2 Fair value determination: non-financial physical assets

	($ thousand)					
	Carrying amount		Fair value measurement at end of reporting period using Level 2		Fair value measurement at end of reporting period using Level 3	
	2025	2024	2025	2024	2025	2024
Land under roads at fair value	38,086,040	42,686,758	-	-	38,086,040	42,686,758
Purchased Assets for Road Development - land at fair value	2,040,036	2,364,233	34,633	8,320	2,005,402	2,355,913
Other land at fair value	5,586,414	5,757,767	1,219,140	313,206	4,367,274	5,444,561
Roads and bridges at fair value	39,086,919	28,908,620	-	-	39,086,918	28,908,620
Earthworks at fair value	14,402,886	12,369,534	-	-	14,402,886	12,369,534
Other infrastructure at fair value	4,240,668	3,144,959	-	-	4,240,668	3,144,959
Buildings at fair value	1,047,773	1,016,893	6,391	-	1,041,382	1,016,893
Plant, equipment and vehicles at fair value	339,027	300,412	-	-	339,027	300,412
Leasehold improvements	52,073	54,148	-	-	52,073	54,148
Cultural assets at fair value	98,104	95,506	-	-	98,104	95,506
Assets under construction	23,972,165	21,210,910	-	-	23,972,165	21,210,910
Net carrying amount	**128,952,105**	**117,909,740**	**1,260,164**	**321,526**	**127,691,939**	**117,588,214**

Reconciliation of Level 3 fair value movements

	($ thousand)							
	Land under declared roads at fair value		PARD land at fair value		Other land at fair value		Roads and bridges at fair value	
	2025	2024	2025	2024	2025	2024	2025	2024
Opening balance	**42,686,758**	**42,686,758**	**2,355,913**	**2,317,919**	**5,444,561**	**5,192,535**	**28,908,620**	**29,050,299**
MoG transfers in/ (out)	-	-	-	-	-	425,746	-	-
Section53(1)(b) entity consolidation	-	-	-	-	-	-	-	-
Assets received free of charge	-	-	-	-	-	-	-	5,712
Assets provided free of charge	-	-	-	-	-	-	(2,407)	(15,966)
Additions	-	-	3	-	55,869	-	-	7,499
Disposals	-	-	(139)	-	(43,131)	(5,140)	795	(1,181)
Depreciation expense	-	-	-	-	-	-	(949,246)	(935,579)
Net assets received/ (provided) as contributed capital	-	-	(3,369)	-	(2,535)	-	-	-
Transfers to assets classified as held for sale	-	-	(1,005)	37,994	12,679	(171,733)	-	-
Net revaluation increments/decrements	(4,600,718)	-	(312,445)	-	(454,699)	(1,703)	9,765,831	(54,863)
Reclassifications from Level 3 to Level 2 upon revaluation	-	-	(26,313)	-	(905,934)	-	-	-
Transfer between portfolios entities	-	-	-	-	-	-	-	-
Transfer between classes	-	-	(7,243)	-	260,464	4,856	1,363,325	852,699
Closing balance	**38,086,040**	**42,686,758**	**2,005,402**	**2,355,913**	**4,367,274**	**5,444,561**	**39,086,918**	**28,908,620**

Reconciliation of Level 3 fair value movements – continued

	($ thousand)							
	Earthworks at fair value		Other infrastructure at fair value		Buildings at fair value		Plant, equipment and vehicles at fair value	
	2025	2024	2025	2024	2025	2024	2025	2024
Opening balance	**12,369,534**	**12,170,235**	**3,144,959**	**3,230,624**	**1,016,893**	**884,025**	**300,411**	**286,704**
MoG transfers in/ (out)	-	-	-	-	-	44,621	-	30
Section53(1)(b) entity consolidation	-	-	-	-	-	-	232	-
Assets received free of charge	-	-	3,570	1,808	-	-	26	265
Assets provided free of charge	(1,132)	(20,167)	-	(53)	-	-	(222)	(266)
Additions	-	-	-	1,359	756	5,268	78,669	57,026
Disposals	-	-	(2,242)	(5)	(5,050)	(2,490)	(6,812)	(6,234)
Depreciation expense	-	-	(172,607)	(183,272)	(50,163)	(44,503)	(38,125)	(36,625)
Net assets received/ (provided) as contributed capital	-	-	-	-	-	-	305	-
Transfers to assets classified as held for sale	-	-	-	-	-	-	-	-
Net revaluation increments/decrements	1,472,115	-	1,101,254	-	89,023	104,391	4,946	-
Reclassifications from Level 3 to Level 2 upon revaluation	-	-	-	-	(6,391)	37,964	-	-
Transfer between portfolios entities	-	-	-	-	-	-	(7)	-
Transfer between classes	562,369	219,466	165,734	94,498	(3,686)	(12,383)	(396)	(489)
Closing balance	**14,402,886**	**12,369,534**	**4,240,668**	**3,144,959**	**1,041,382**	**1,016,893**	**339,027**	**300,411**

Reconciliation of Level 3 fair value movements – continued

	($ thousand)							
	Leasehold improvement at fair value		Cultural assets at fair value		Assets under construction		Total	
	2025	2024	2025	2024	2025	2024	2025	2024
Opening balance	**54,147**	**25,396**	**95,507**	**99,395**	**21,210,911**	**17,341,852**	**117,588,214**	**113,285,742**
MoG transfers in/ (out)	-	-	-	-	-	-	-	470,397
Section53(1)(b) entity consolidation	-	-	-	-	-	-	232	-
Assets received free of charge	-	-	-	-	557,794	731,923	561,390	739,708
Assets provided free of charge	(410)	-	-	-	-	-	(4,171)	(36,452)
Additions	-	-	-	641	1,666,838	2,888,092	1,802,135	2,959,885
Disposals	(1,253)	-	-	-	-	-	(57,832)	(15,050)
Depreciation expense	(11,449)	(12,224)	(5,063)	(5,326)	-	-	(1,226,653)	(1,217,529)
Net assets received/ (provided) as contributed capital	-	-	-	-	(1,979)	(227,649)	(7,578)	(227,649)
Transfers to assets classified as held for sale	-	-	-	-	-	-	11,674	(133,739)
Net revaluation increments/decrements	551	-	4,554	-	538,601	476,693	7,609,013	524,518
Reclassifications from Level 3 to Level 2 upon revaluation	-	-	-	-	-	-	(938,638)	37,964
Transfer between portfolios entities	-	-	-	-	-	-	(7)	-
Transfer between classes	10,487	40,975	3,106	797	-	-	2,354,160	1,200,419
Closing balance	**52,073**	**54,147**	**98,104**	**95,507**	**23,972,165**	**21,210,911**	**127,691,939**	**117,588,214**

Description of significant unobservable inputs to Level 3 valuations for 2025 and 2024

2025 and 2024 Asset class	Valuation technique [(i)]	Significant unobservable inputs [(i)]
Land under declared roads, PARD land and other land	Market approach	Community Service Obligation (CSO) adjustment
Roads, bridges, earthworks and other infrastructure	Current replacement cost method	Cost per unit
		Useful life of infrastructure
Buildings	Current replacement cost method	Direct cost per square metre
		Useful life of specialised buildings
Plant, equipment and vehicles	Current replacement cost method	Cost per unit
		Useful life of plant, equipment and vehicle
Leasehold Improvements	Current replacement cost method	Cost per unit
		Useful life of leasehold improvements
Cultural assets	Current replacement cost method	Cost per unit
		Useful life of cultural assets
Asset under construction	Current replacement cost method	Cost per unit

(i) Illustrations on the valuation techniques and significant unobservable inputs are specific to Department's valuation work and should not be directly used without consultation with the Department's independent Valuer.

8.3.3 Fair Value Measurement of Property Plant and Equipment

The majority of the Department's non-financial physical assets are measured at fair value. Valuations of these assets are conducted at least every five years in accordance with the Government purpose classifications defined in FRD 103.

The Valuer-General Victoria (VGV) is the Government's independent valuation agency and is used by the Department to conduct these scheduled revaluations. Certain infrastructure assets are revalued using specialised advisors under the direction of the VGV.

Revaluations may occur more frequently if fair value assessments indicate material changes in values. In such instances, interim managerial revaluations are undertaken in accordance with the requirements of FRD 103.

The Department in conjunction with the VGV, monitors changes in the fair value of each asset class through relevant data sources, to determine whether a revaluation is required.

A scheduled revaluation was conducted independently by the VGV as at 30 June 2025.

Accounting for fair value movements

Revaluation increases or decreases arise from differences between an asset's carrying value and its fair value.

Revaluation increases and decreases relating to individual assets in a class of non-financial physical assets, are offset against other assets in that class but are not offset against assets in different classes. An asset revaluation surplus is not transferred to accumulated funds on the de-recognition of the related asset.

Revaluation increments are credited directly to the asset revaluation reserve, except to the extent that an increment reverses a revaluation decrement in respect of that class of asset previously recognised as an expense, in which case the increment is recognised immediately as revenue.

Revaluation decrements are recognised immediately as an expense, except to the extent that a credit balance exists in the asset revaluation reserve applicable to the same class of assets, in which case the decrement is debited directly to the asset revaluation reserve.

Amendment to AASB 13 Fair Value Measurement

AASB 2022-10 amended AASB 13 by adding authoritative implementation guidance and illustrative examples for fair value measurements of non-financial assets of not-for-profit public sector entities not held primarily for their ability to generate net cash inflows. The amended AASB 13 was applied prospectively from 1 July 2024.

While the amended AASB 13 provides clarifications on how to measure fair value of non-financial assets of not-for-profit public sector entities not held primarily for their ability to generate net cash inflows, judgements still need to be exercised when applying the requirements of the amended standard in DTP's valuation process.

The following key judgements were made by the Department in the scheduled valuation effective 30 June 2025.

- Current use of the Department's non-financial assets are the highest and best use by default, unless a government decision mandates alternative use;
- A non-financial asset should be valued at its existing location, where reference asset is assumed to be hypothetically acquired or constructed under the cost approach;
- The subject asset under valuation is not considered to be an "unwanted structure", which is to be demolished for the hypothetically construction of reference asset;
- Market-based evidence of vacant land sales is reflective of demolition type site preparation costs. The site preparation costs are, therefore, implicitly included in the land value and should be excluded from the fair value measurement of asset on the land;
- Disruption costs (to the Department or third-party assets) are intrinsically linked to acquisition or construction of the subject asset;
- Restoration costs of third-party assets should only be included in the subject asset valuation if they are controlled by non-related entities;
- A subject asset should be valued as if the same delivery or funding model is used in replacing the asset; and
- No economic obsolescence was identified for the Department's road infrastructure assets.

As the Department's existing accounting and valuation practices are mostly in alignment with the guidance included in the Amendment, AASB 2022-10 alone did not have significant impact on the fair value of Department's non-financial assets.

Land and buildings

The majority of the Department's land and building assets are specialised. The market approach is used for specialised land, although it is adjusted for the community service obligation (CSO) to reflect the specialised nature of the land being valued.

The CSO adjustment reflects the valuer's assessment of the impact of restrictions associated with an asset to the extent that is also equally applicable to market participants. This approach is in light of the highest and best use consideration required for fair value measurement and considers the use of the asset that is physically possible, legally permissible, and financially feasible. As adjustments of CSO are considered as

significant unobservable inputs, specialised land would be classified as level 3 assets.

Land under declared roads is measured based on average rateable values for each municipal area and applied to the land area under the arterial road network including related road reservations. The average values are discounted to reflect the value prior to subdivision and also community service obligations. The discount factors range from 40% for rural land under freeways to 80% for metropolitan residential land under arterial roads.

The scheduled valuation for the current year resulted in a decrease in the value of land under declared roads, primarily due to changes in zoning and the broader economic environment. Refer to Note 5.1 – Property, plant and equipment (including Right of Use and Service Concession Assets) for details on the movements in the value of land under declared roads.

For assets grouped under the transport sector, the majority of specialised buildings are valued using the current replacement cost approach, adjusted for the associated depreciation and allowance for the restricted use of the buildings. As restricted use adjustments are considered as significant, unobservable inputs in nature, specialised buildings are classified as Level 3 fair value measurements. An independent formal valuation of the Department's specialised land was performed by VGV using market approach and adjusted by CSO. Specialised buildings were valued by VGV using the current replacement cost approach adjusted for CSO. The effective date of the valuation was 30 June 2025.

Infrastructure assets

Roads, bridges, earthworks and other infrastructure assets are valued using the current replacement cost method. This cost represents the replacement cost of the asset after applying depreciation rates on a useful life basis. Replacement costs relate to costs to replace the current service capacity of the asset.

An independent formal valuation of the Department's infrastructure was undertaken by the Valuer-General Victoria (VGV) as at 30 June 2025. The valuation resulted in an increase in the value of the Department's road infrastructure assets, including roads, bridges, earthworks and related infrastructure. This increase primarily reflects inflationary pressures, prevailing market conditions, and additional cost information for asset components. Further details on the movements in the value of road infrastructure assets are provided in Note 5.1 – Property, plant and equipment (including Right-of-Use and Service Concession Assets).

Leasehold improvements and plant, equipment and vehicles

Leasehold improvements and plant and equipment are held at fair value. When plant and equipment is specialised in use, such that it is rarely sold other than as part of a going concern, fair value is determined using the current replacement cost method. There were no changes in valuation techniques throughout the period to 30 June 2025. For all assets measured at fair value, the current use is considered the highest and best use.

Vehicles are valued using the current replacement cost method. The Department acquires new vehicles and at times disposes of them before the end of their economic life. The process of acquisition, use and disposal in the market is managed by experienced fleet managers who set relevant depreciation rates during use to reflect the utilisation of the vehicles.

Cultural assets

Cultural assets are valued using a market based valuation for property assets or for other assets the current replacement cost method where research of similar examples in existence in Australia was conducted and an estimated cost for replacement was established. Depreciation from this value was then attributed to the asset.

The Department of Treasury and Finance transferred $100m of cultural assets to the Department in a MoG change on 1 January 2023.

The VGV valued all of the Department's cultural assets based upon current replacement cost with an effective date of 30 June 2025.

Asset under construction

The Department's service concession assets under construction are measured at the current replacement cost. Replacement costs relate to costs to replace the current service capacity of the asset.

The Department considered the challenges of conducting valuations on partially completed assets, and made the judgment that the total of cumulative costs to date and allocated project-specific financing costs is the best proxy for the current replacement cost of an asset under construction.

Additional information in relation to the Department's service concession asset is provided in Note 5.1.1.

9. OTHER DISCLOSURES

Introduction

This section includes additional material disclosures required by accounting standards or otherwise, for the understanding of this financial report.

Structure

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9.1 Ex-gratia expenses

Ex gratia expenses are the voluntary payment of money or other non-monetary benefit - for example, a write off - that is not made either to acquire goods, services or other benefits for the entity or to meet a legal liability, or to settle or resolve a possible legal liability or claim against the entity. The Department has no ex-gratia expenses in the current financial year (prior year: Nil).

9.2 Other economic flows included in net result

Other economic flows are changes in the volume or value of an asset or liability that do not result from transactions. Other gains/(losses) from other economic flows include the gains or losses from:

- the revaluation of the present value of the long service leave liability due to changes in the bond interest rates
- reclassified amounts relating to available-for-sale financial instruments from the reserves to net result due to a disposal or derecognition of the financial instrument. This does not include reclassification between equity accounts due to MoG changes or 'other transfers' of assets.

	($ thousand)	
	2025	**2024**
Net gain/(loss) on non-financial assets		
Disposal of leased vehicles	(6,637)	(6,232)
Impairment of property, plant and equipment	-	(11,206)
(Loss)/gain on disposal of property, plant and equipment	(48,767)	19,164
Total net (loss)/gain on non-financial assets	(55,404)	1,726
Net gains/(losses) on financial instruments		
(Loss) on remeasurement of financial liabilities and financial instruments	(42,633)	(137,767)
Total net (losses) on financial instruments	(42,633)	(137,767)
Other gains/(losses) from other economic flows		
Net (loss)/gain arising from revaluation of long service leave liability [(i)]	(2,756)	6,136
Net (loss)/gain arising from revaluation of long service leave liability of the rail operators [(ii)]	(15,843)	14,295
Total other (losses)/gains from other economic flows	(18,599)	20,431
Total other economic flows included in net result	(116,636)	(115,610)

(i) Revaluation gain/(loss) due to changes in bond rates for the provision of employee entitlements of the Department's employees.

(ii) Revaluation gain/(loss) due to changes in bond rates for the provision of the employee entitlements of rail operators. Refer to Note 6.4 Other provisions.

9.3 Non-financial assets held for sale

Non-financial physical assets are treated as current and classified as held for sale if their carrying amount will be recovered through a sale transaction rather than through continuing use.

This condition is regarded as met only when the:

- asset is available for immediate sale in the current condition, and
- sale is highly probable and the asset's sale is expected to be completed within 12 months from the date of classification.

These non-financial physical assets are measured at the lower of carrying amount and fair value less costs to sell and are not subject to depreciation or amortisation. Refer to Note 8.3.2 Fair value determination for the valuation technique applied to non-specialised land.

The following non-financial assets held for sale exist at the reporting date:

	($ thousand)	
	2025	**2024**
Current assets		
Land held for sale [(i)]	27,394	168,643
Total non-financial assets held for sale	27,394	168,643

(i) Land held for sale represent former site in Parkville held by Secretary Project Development sold with a long-term settlement.

9.4 Equity disclosure

Net assets transferred (to)/from other government entities

	($ thousand)	
	2025	**2024**
Other net assets transferred (to)/from other government entities		
VicTrack	(3,019,612)	(2,726,348)
National Gallery of Victoria[(i)]	45,500	-
Department of Energy, Environment and Climate Action	(3,113)	(15,873)
North East Link State Tolling Corporation	-	(33,772)
Department of Transport and Planning (Administered) for disposal	(135,479)	(34,502)
Victorian Health Building Authority (VHBA)	(80)	-
Total other net assets transferred to other government entities	**(3,112,783)**	**(2,810,495)**
Administrative restructure - net assets (transferred)/received		
Victorian Health Building Authority (VHBA)	80	-
Major Project Precincts Group (from DJSIR)	-	480,532
Total administrative restructure - net assets (transferred)/received	**80**	**480,532**
Total net assets transferred (to)/from other government entities	**(3,112,703)**	**(2,329,962)**

(i) Novation of Put Option by Secretary, Project Development to the National Gallery of Victoria.

9.5 Entities consolidated pursuant to section 53(1)(b) of the FMA

The following entities have been consolidated into the Department's financial statements pursuant to a determination made by the Assistant Treasurer under section 53(1)(b) of the FMA:

- Head, Transport for Victoria (Head, TfV)
- Victorian Planning Authority (VPA)

The financial effects of each of those entities were not material to the Departmental consolidated group. Therefore, those entities are reported in aggregate in the table below.

	($ thousand)							
	Department of Transport		Section 53(1)(b) entities [(i)]		Eliminations and adjustments		DTP consolidated group	
	2025	**2024**	**2025**	**2024**	**2025**	**2024**	**2025**	**2024**
Total income from transactions	9,281,846	9,508,283	39,697	(1)	(2,918)	-	9,318,625	9,508,282
Net result from transactions	(266,352)	253,796	15,054	(2)	-	-	(251,298)	253,794
Total assets (ii)	162,195,165	149,177,762	42,454	1	(17,076)	(1,372)	162,220,543	149,176,391
Total liabilities	18,883,491	18,771,531	18,962	(0)	(17,076)	(1,372)	18,885,377	18,770,158

(i) The amounts relate predominantly to VPA.

(ii) Total assets for other section 53(1)(b) entities in aggregate were immaterial to the Department's consolidated group.

9.6 Responsible persons

In accordance with the Ministerial Directions issued by the Assistant Treasurer under the *Financial Management Act 1994*, the following disclosures are made regarding responsible persons for the reporting period.

Names

The persons who held the position of ministers and accountable officer in the Department are as follows:

Name	Position	Period [i]
The Hon Danny Pearson MP	Minister for Transport Infrastructure	1 July to 19 December 2024
The Hon Gabrielle Williams MP	Minister for Transport Infrastructure	19 December 2024 to 30 June 2025
	Minister for Public and Active Transport	1 July 2024 to 30 June 2025
The Hon Melissa Horne MP	Minister for Roads and Road Safety	1 July 2024 to 30 June 2025
	Minister for Ports and Freight	1 July 2024 to 30 June 2025
The Hon Sonya Kilkenny MP	Minister for Planning	1 July 2024 to 30 June 2025
The Hon Colin Brooks MP	Minister for Precincts	1 July 2024 to 19 December 2024
	Minister for Development Victoria	1 July 2024 to 19 December 2024
The Hon Harriet Shing MP	Minister for Development Victoria and Precincts	19 December 2024 to 30 June 2025
	Minister for Housing and Building[i]	19 December 2024 to 30 June 2025
Paul Younis	Secretary	1 July 2024 to 26 January 2025
Jeroen Weimar	Secretary	27 January 2025 to 30 June 2025

(i) Following a Ministerial reshuffle on 19 December 2024, Minister for Housing and Building became part of DTP's portfolio. The Minister is supported by DTP in relation to delivery of Victoria's housing and supported by the Housing, Building and Land Delivery group within DTP.

Remuneration

Remuneration received or receivable by the accountable officer in connection with the management of the Department during the reporting period was in the range of $730,000 - $740,000[i] (2024: $690,000 - $700,000).

Amounts relating to ministers are reported in the financial statements of the State's Annual Financial Report. For information regarding related party transactions of ministers, the register of members' interests is available from: parliament.vic.gov.au/publications/register-of-interests.

(i) Includes the remuneration of both the current and previous accountable officers.

9.7 Remuneration of executives

The number of executive officers, other than ministers and accountable officer, and their total remuneration during the reporting period is shown in the table below. Total annualised employee equivalents provide a measure of full-time equivalent executive officers over the reporting period.

Remuneration comprises employee benefits in all forms of consideration paid, payable or provided by the Department, or on behalf of the Department, in exchange for services rendered, and is disclosed in categories:

- **Short-term employee benefits** include amounts such as wages, salaries, annual leave or sick leave that are usually paid or payable on a regular basis, as well as non-monetary benefits such as allowances and free or subsidised goods or services
- **Post-employment benefits** include pensions and other retirement benefits paid or payable on a discrete basis when employment has ceased

- **Other long-term benefits** include long service leave, other long service benefits or deferred compensation
- **Termination benefits** include termination of employee payments, such as severance packages.

Remuneration of executive officers

	($ thousand)	
	2025	**2024**
Short-term employee benefits	122,873	104,526
Post-employment benefits	11,996	9,267
Other long-term benefits	2,991	4,057
Termination benefits	3,364	3,712
Total remuneration[(i)(ii)]	141,224	121,562
Total number of executives [(ii)]	497	433
Total annualised employee equivalent (AEE) [(ii)(iii)]	**425.3**	**360.3**

(i) The total number of executive officers includes persons who meet the definition of Key Management Personnel (KMP) of the entity under AASB 124 *Related Party Disclosures* and are also reported within the related parties note disclosure (Note 9.8).

(ii) Totals include the cost incurred on executives that delivered services, as executive officers, under secondment or similar arrangements to the Department, but that are employed by another public sector body.

(iii) Annualised employee equivalent is based on the time fraction worked over the reporting period.

9.8 Related Parties

The Department is a wholly owned and controlled entity of the State of Victoria.

The following agencies have been consolidated into the Department's financial statements:

- Head, TfV, pursuant to the determination made by the Minister for Finance under section 53(1)(b) of the *Financial Management Act 1994* (FMA)
- Victorian Planning Authority, pursuant to the determination made by the Minister for Finance under section 53(1)(b) of the FMA; and
- AssetCo controlled under AASB 10 Consolidated Financial Statements.

Related parties of the Department, and its section 53(1)(b) agencies and controlled entities include:

- all KMP and their close family members and personal business interests, including - controlled entities, joint ventures and entities they have significant influence over
- all cabinet ministers and their close family members
- all Departments and public sector entities that are controlled and consolidated into the whole of state consolidated financial statements.

All related party transactions have been entered into on an arm's length basis.

Significant transactions with government-related entities

The Department receives parliamentary and special appropriation to draw funds out of the Consolidated Fund to be applied towards Departmental outputs (see Note 2.1 Appropriations). In addition, the Department oversees administered items on behalf of the State with reference to Payments made on behalf of the State (Note 2.1 Appropriations) and detailed in Note 4.2.1 Administered (non-controlled) items.

The Department transacts with other portfolio agencies through transactions such as grants (Note 3.2 Grant expenses) and capital appropriations (Note 9.4 Equity disclosure) in line with budgeted allocations. These notes provide further detail of counterparty and amount. In addition, most grant income disclosed in Note 2.2 Grant income is from other government Departments. Note 6.1 Receivables and 6.2 Payables identify the balances with other government Departments. The Department has advances from government, such as those relating to GST payments (required to account for timing differences). These advances are unsecured loans which bear no interest. See Note 7.1 Borrowings. The contractual commitments with entities that are controlled by the government are disclosed in Note 7.5.1 Commitments for expenditure.

Key management personnel (KMP)

KMP of the Department includes the Portfolio Ministers (see Note 9.6 Responsible persons), members of the DTP Leadership and the CFO. This report also discloses the KMP of administrative offices incorporated into the financial statements pursuant to section 45(4) of the *Financial Management Act 1994* (FMA) and agencies whose financial statements have been consolidated into the Department's financial report pursuant to *section 53(1)(b)* of the FMA.

The following table show the Department's KMP:

Positions identified as KMP	1 July 2024 to 30 June 2025 (*except as otherwise noted)
Department	
Secretary	Paul Younis (1 July 2024 to 26 January 2025) Jeroen Weimar (27 January to 30 June 2025)
Head of Transport Services	Fiona Adamson
Deputy Secretary, Network Design and Integration	William Tieppo
Deputy Secretary, People, Legal and Governance [i]	Melinda Collinson (1 July 2024 to 14 March 2025) Rob Pearce (15 March to 21 April 2025) Jacinda de Witts (22 April to 30 June 2025)
Deputy Secretary, Planning and Land Services	Andrew McKeegan
Deputy Secretary, Service Transformation[ii]	Natalie Reiter (1 July 2024 to 7 March 2025) Angela Grice (8 March to 30 June 2025)
Deputy Secretary, Investment and Technology	Dean Tighe
Deputy Secretary, Housing, Building and Land Delivery [iii]	Stuart Moseley (10 February to 30 June 2025)
Chief Communications and Customer Experience Officer	Jo Weeks
Chief Finance Officer	Shaun Condron
General Counsel	Rob Pearce
Executive Director, Intergovernmental Relations	Lachlan McDonald
Personnel of administrative offices incorporated under s 45 (4) of the *Financial Management Act 1994* (FMA)	
Director-General, VIDA	Kevin Devlin
CEO, Level Crossing Removal Project, VIDA	Matthew Gault
CEO, Metro Tunnel Project, VIDA Coordinator General, Metro Tunnel Project Office, VIDA [iv]	Nicole Stoddart (1 July 2024 to 31 July 2024 Peter Wilkinson (1 August 2024 to 30 June 2025)
CEO, Major Road Projects Victoria, VIDA	Duncan Elliott
CEO, Victorian Health Building Authority, VIDA	Megan Bourke O'Neil (1 July 2024 to 31 August 2024) Deanne Leaver (28 August 2024 to 9 February 2025) Priscilla Radice (10 February 2025 to 30 June 2025)
Personnel of the entities consolidated pursuant to s 53 (1)(b) of the FMA	
Entity Head of the Head, TfV	Paul Younis (1 July 2024 to 26 January 2025) Jeroen Weimar (27 January 2025 to 30 June 2025)
Delegated functions and powers of the Head, TfV	Fiona Adamson
Victorian Planning Authority	**CEO** Stuart Moseley (1 July 2024 to 31 December 2024) **Board Member** [v] [vi] Laurinda Gardner (1 July 2024 to 31 December 2024) Penelope Holloway (1 July 2024 to 31 December 2024) Damien Tangey (1 July 2024 to 31 December 2024) Cornelia Lenneberg (1 July 2024 to 31 December 2024) Jane Monk (1 July 2024 to 31 December 2024) **Sole Commissioner** [v] Paul Younis (1 January to 18 February 2025) Jeroen Weimar (18 February 2025 to 30 June 2025)

(i) Deputy Secretary, People and Business Services renamed Deputy Secretary, People Legal and Governance post structural changes effective 10 February 2025.
(ii) Deputy Secretary, Strategy and Precincts renamed Deputy Secretary, Service Transformation post structural changes effective 10 February 2025
(iii) Deputy Secretary, Housing, Building and Land Delivery established post structural changes effective 10 February 2025.
(iv) CEO Metro Tunnel Project Office (MTPO) resigned on 31 July 2024; the Coordinator General assumed responsibility for the MTPO from 1 August 2024.
(v) On 17 December 2024 the Governor in Council made orders to change the composition of the Victorian Planning Authority (VPA) board to be a "reorganising body" and changed the number of members of the board of the Victorian Planning Authority to one director (the sole Commissioner) with effect from 1 January 2025.
(vi) Jude Munro completed her term on the VPA board on 30 June 2024, with Damien Tangey, taking over as Acting Chair from 1 July 2024.

The compensation detailed below excludes the salaries and benefits the Portfolio Ministers receive. The Minister's remuneration and allowances are set by the *Parliamentary Salaries and Superannuation Act 1968* and is reported within the State's Annual Financial Report.

Compensation of key management personnel

	($ thousand)			
	2025	2024 (iv)	2025	2024 (iv)
	DTP (iii)	DTP (iii)	Administrative offices and s53	Administrative offices and s53
Short-term employee benefits (i)	5,043	4,852	3,941	3,316
Post-employment benefits	376	345	145	155
Other long-term benefits	302	103	93	253
Termination benefits	418	-	242	-
Total compensation (ii)	**6,139**	**5,300**	**4,421**	**3,724**

(i) Total remuneration paid to KMPs employed as a contractor during the reporting period through an external service provider has been reported under short-term employee benefits.
(ii) Note that KMPs are also reported in the disclosure of remuneration of executive officers (Note 9.7 Remuneration of executives).
(iii) Where employees are KMPs of both Department and Administrative Offices and entities consolidated under the section 53(1)(b) of the FMA, their remuneration is reflected under DTP's compensation of KMPs.
(iv) 2024 figures have been reinstated, as a KMP was misclassified from Administrative offices to DTP.

Transactions and balances with key management personnel and other related parties

Given the breadth and depth of Victorian Government activities, related parties transact with the Victorian public sector in a manner consistent with other members of the public, for example, stamp duty and other government fees and charges. Further undertaking of processes within the Victorian public sector occur on terms and conditions consistent with the *Public Administration Act 2004* and Codes of Conduct and Standards issued by the Victorian Public Sector Commission. Procurement processes occur on terms and conditions consistent with the Victorian Government Procurement Board requirements.

Transactions that have occurred with KMP and their related parties have not been considered material for disclosure. In this context, transactions are only disclosed when they are considered necessary to draw attention to the possibility that the Department's financial position and profit or loss may have been affected by the existence of related parties, and by transactions and outstanding balances, including commitments, with such parties.

Outside of normal citizen type transactions, there were no material related party transactions that involved KMP, their close family members and their personal business interests, for the following agencies consolidated into the Department's financial statements:

- Head, TfV
- VPA
- AssetCo

No provision has been required, nor any expense recognised, for impairment of receivables from related parties.

9.9 Remuneration of auditors

	($ thousand)	
	2025	2024
Victorian Auditor-General's Office		
Audit of the financial statements	800	770
Other services performed	40	-
Total	**840**	**770**

9.10 Other accounting policies

Contributions by owners

Consistent with the requirements of AASB 1004 *Contributions,* contributions by owners, contributed capital and its repayment are treated as equity transactions and, therefore, do not form part of the income and expenses of the Department.

Additions to net assets that have been designated as contributions by owners are recognised as contributed capital. Other transfers that are in the nature of contributions to or distributions by owners have also been designated as contributions by owners.

Transfers of net assets arising from administrative restructurings are treated as distributions to or contributions by owners. Transfers of net liabilities arising from administrative restructurings are treated as distributions to owners.

Accounting for the goods and services tax (GST)

Income, expenses and assets are recognised net of the amount of associated GST, except where GST incurred is not recoverable from the taxation authority. In this case, the GST payable is recognised as part of the cost of acquisition of the asset or as part of the expense.

Receivables and payables are stated inclusive of the amount of GST receivable or payable. The net amount of GST recoverable from or payable to the Australian Taxation Office (ATO) is included with other receivables or payables in the balance sheet.

Cash flows are presented on a gross basis.

Commitments, contingent assets and liabilities are also stated inclusive of GST.

9.11 Australian Accounting Standards (AAS) issued that are not yet effective

Certain new and revised accounting standards have been issued but are not effective for the 2024–25 reporting period. These accounting standards have not been applied to the Department's Financial Statements. The Department is reviewing its existing policies and assessing the potential implications of these accounting standards which include:

AASB 2022-8 Amendments to Australian Accounting Standards – Insurance Contracts: Consequential Amendments and AASB 2022-9 Amendments to Australian Accounting Standards – Insurance Contracts in the Public Sector

AASB 17 replaces AASB 4 Insurance Contracts, AASB 1023 General Insurance Contracts and AASB 1038 Life Insurance Contracts for not-for-profit public sector entities for annual reporting periods beginning on or after 1 July 2026.

AASB 2022-9 amends AASB 17 to make public sector-related modifications (e.g. it specifies the pre-requisites, indicators and other considerations in identifying arrangements that fall within the scope of AASB 17 in a public sector context). This Standard applies for annual reporting periods beginning on or after 1 July 2026.

AASB 2022-8 makes consequential amendments to other Australian Accounting Standards so that public sector entities are permitted to continue to apply AASB 4 and AASB 1023 to annual periods before 1 July 2026. This Standard applies for annual reporting periods beginning on or after 1 January 2023.

AASB 2024-2 Amendments to Australian Accounting Standards – Classification and Measurement of Financial Instruments

AASB 2024-2 amends AASB 7 Financial Instruments: Disclosures and AASB 9 Financial Instruments.

AASB 2024-2 amends requirements relating to:

- settling financial liabilities using an electronic payment system
- assessing contractual cash flow characteristics of financial assets with environmental, social and corporate governance (ESG) and similar features
- disclosure requirements for investments in equity instruments designated at fair value through other comprehensive income and financial instruments with contingent features that do not relate directly to basic lending risks and costs.

This amendment applies to annual reporting periods beginning on or after 1 January 2026.

AASB 18 Presentation and Disclosure of Financial Statements

AASB 18 replaces AASB 101 Presentation of Financial Statements to improve how entities communicate in their financial statements, with a particular focus on information about financial performance in the statement of profit or loss.

The key presentation and disclosure requirements established by AASB 18 is the presentation of newly defined subtotals in the statement of profit or loss.

AASB 18 applies to annual reporting periods beginning on or after 1 January 2027 for for-profit entities and applies to annual reporting periods beginning on or after 1 January 2028 for not-for-profit entities. The delayed date of one year will allow the AASB to consult with stakeholders and consider potential modifications for application by not-for-profit public sector entities.

9.12 Departmental objectives, outputs and descriptions

The Departmental outputs during the financial year ended 30 June 2025 are disclosed in Note 4.1 Departmental outputs. The outputs objectives and descriptions are summarised below.

Objective 1: Reliable and people-focused transport services

This objective group enhances liveability by providing Victorians with a transport system that connects people and places, taking them where they want to go, when they want to go.

The objective indicators are:

- user satisfaction with the transport system
- reliable travel.

Outputs

Bus Services: This output group delivers reliable and cost-effective statewide bus services and infrastructure investments, including services delivered through contractual arrangements with private operators.

Road Asset Management: This output delivers programs and initiatives to maintain Victoria's freeways and arterial roads.

Road Operations: This output operates the road network by managing access and use, and delivering initiatives that provide more predictable and reliable journeys, improve safety and meet the service quality expected from transport users.

Train Services: This output group delivers reliable and cost-effective train services and infrastructure investments across the Victorian rail network, including services delivered through contractual arrangements with private operators.

Tram Services: This output delivers reliable and cost-effective tram services and infrastructure investments, including public transport services delivered through contractual arrangements with private operators.

Objective 2: Safe and well-regulated transport services.

The objective focuses on helping Victorians arrive safely, whether they are travelling by road, rail or water.

The objective indicator is:

- safety of the transport system.

Outputs

Regulation of Commercial Passenger Vehicle Services: This output delivers a commercial passenger vehicle industry that is customer focused, safe, accessible and competitive in metropolitan and regional Victoria through regulating commercial passenger vehicles, booking service providers, and drivers.

Transport Safety and Security: This output contributes to this objective by delivering initiatives and regulatory activities that will improve safety and security on Victoria's transport network.

Objective 3: A safe and quality-built environment

This objective plans for the transformation of cities and regions to deliver more homes for more Victorians close to transport, jobs and services in thriving, liveable and sustainable neighbourhoods, and provides leadership and advice on heritage protection and the built environment. It delivers streamlined, fair and transparent planning, building and heritage systems.

The objective indicators are:

- improved liveability, sustainability and inclusiveness of public spaces and neighbourhoods
- effective protection of cultural and natural heritage.

Outputs

Building: This output addressing risks associated with combustible cladding and ensuring Victoria's building system delivers a safe, compliant, durable, affordable and sustainable built environment and strong consumer protection.

Planning and Heritage: This output delivering programs to improve housing affordability and choice, opportunities to live in attractive and well-designed neighbourhoods with access to transport, jobs and services across the State's cities and regions.

Objective 4: Effective management of Victoria's land assets

This objective facilitates better use of land in Victoria through authoritative, comprehensive and easily accessible services.

The objective indicator is:

- increase in utilisation of Land Use Victoria's mapping and spatial data products relative to 2016–17.

Output

Land Services: This output delivers high-quality and authoritative land administration and property information services, including the registration of land titles, survey, valuation and land information services. Land Use Victoria also incorporates the State's foundational spatial data services and government land policies. The probity of the Government's property transactions is overseen by the Government Land Monitor.

Objective 5: Build prosperous and connected communities

This objective seeks to ensure that Victoria's precincts and transport infrastructure are developed to support well-connected, prosperous, vibrant and diverse communities.

The objective indicators are:

- improved transport infrastructure planning and advice
- precincts developed and delivered.

Outputs

Precincts: This output delivers activities to build vibrant and prosperous precincts that drive economic growth and opportunities. The Department works collaboratively with government, industry and community stakeholders to identify opportunities for the development and delivery of initiatives to strengthen our economy, create jobs and improve liveability for all Victorians.

Transport Infrastructure: This output delivers strategic transport infrastructure and planning initiatives to improve the transport system and transform the way that Victorians travel, to create more productive and liveable cities and regions.

Ports and Freight: This output delivers a range of capital initiatives and programs to increase the capacity, efficiency and safety of the ports, freight and logistics network.

Suburbs: This output supports infrastructure and service provision to enable communities to thrive across metropolitan Melbourne, in partnership with local councils, business, community organisations and other government departments.

9.13 Glossary of technical terms

Administered item

Administered item generally refers to a Department lacking the capacity to benefit from that item in the pursuit of the entity's objectives and to deny or regulate the access of others to that benefit.

Amortisation

Amortisation is the expense which results from the consumption, extraction or use over time of a non-produced physical or intangible asset. This expense is classified as an 'other economic flow'.

Borrowings

Borrowings refers to interest bearing liabilities mainly from public borrowings raised through the TCV, finance leases and other interest bearing arrangements. Borrowings also include non-interest bearing advances from government that are acquired for policy purposes.

Comprehensive result

The net result of all items of income and expense recognised for the period. It is the aggregate of the operating result and other comprehensive income.

Commitments

Commitments include those operating, capital and other outsourcing commitments arising from non-cancellable contractual or statutory sources.

Controlled item

Controlled item generally refers to the capacity of a Department to benefit from that item in the pursuit of the entity's objectives and to deny or regulate the access of others to that benefit.

Current grants

Amounts payable or receivable for current purposes for which no economic benefits of equal value are receivable or payable in return.

Depreciation

Depreciation is an expense that arises from the consumption through wear or time of a produced physical asset. This expense is classified as a 'transaction' and so reduces the 'net result from transaction'.

Effective interest method

The effective interest method is used to calculate the amortised cost of a financial asset or liability and of allocating interest income over the relevant period. The effective interest rate is the rate that exactly discounts estimated future cash receipts through the expected life of the financial instrument, or, where appropriate, a shorter period.

Financial asset

A financial asset is any asset that is:

(a) cash
(b) an equity instrument of another entity
(c) a contractual right or statutory right -

- to receive cash or another financial asset from another entity, or
- to exchange financial assets or financial liabilities with another entity under conditions that are potentially favourable to the entity

(d) a contract that will or may be settled in the entity's own equity instruments and is -

- a non-derivative for which the entity is or may be obliged to receive a variable number of the entity's own equity instruments, or
- a derivative that will or may be settled other than by the exchange of a fixed amount of cash or another financial asset for a fixed number of the entity's own equity instruments.

Financial liability

A financial liability is any liability that is:

(a) A contractual or statutory obligation -

- to deliver cash or another financial asset to another entity, or
- to exchange financial assets or financial liabilities with another entity under conditions that are potentially unfavourable to the entity

(b) A contract that will or may be settled in the entity's own equity instruments and is -

- a non-derivative for which the entity is or may be obliged to deliver a variable number of the entity's own equity instruments, or
- a derivative that will or may be settled other than by the exchange of a fixed amount of cash or another financial asset for a fixed number of the entity's own equity instruments. For this purpose the entity's own equity instruments do not include instruments that are themselves contracts for the future receipt or delivery of the entity's own equity instruments.

Grants and other transfers

Transactions in which one unit provides goods, services, assets, or extinguishes a liability, or labour to another unit without receiving approximately equal value in return. Grants can either be operating or capital in nature.

While grants to governments may result in the provision of some goods or services to the transferor, they do not give the transferor a claim to receive directly benefits of approximately equal value. For this reason, grants are referred to by the AASB as involuntary transfers and are termed nonreciprocal transfers. Receipt and sacrifice of approximately equal value may occur, but only by coincidence. For example, governments are not obliged to provide commensurate benefits in the form of goods or services to particular taxpayers in return for their taxes.

Grants can be paid as general purpose grants which refer to grants that are not subject to conditions regarding their use. Alternatively, they may be paid as specific purpose grants which are paid for a particular purpose and/or have conditions attached regarding their use.

General government sector

The general government sector comprises all government Departments, offices and other bodies engaged in providing services free of charge or at a price significantly below their cost of production. General government services include those which are mainly non-market in nature, those which are largely for collective consumption by the community and those which involve the transfer or redistribution of income. These services are financed mainly through taxes, or other compulsory levies and user charges.

Grants for on-passing

All grants paid to one institutional sector – for example, a state general government - to be passed on to another institutional sector – for example - local government or a private non-profit institution.

Infrastructure systems

Infrastructure systems provide essential services used in the delivery of final services or products. They are generally a complex interconnected network of individual assets and mainly include sewerage systems, water storage and supply systems, ports, utilities and public transport assets owned by the Department.

Intangible produced assets

Refer to produced assets in this glossary.

Intangible non-produced assets

Refer to non-produced asset in this glossary.

Net acquisition of non-financial assets (from transactions)

Purchases (and other acquisitions) of non-financial assets less sales or disposals of non-financial assets less depreciation plus changes in inventories and other movements in non-financial assets. Includes only those increases or decreases in non-financial assets resulting from transactions and therefore excludes write offs, impairment write-downs and revaluations.

Net result

Net result is a measure of financial performance of the operations for the period. It is the net result of items of income, gains and expenses including losses recognised for the period, excluding those that are classified as 'other economic flows - other comprehensive income'.

Net result from transactions/net operating balance

Net result from transactions or net operating balance is a key fiscal aggregate and is income from transactions minus expenses from transactions. It is a summary measure of the ongoing sustainability of operations. It excludes gains and losses resulting from changes in price levels and other changes in the volume of assets. It is the component of the change in net worth that is due to transactions and can be attributed directly to government policies.

Net worth

Assets less liabilities, which is an economic measure of wealth.

Non-financial assets

Non-financial assets are all assets that are not 'financial assets'. It includes inventories, land, buildings, infrastructure, road networks, land under roads, plant and equipment, investment properties, cultural and heritage assets, intangible and biological assets.

Non-produced assets

Non-produced assets are assets needed for production that have not themselves been produced. They include land, subsoil assets, and certain intangible assets. Non-produced intangibles are intangible assets needed for production that have not themselves been produced. They include constructs of society such as patents. **Other economic flows - other comprehensive income.**

Other economic flows - other comprehensive income comprises items including reclassification adjustments that are not recognised in net result as required or permitted by other Australian Accounting Standards.

The components of other economic flows - other comprehensive income include:

(a) changes in physical asset revaluation surplus

(b) share of net movement in revaluation surplus of associates and joint ventures

(c) gains and losses on remeasuring available-for-sale financial assets.

Produced assets

Produced assets include buildings, plant and equipment, inventories, cultivated assets and certain intangible assets. Intangible produced assets may include computer software, motion picture films, and research and development costs. It does not include the start-up costs associated with capital projects.

Sale of goods and services

Refers to income from the direct provision of goods and services and includes fees and charges for services rendered, sales of goods and services, fees from regulatory services, work done as an agent for private enterprises. It also includes rental income under operating leases and on produced assets such as buildings and entertainment but excludes rent income from the use of non-produced assets such as land. User charges include sale of goods and services income.

Supplies and services

Supplies and services generally represent cost of goods sold and the day-to-day running costs, including maintenance costs incurred in the normal operations of the Department.

Transactions

Transactions are those economic flows that are considered to arise as a result of policy decisions, usually an interaction between two entities by mutual agreement. They also include flows within an entity such as depreciation where the owner is simultaneously acting as the owner of the depreciating asset and as the consumer of the service provided by the asset. Taxation is regarded as mutually agreed interactions between the government and taxpayers. Transactions can be in kind (e.g. assets provided/given free of charge or for nominal consideration) or where the final consideration is cash. In simple terms, transactions arise from the policy decisions of the government.

9.14 Style conventions

Figures in the tables and in the text have been rounded. Discrepancies in tables between totals and sums of components reflect rounding. Percentage variations in all tables are based on the underlying unrounded amounts.

The notation used in the tables is as follows:

-	**zero, or rounded to zero**
(xxx.x)	negative numbers
20xx	year period
20xx-xx	year period

The financial statements and notes are presented based on the illustration for a government Department in the 2024–25 *Model Report for Victorian Government Departments*.

Section 5

Appendices

APPENDIX 1: PEOPLE AND WORKPLACE

Public sector values

The Department upholds the Victorian public sector values, as set out in the *Public Administration Act 2004*.

Our purpose is to use our expertise to best serve the government of the day and the Victorian people. Central to this purpose is how we work together as a team as well as with ministers, stakeholders and the community. These interactions are vital to achieving the best outcomes possible for the Victorian community.

We are guided by the *Code of conduct for Victorian public sector employees*, and by the public sector values of responsiveness, integrity, impartiality, accountability, respect, leadership and human rights. For further information, see 'About the Department'.

We maintain robust processes to uphold these values in our work as we create thriving places and connected communities across Victoria. Our values highlight the attitudes and behaviours we need to embody to successfully deliver for our community.

Employment principles

We maintain processes that support the Victorian public sector *Employment principles and standards*, so that:

- employment decisions are based on merit
- employees are treated fairly and reasonably
- employment decisions are made within an equal opportunity framework
- human rights as set out in Victoria's Charter of Human Rights and Responsibilities are upheld
- employees have a reasonable avenue of redress against unfair or unreasonable treatment
- employment conditions support long careers in the public service.

These principles describe how employees can expect to be treated when applying for jobs in the Department, working together, seeking development opportunities and resolving disputes.

Workforce mobility

In 2025, we strengthened our approach to employee mobility to support responsible remobilisation of employees in line with the Department's strategic priorities. We established dedicated teams focused on mobility and change, developed a mobility framework and set up a pilot program to enable simple, skills-based remobilisation, preserve ongoing employment and foster career public service. We maintained a dedicated focus on supporting employees impacted by change through case management and career transition supports and services.

Workforce inclusion policy

Inclusion and diversity strategy

Our *DTP Inclusion and Diversity Strategy* demonstrates the Department's commitment to creating and sustaining an inclusive workplace culture where our people are safe, diverse, valued and high performing.

The strategy aims to drive inclusion and diversity across our organisation. This allows us to ensure that our workforce reflects the diversity of the community we serve and that our programs, policies and services meet the needs of our diverse workforce.

The strategy focuses on five groups who have been traditionally marginalised in the workplace:

- women and gender diverse people
- First Peoples
- LGBTIQA+ people
- people with disability
- people from culturally and linguistically diverse (CALD) backgrounds.

We recognise challenges faced by marginalised people across age groups, and we support an intersectional, age-inclusive workplace culture, including through our portfolio-wide mentoring and networking opportunities.

The Department is committed to advancing equity, diversity and inclusion, ensuring that we meet our state and federal legislative obligations, including Victoria's *Equal Opportunity Act 2010* and the Commonwealth *Fair Work Act 2009*.

Key achievements in 2024–25

We delivered training sessions on workplace adjustments with the Australian Disability Network, launched the Gender Equality Ally Program for senior leaders, and continued a range of partnership programs and working groups with industry.

Our employee-led networks successfully delivered their annual initiative plans within allocated budgets, with support and advocacy from their executive sponsors and the People and Culture team.

We progressed implementation of key recommendations from the Australian Disability Network's independent recruitment review. These initiatives continue to improve the accessibility of our attraction, recruitment and offboarding processes for people with disability, including better guidance for hiring managers and candidate support mechanisms. We continued to deliver a variety of best-practice training sessions on inclusion and diversity awareness and confidence-building to our priority cohorts. We also held inclusion events on days of significance.

We provided tailored support and advice to staff in our priority diversity groups, their managers and teams, including staff affirming their gender in the workplace.

We provided workplace adjustments for employees with disability and launched our revised Workplace Adjustments Policy.

Over the past two years, the Department has worked in partnership with Bent Transport and Pride in Diversity Sapphire Network to bring together LGBTIQA+ women from across the transport, planning and construction industries. These include sector-wide networking events and roundtable discussions to support connection, visibility and collaboration among diverse women working in traditionally male-dominated fields

Progress against diversity targets

Inclusion and diversity priority group	Target	Actual progress in 2023–24 %	Actual progress in 2024–25 %
Women	50% women in the Department by 2025 (WoVG target)	45	45[(i)]
	50% women in leadership roles (VPS5 and above) by 2025 (Department target)	44	44[(i)]
First Peoples	2% First Peoples workforce representation by 2027 (WoVG target)	1.4[(ii)]	1.3[(ii)]
LGBTIQA+ people	10% workforce representation of LGBTIQA+ people by 2025 (WoVG target)	9[(iii)]	10[(iii)]
People with disability	12% workforce representation of people with disability by 2025 (WoVG target)	7[(iii)]	7[(iii)]
People from CALD backgrounds	30% CALD people in leadership roles (VPS5 and above) by 2025 (Department target)	12.4[(iii)]	33[(iii)]

Notes

(i) Data derived from 2025 Victorian Public Sector Commission workforce data.

(ii) As at June 2024 and 2025 respectively.

(iii) Data derived from the 2023 and 2024 People Matter Survey.

First Peoples engagement

FIRST PEOPLES

Cultural Safety
employee
eLearn launched

The Department is committed to progressing First Peoples engagement and self-determination. Highlights in 2024–25 included:

- Eighteen scholarships were awarded to nine secondary and nine tertiary school students in the fourth year of the Yani Bangal Scholarship Program – the Portfolio's largest intake of tertiary school students since the inception of the Program.
- The fourth annual Portfolio-wide First Peoples staff conference was held on Bunurong Country in Inverloch from 30 April to 1 May 2025.
- As of June 2025, First Peoples representation on Boards was 2.6 per cent, exceeding the Government's target of 1 per cent.
- The First Peoples Cultural Safety eLearn was launched at the 2025 National Reconciliation Week event. The bespoke eLearn, codesigned with a First Peoples business, is the Department's first ever cultural safety eLearn. Delivering eight modules, the eLearn will take Portfolio staff on a journey in the shoes of First Peoples, including our shared history and offers practical ways to move towards embedding self-determination.
- The Department signed its first Partnership Agreement with the Taungurung Land and Waters Aboriginal Corporation on Taungurung Country. The Partnership Agreement provides the foundation for an enduring relationship moving beyond legal compliance, encouraging trust and cooperation, and informed by shared values between the Department and Taungurung.

Compliance with the Gender Equality Act 2020

Victoria's *Gender Equality Act 2020* (GE Act) aims to improve workplace gender equality in the Victorian public sector, universities and local government. The Department is a 'defined entity' under the GE Act. We are required to report every two years on our progress towards gender equality.

In September 2024, after reviewing our first progress audit and progress report, the Commission for Gender Equality in the Public Sector advised that the Department was compliant with the seven gender equality indicators. The Department reported progress against all indicators, particularly workforce gender composition, gender pay gaps and gendered segregation in the workplace.

Promoting gender equality – key highlights in 2024–25

During the reporting period the Department:

- held an event on International Women's Day featuring leaders from across the industry and attracting over 500 attendees in person and online
- accepted 154 mentor pairs from across the transport industry into the Women in Transport Mentoring Program 2025. This brought the total number of participants in the program since 2018 to 3,377
- launched a pilot to support closing our gender pay gap
- launched the Ally Program for Gender Equality for senior leaders
- delivered a suite of gender equality training, including on:
- respectful behaviour at work
- gender impact assessments
- responding to disclosures of family violence or sexual harassment in the workplace
- submitted six gender impact assessments as part of the Victorian Budget submission process.

Compliance with the *Disability Act 2006* and *Carers Recognition Act 2012*

The Department continues its commitment to advance an inclusive and accessible workplace that values employees with disability and those who are carers of people with disability. We comply with the relevant Commonwealth and Victorian legislation and our policies – including our Flexible Working Policy, Workplace Adjustments Policy, hybrid working approach and associated guidance materials and resources – are inclusive of people with disability, and carers.

The Department meets its legislative obligations and our commitments in *Getting to work: Victorian public sector disability employment action plan 2018–2025* by delivering initiatives set out in our *Accessibility action plan 2020–2024*.

Key achievements over 2024–25 in the delivery of our action plan include:

- taking an intersectional approach to deliver disability and carers events for the Victorian public sector on global days of significance
- partnering with the Neurodiverse Confidence Services Panel to support neurodivergent employees and managers through Vermont Consulting, and with training awareness sessions facilitated by Specialisterne Australia and Amaze Australia
- continuing support for TaPABILITY, the Department's employee network for people with disability, carers of people with disability and allies, including network-led initiatives and consultation on inclusive policies and practices
- facilitating events for people with lived experience of disability; for example, Meet the Secretary where employees shared stories and discussed opportunities to remove workplace barriers, and an event for the whole of the public sector on International Day for People with Disability
- participating in the Hidden Disabilities Sunflower scheme, which supports staff and visitors with non-visible disabilities to discreetly communicate their access needs
- delivering awareness raising campaigns to build disability confidence and inclusion, including sessions on psychological safety and inclusive practice for people leaders
- delivering workplace adjustments training sessions to more than 150 staff, in partnership with the Australian Disability Network.

Health, safety and wellbeing

The Department is dedicated to ensuring our staff work safely to support their own and others' health and wellbeing in line with Victoria's *Occupational Health and Safety Act 2004*.

Some of our key achievements in 2024–25 include:

- launching the *Health, Safety and Wellbeing Strategic Plan 2025–2029,* which supports us to consistently apply health, safety and wellbeing practices at the Department, and to make health, safety and wellbeing a part of everything that we do
- developing and implementing Health, Safety and Wellbeing Management Plans for each group within the Department
- developing, implementing, reviewing and continuously improving the Department's Health, Safety and Wellbeing Management System
- continuing to implement the Department's Vicarious Trauma Project and developing prevention plans for high-risk teams.

As part of the WorkSafe Awards 2024, the Department received the award for Commitment to Prevention of Mental Injury in the Workplace in recognition of our Mental Health Movement Program, developed and implemented over three years. The program reflects the Department's ongoing work to provide a safe and supportive workplace that supports the health and wellbeing of staff.

The Department's Employee Assistance Program remained pivotal for staff support, with 22 per cent utilisation in 2024–25 (900 cases), mainly for work–life balance, stress and anxiety, and partner dynamics concerns. Our ongoing commitment is to promote the program as a proactive, supportive resource.

SafeHub, the Department's online health and wellbeing platform, continues to be accessible and heavily used by staff, with over 3,500 staff actively using the platform throughout the reporting period. Over 1,200 staff engaged in the annual influenza vaccination program to reduce their risk during flu season. Many more joined monthly webinars, masterclasses, executive health assessments and our movement challenge.

To support and upskill staff and managers on psychological health and vicarious trauma, the Department developed and delivered eight sessions

for people leaders on creating a psychologically healthy, safe and thriving workplace. We also launched a new Vicarious Trauma eLearn that is customised for roles within, and specific scenarios relevant to, the Department.

Injury management and WorkCover

The Department focuses on early intervention and tailored support for employees with injuries or illnesses, whether these involve WorkCover claims or not. In 2024–25, the Department held a single workers compensation insurance policy that covered employees of both the Department and VIDA.

In 2024–25, the Department's WorkCover claims performance was notable, surpassing the Victorian Government employer average by 63 per cent. This result was attributed to injury prevention measures (reducing claims), effective claims management, insurer management and robust return-to-work results. In the reporting period:

- 45 standard workers compensation claims were lodged
- two claims surpassed the 13-week milestone
- the average cost per standard claim was $6,200
- approximately 95 per cent of injured employees with an accepted WorkCover claim either returned to work or remained at work
- 63 injury cases not covered by WorkCover were supported by the Department's Injury Management team.

Incident management

In 2024–25, there were 1,358 incidents (compared to 1,688 in the previous year) and 72 hazards (compared to 71 in the previous year).

Incidents during the reporting period were classified as:

- 'Report only' incidents comprised the largest category, accounting for 26 per cent of total incidents
- 'Near miss' incidents comprised the second largest category, accounting for 20 per cent
- two incidents had a consequence of 'Catastrophic'
- six incidents were reported with an actual consequence of 'Major'
- 26 incidents were classified as having the potential for a 'Catastrophic' outcome. 'Working on or adjacent to roadways' was the most prevalent hazard
- 41 incidents were classified as 'Notifiable' and reported to WorkSafe, as per their criteria, which mainly related to field and/or mechanical hazards.

In terms of timeliness, same-day reporting increased to an average of 71 per cent, while manager follow-up within 48 hours increased to 40 per cent.

Performance against Occupational Health and Safety Management Measures

Measure	Key performance indicator	Area	2024–25	2023–24	2022–23
Incidents	Number of incidents [i]	Department	1,341	1,688	1,051
		VIDA	17	29	30
	Rate per 100 FTE	Department	28	31	31.91
		VIDA	0.72	1.24	1.17
	Number of incidents requiring first aid and/or further medical treatment	Department	536	89	30
		VIDA	3	15	13
Hazards	Number of hazards [i]	Department	72	71	77
		VIDA	5	3	4
	Rate per 100 FTE	Department	1.57	2.33	1.50
			0.21	0.13	0.15
Claims (Department) [ii]	Number of standard claims[iii]		45	46	29
	Rate per 100 FTE		0.62	0.65	0.50
	Number of lost time claims[iv]		9	15	13

Measure	Key performance indicator	Area	2024–25	2023–24	2022–23
	Rate per 100 FTE		0.12	0.21	0.22
	Number of claims exceeding 13 weeks[v]		2	10	5
	Rate per 100 FTE		0.03	0.14	0.09
Fatalities	Fatality claims		-	-	-
Claims costs[vi]	Average cost per standard claim		$6,200	$21,133	$13,048
Claims[iii] (Roads)	Number of standard claims		1	–	8
	Rate per 100 FTE		–	–	2.14
	Number of lost time claims		–	–	5
	Rate per 100 FTE		–	–	0.56
	Number of claims exceeding 13 weeks		–	–	1
	Rate per 100 FTE		–	–	0.11
Fatalities	Fatality claims		–	–	–
Claims costs[vi]	Average cost per standard claim		0	$799	$10,223
Management commitment	Evidence of occupational health and safety (OHS) policy statement, OHS objectives, regular reporting to senior management of OHS, and OHS plans (signed by the CEO or equivalent)		Mostly achieved	Mostly achieved	Mostly achieved
	Evidence of OHS criteria in purchasing guidelines (including goods, services and personnel)		Not yet commenced	Not yet commenced	Not yet commenced
Consultation and participation	Evidence of agreed structure of Designated Working Groups (DWGs), Health and Safety Representatives (HSRs) and Issue Resolution Procedures (IRPs)		Mostly achieved	Mostly achieved	Mostly achieved
	Compliance with agreed structure, DWGs, HSRs and IRPs		Mostly achieved	Mostly achieved	Mostly achieved
Risk management	Percentage of internal audits/inspections conducted as planned		50%	50%	40%
	Percentage of issues identified and actioned arising from internal audits		100%	80%	80%
	Percentage of issues identified and actioned arising from WorkSafe improvement notices		100%	100%	100%

Notes

(i) Excludes COVID-related incident reporting.

(ii) WorkCover claims data includes employees of the Department and VIDA, as well as individuals, groups and entities that are on the Department's payroll systems at the time of reporting.

(iii) Standardised claims are those that have exceeded the employer excess or are registered as a standard claim. Claims under the threshold are excluded from this figure.

(iv) A time lost claim is one with one or more days compensated by the Victorian WorkCover Authority Insurer (once the employer has paid the 10-day excess) at the time of extraction. Lost time claims are a subset of standard claims. Claims under the threshold are excluded from this figure.

(v) Number of claims exceeding 13 weeks is a measure of the number of claims in excess of 65 days compensation for time lost.

(vi) Claim costs consist of actual costs paid on a claim.

Workforce information

Department of Transport and Planning

Details of employment levels – June 2025[i]

	All employees		Ongoing			Fixed term and casual	
	Number[ii]	FTE[iii]	Full-time[ii]	Part-time[ii]	FTE[iii]	Number[ii]	FTE[iii]
Gender							
Woman	2,268	2,165	1,638	317	1,870	313	295
Man	2,719	2,698	2,338	54	2,379	327	320
Other[iv]	34	33	27	4	30	3	3
Age							
15–24	60	53	33	1	33	26	20
25–34	1,090	1,073	815	45	848	230	225
35–44	1,626	1,576	1,268	152	1,377	206	199
45–54	1,267	1,238	1,042	110	1,126	115	113
55–64	792	776	686	55	728	51	48
65+	186	180	159	12	167	15	13
Classification							
ROC[v] 2	109	109	84	–	84	25	25
ROC 3	87	87	84	–	84	3	3
ROC 4	19	19	18	–	18	1	1
ROC 5	2	2	2	–	2	–	–
VPS 1	3	3	–	–	–	3	3
VPS 2	103	94	73	11	81	19	13
VPS 3	543	524	414	43	444	86	80
VPS 4	1,232	1,202	981	94	1,048	157	153
VPS 5	1,319	1,282	1,049	122	1,139	148	142
VPS 6	1,088	1,066	847	82	910	159	156
VPS 7/STS	307	302	249	16	261	42	41
Executive	202	201	196	6	201	–	–
Secretary	1	1	1	–	1	–	–
Other [vi]	6	6	5	1	6	–	–
Total employees	**5,021**	**4,897**	**4,003**	**375**	**4,279**	**643**	**618**

Notes

(i) Figures reflect employment levels during the last full pay period of June. Excluded are employees on leave without pay or absent on secondment, external contractors/consultants, temporary employees employed by employment agencies and statutory appointees. The increase in workforce numbers since June 2024 is primarily due to the addition of employees from the Victorian Planning Authority (VPA).

(ii) Headcount.

(iii) Full-time equivalent figures may not add up to the total due to rounding.

(iv) Employees who have recorded their status as either 'Self-described' or 'Prefer not to say'. This data is not reflective of the Department's overall gender profile, as the Department has only recently gained the ability to collect this information.

(v) Staff employed under the *Roads occupations enterprise agreement 2021*.

(vi) Includes the Principal Scientist and Legal Officer classifications.

Details of employment levels – June 2024[i]

	All employees		Ongoing			Fixed term and casual	
	Number[ii]	FTE[iii]	Full-time[ii]	Part-time[ii]	FTE	Number[ii]	FTE[iii]
Gender							
Woman	2,131	2,040	1,492	279	1,697	360	344
Man	2,602	2,584	2,174	45	2,206	383	378
Other[iv]	27	27	23	1	24	3	3
Age							
15–24	105	100	66	4	68	35	32
25–34	1,127	1,109	825	48	859	254	250
35–44	1,506	1,464	1,131	133	1,228	242	236
45–54	1,178	1,151	936	91	1,004	151	147
55–64	716	704	624	39	654	53	51
65+	128	122	107	10	113	11	9
Classification							
ROC[v] 2	97	97	95	–	95	2	2
ROC 3	82	82	82	–	82	–	–
ROC 4	23	23	23	–	23	–	–
ROC 5	2	2	2	–	2	–	–
VPS 2	100	95	74	11	80	15	15
VPS 3	598	578	443	43	474	112	104
VPS 4	1,140	1,112	897	83	956	160	156
VPS 5	1,261	1,228	949	113	1,033	199	195
VPS 6	990	972	737	61	783	192	188
VPS 7/STS	270	267	197	7	202	66	65
Executive	191	190	185	6	190	–	–
Secretary	1	1	1	–	1	–	–
Other[vi]	5	5	4	1	5	–	–
Total employees	**4,760**	**4,651**	**3,689**	**325**	**3,926**	**746**	**725**

Notes
(i) Figures reflect employment levels during the last full pay period of June. Excluded are employees on leave without pay or absent on secondment, external contractors/consultants, temporary employees employed by employment agencies and statutory appointees.
(ii) Headcount.
(iii) Full-time equivalent figures may not add up to the total due to rounding.
(iv) Employees who have recorded their status as either 'Self-described' or 'Prefer not to say'. This data is not reflective of the Department's overall gender profile, as the Department has only recently gained the ability to collect this information.
(v) Staff employed under the *Roads occupations enterprise agreement 2021*.
(vi) Includes the Principal Scientist and Legal Officer classifications.

Victorian Infrastructure Delivery Authority

Details of employment levels – June 2025[i]

	All employees		Ongoing			Fixed term and casual	
	Number[ii]	FTE[iii]	Full-time[ii]	Part-time[ii]	FTE[iii]	Number[ii]	FTE[iii]
Gender							
Woman	1,104	1,067	338	74	391	692	675
Man	1,278	1,272	512	9	518	757	753
Self-described	17	17	3		3	14	14
Age							
15-24	59	56	2		2	57	54
25-34	632	622	138	15	147	479	474
35-44	882	863	326	38	353	518	510
45-54	561	555	248	21	265	292	290
55-64	218	214	109	5	113	104	101
65+	47	45	30	4	33	13	13
Classification							
VPS 1							
VPS 2	10	8	1		1	9	7
VPS 3	159	157	20	5	24	134	133
VPS 4	433	427	124	8	130	301	297
VPS 5	517	503	192	23	206	302	296
VPS 6	630	618	284	30	306	316	312
VPS 7/STS	281	276	128	14	139	139	137
PS	155	154	104	3	106	48	48
Executive	214	213				214	213
Total employees	**2,399**	**2,356**	**853**	**83**	**913**	**1,463**	**1,443**

Notes

(i) Figures reflect employment levels during the last full pay period of June. Excluded are employees on leave without pay or absent on secondment, external contractors/consultants, temporary employees employed by employment agencies and statutory appointees.

(ii) Headcount.

(iii) Full-time equivalent figures may not add up to the total due to rounding.

Details of employment levels – June 2024[i]

	All employees		Ongoing			Fixed term and casual	
	Number[ii]	FTE[iii]	Full-time[ii]	Part-time[ii]	FTE[iii]	Number[ii]	FTE[iii]
Gender							
Woman	1,043	1,001	236	71	288	736	713
Man	1,336	1,319	413	13	421	910	898
Self-described	9	8	1	–	1	8	7
Age							
15–24	120	108	–	–	–	120	108
25–34	684	673	91	16	103	577	570
35–44	839	820	262	34	286	543	534
45–54	497	490	178	20	194	299	296
55–64	203	197	96	9	102	98	95
65+	45	41	23	5	26	17	15
Classification							
VPS 1	1	1	–	–	–	1	1
VPS 2	35	21	1	–	1	34	20
VPS 3	275	272	14	5	18	256	254
VPS 4	422	416	77	11	85	334	331
VPS 5	490	474	141	21	155	328	319
VPS 6	552	541	212	26	231	314	310
VPS 7/STS	275	269	113	15	125	147	144
PS	182	179	89	6	92	87	87
Executive	156	155	3	–	3	153	152
Total employees	**2,388**	**2,328**	**650**	**84**	**711**	**1,654**	**1,618**

Notes

(i) Figures reflect employment levels during the last full pay period of June. Excluded are employees on leave without pay or absent on secondment, external contractors/consultants, temporary employees employed by employment agencies and statutory appointees. Through a machinery of government change, the Victorian Health Building Authority became part of VIDA on 2 April 2024. Staff are counted in the Department of Health annual report.

(ii) Headcount.

(iii) Full-time equivalent figures may not add up to the total due to rounding.

Senior Executive Service Officer data

A Senior Executive Service (SES) Officer in the Department is defined as a person employed as an executive under Part 3 of the *Public Administration Act 2004* (PAA). For a public body, an SES officer is defined as a person employed as an executive under Part 3 of the PAA or a person to whom the Victorian Government's Policy on Executive Remuneration in Public Entities applies. All figures reflect employment levels at the last full pay period in June of the current and corresponding reporting year. The definition of an SES does not include a Statutory Office holder, an Accountable Officer.

The following tables outline the SES officers of the Department, its Administered Offices and portfolio agencies at 30 June 2025:

Tables 1, 4 and 5 disclose the total numbers of SES by gender for the Department and VIDA respectively.

Tables 1 and 5 also disclose the variations, denoted by 'var', between the current and previous reporting periods.

Tables 2 and 6 provide a reconciliation of SES numbers presented between the report of operations and Note 9.7 'Remuneration of executives' in the financial statements for the Department and VIDA respectively.

Tables 3 and 7 disclose the annualised total salary categorised by classification. The salary amount is reported as the full-time annualised salary for the Department and VIDA respectively.

Table 4 provides the total SES numbers for all the Department's portfolio agencies.

Department of Transport and Planning

Table 1: Department executives, by classification and gender

	All		Man		Woman		Self-described		
Class	**No**	**Var**	**No**	**Var**	**No**	**Var**		**No**	**Var**
SES-3	9	–	7	1	2	(1)	–	–	–
SES-2	79	1	42	(2)	37	3	–	–	–
SES-1	114	10	60	2	54	8	–	–	–
Total	**202**	**11**	**109**	**1**	**93**	**10**	–	–	–

Note

(i) The Secretary (as the Accountable Officer) is not included in Table 1.

Table 2: Reconciliation of Department executive data

	June 2025	June 2024
Executives (financial statements Note 9.7)	237	241
Less leave without pay	–	(1)
Less separations	(30)	(44)
Less other[(i)]	(5)	(5)
Total executives at 30 June 2025[(ii)]	**202**	**191**

Notes

(i) The Secretary (as the Accountable Officer) is not included in Table 2.

(ii) Other includes executive movements to non-executive roles, and the Chief Finance Officer, who is a Department of Treasury and Finance employee.

Table 3: Annualised salaries for Department senior employees[i]

	Executives	STS	PS
<$160,000	-	2	-
$160,000 – $179,999	-	-	-
$180,000 – $199,999	-	37	-
$200,000 – $219,999	-	115	1
$220,000 – $239,999	33	89	-
$240,000 – $259,999	33	62	-
$260,000 – $279,999	35	2	-
$280,000 – $299,999	20	-	-
$300,000 – $319,999	18	-	-
$320,000 – $339,999	15	-	-
$340,000 – $359,999	19	-	-
$360,000 – $379,999	12	-	-
$380,000 – $399,999	3	-	-
$400,000 – $419,999	6	-	-
$420,000 – $439,999	1	-	-
$440,000 – $459,999	1	-	-
$460,000 – $479,999	3	-	-
$480,000 – $499,999	-	-	-
>$500,000	4	-	-
Total headcount[ii] [iii]	**203**	**307**	**1**

Notes

(i) Salaries are reported at the full-time equivalent total remuneration, less superannuation.

(ii) Includes the Secretary (as the Accountable Officer) in the total of 203 executives. Excludes the Chief Finance Officer, who is a Department of Treasury and Finance employee.

(iii) Twenty-six senior employees are employed on a part-time basis, comprising 6 SES and 20 STS. The part-time fractions range from 0.3 to 0.95 full-time equivalent.

Table 4: Portfolio agency executives at 30 June 2025

	June 2025				June 2024				Annual change			
Organisation	**W**	**M**	**SD**	**Total**	**W**	**M**	**SD**	**Total**	**W**	**M**	**SD**	**Total**
Architects Registration Board of Victoria	–	–	–	–	–	–	–	–	–	–	–	–
Cladding Safety Victoria	1	4	–	5	1	4	–	5	–	–	–	–
Development Victoria	37	32	–	69	32	31	–	63	5	1	–	6
Gippsland Ports Committee of Management	–	–	–	–	–	–	–	–	–	–	–	–
Heritage Council												
North East Link State Tolling Corporation	1	4	–	5	1	4	–	5	–	–	–	–
Port of Hastings Corporation	–	2	–	2	–	2	–	2	–	–	–	–
Ports Victoria	4	15	–	19	3	15	–	18	1	–	–	1
Safe Transport Victoria	3	6	–	9	3	6	–	9	–	–	–	–
Suburban Rail Loop Authority	13	72	–	85	17	71	–	88	(4)	1	–	(3)
Surveyors Registration Board of Victoria												
V/Line Corporation	17	22	–	39	15	25	–	40	2	(3)	–	(1)
Victorian Building Authority	8	6	–	14	5	8	–	13	3	(2)	–	1
Victorian Planning Authority	–	–	–	–	1	2	–	3	(1)	(2)	–	–
Victorian Rail Track Corporation	7	14	–	21	8	9	–	17	(1)	5	–	4
Total	**91**	**177**	**–**	**268**	**86**	**177**	**–**	**263**	**5**	**0**	**–**	**8**

Notes

(i) For the purpose of this table, SES officers are defined as employees who have significant management responsibility and receive a total remuneration package of $225,000 or more.

(ii) All figures reflect employment levels as at the last full pay period in June 2024 and June 2025.

(iii) Excluded are those on leave without pay or absent on secondment, external contractors/consultants and temporary staff employed by employment agencies.

(iv) Data was provided by each agency to the Victorian Public Sector Commission. Validation of this data is still in progress and is subject to change.

(v) The Victorian Planning Authority is now included as part of the Department's June 2025 figures.

Victorian Infrastructure Delivery Authority

Table 5: VIDA executives, by classification and gender

	All		Man		Woman		Self-described	
Class	**No**	**Var**	**No**	**Var**	**No**	**Var**	**No**	**Var**
Admin office head	1	–	1	–	–	–	–	–
SES-1	62	50	32	26	29	23	1	1
SES-2	136	8	96	(2)	40	10	–	–
SES-3	15	–	13	(1)	2	1	–	–
Total[(i)]	**214**	**58**	**142**	**23**	**71**	**34**	**1**	**1**

Note

(i) In 2024–25, Victorian Health Building Authority executive data is included in VIDA reporting for the first time.

Table 6: Reconciliation of VIDA executive data

	June 2025	June 2024
Executives (financial statement Note 9.7)[(ii)]	262	194
Less separations	(48)	(38)
Less leave without pay	–	–
Less other	–	–
Total executives at 30 June[(i)]	214	156

Note

(i) In 2024–25, Victorian Health Building Authority executive data is included in VIDA reporting for the first time.

(ii) When reconciling to the financial statements, there is a duplication of two VIDA executives for 2025, as these executives transferred to the core Department during the reporting period and are included in both Table 2 and Table 6, This duplication has been consolidated out in the financial statements.

Table 7: Annualised salaries for VIDA senior employees[i]

	Executives	STS	PS
<$160,000	–	–	–
$160,000 – $179,999	–	–	–
$180,000 – $199,999	–	27	4
$200,000 – $219,9998	17	87	29
$220,000 – $239,999	19	70	37
$240,000 – $259,999	21	97	84
$260,000 – $279,999	34	–	1
$280,000 – $299,999	29	–	–
$300,000 – $319,999	23	–	–
$320,000 – $339,999	16	–	–
$340,000 – $359,999	11	–	–
$360,000 – $379,999	15	–	–
$380,000 – $399,999	8	–	–
$400,000 – $419,999	2	–	–
$420,000 – $439,999	7	–	–
$440,000 – $459,999	2	–	–
$460,000 – $479,999	-	–	–
$480,000 – $499,999	1	–	–
>$500,000	9	–	–
Total headcount[ii]	**214**	**281**	**155**

Notes

(i) Salaries are reported at the full-time equivalent total remuneration, less superannuation.

(ii) In 2024–25, Victorian Health Building Authority executive data is included in VIDA reporting for the first time.

APPENDIX 2: BUDGET PORTFOLIO OUTCOMES

Departmental current year financial review

The budget portfolio outcomes provide a comparison between the actual financial report of all general government entities within the portfolio and the forecast published in the Budget Papers. The budget portfolio outcomes comprise the comprehensive operating statement, balance sheet, statement of changes in equity and statement of cash flows.

The budget portfolio outcomes have been prepared on a consolidated basis and include all general government entities within the portfolio. Financial transactions and balances are classified into either controlled or administered categories consistent with the published statements in Budget Paper No. 5.

The following budget portfolio outcomes statements are not subject to audit by the Victorian Auditor-General's Office and are not prepared on the same basis as the Department's Financial Statements, as they include the consolidated financial information of controlled entities:

- Department of Transport and Planning (DTP)
- Head, Transport for Victoria (TfV)
- Suburban Rail Loop Authority (SRLA)
- Safe Transport Victoria (STVic)
- Victorian Planning Authority (VPA) – effective 1 July 2024.

Comprehensive operating statement for the financial year ended 30 June 2025

	2024–25 Actual ($ million)	2024–25 Published Budget ($ million)	Variation ($ million)	%	Notes
Income from transactions					
Output appropriations	6,589.4	5,598.1	991.3	18	a
Special appropriations	633.0	931.6	(298.6)	(32)	b
Interest	38.8	6.7	32.1	479	c
Sales of goods and services	740.0	650.1	89.9	14	d
Grants	348.3	334.7	13.6	4	
Fair value of assets and services received free of charge or for nominal consideration	561.6	96.6	465.0	482	e
Other income	358.6	367.0	(8.4)	(2)	
Total income from transactions	**9,269.7**	**7,984.8**	**1,284.9**	**16**	
Expenses from transactions					
Employee benefits	(993.0)	(719.6)	(273.4)	38	f
Depreciation and amortisation	(1,246.6)	(1,249.4)	2.7	(0)	
Interest expense	(379.4)	(349.7)	(29.7)	8	g
Grants and other transfers	(1,418.1)	(1,249.9)	(168.2)	13	h
Other operating expenses	(5,545.4)	(4,898.5)	(646.9)	13	i

	2024–25 Actual ($ million)	2024–25 Published Budget ($ million)	Variation ($ million)	%	Notes
Total expenses from transactions	**(9,582.6)**	**(8,467.0)**	**(1,115.5)**	**13**	
Net result from transactions	**(312.8)**	**(482.3)**	**169.4**	**(35)**	
Other economic flows included in net result					
Net gain/(loss) on non-financial assets	(55.2)	(0.2)	(55.0)	27,500	j
Net gain/(loss) on financial instruments and statutory receivables/payables	(42.6)	(0.0)	(42.6)	100	k
Other gains/(losses) from other economic flows	(15.3)	–	(15.3)	n/a	l
Total other economic flows included in net result	**(113.1)**	**(0.2)**	**(112.9)**	**56,450**	
Net result	**(426.0)**	**(482.5)**	**56.5**	**(12)**	
Other economic flows – other non-owner changes in equity					
Changes in physical asset revaluation reserve	7,622.7	1,556.4	6,066.3	390	m
Other economic flows	-	(5.1)	5.1	(100)	
Total other economic flows – other non-owner changes in equity	**7,622.7**	**1,551.3**	**6,071.4**	**391**	
Comprehensive result	**7,196.8**	**1,068.9**	**6,127.9**	**573**	

Explanations for major variations between 2024–25 actual and 2024–25 published budget:

a) Output appropriations were higher than the published budget, reflecting the release of funding relating to the capital program and additional funding for COVID-19 impacts on the transport network and switching on the Big Build. This also reflects the new metropolitan tram franchise agreement that commenced on 1 December 2024 and associated changes in the revenue share arrangement for public transport fares.

b) Special appropriations were lower than the published budget primarily due to lower traffic camera and on the spot fines revenue collections due to Victoria Police industrial action during the year, combined with improvements in driver behaviour and road safety camera downtime. This also reflects lower growth areas infrastructure contribution collections.

c) Interest was higher than the published budget, primarily due to increased interest revenue relating to growth areas infrastructure contributions.

d) Sales of goods and services were higher than the published budget, primarily reflecting intra-governmental transactions relating to the machinery-of-government transfer of the Victorian Health Building Authority into the Department on 1 July 2024.

e) Fair value of assets and services received free of charge or for nominal consideration was higher than the published budget, primarily due to the fair value of assets received free of charge, relating to the Cross Yarra Partnership consortium's contribution to additional costs borne by the operator, as part of the Metro Tunnel settlement.

f) Employee benefits were higher than the published budget, primarily due to the release of funding relating to the capital program and additional funding under the new VPS Enterprise Agreement. This also reflects intra-governmental transactions relating to the machinery-of-government transfer of the Victorian Health Building Authority into the Department on 1 July 2024.

g) Interest expenses were higher than the published budget, primarily due to interest accretion on service concession liabilities.

h) Grants and other transfers were higher than the published budget, primarily due to the timing of regional rolling stock commitments and additional funding for regional rail sustainability, the establishment of the Building and Plumbing Commission and the Housing Support Program - Priority Works.

i) Other operating expenses were higher than the published budget primarily, due to the release of funding relating to the capital program, additional funding for COVID-19 impacts on the transport network and switching on the Big Build. This also reflects the new metropolitan tram franchise agreement that commenced on 1 December 2024 and associated changes in the revenue share arrangement for public transport fares.

j) Net gain/(loss) on non-financial assets was higher than the published budget, primarily due to asset disposals throughout the year.

k) Net gain/(loss) on financial instruments and statutory receivables/payables was higher than the published budget, primarily due to the remeasurement of service concession arrangement liabilities for High Capacity Metro Trains.

l) Other gains/(losses) from other economic flows were higher than the published budget, primarily due to the revaluation of long service leave liabilities for train and tram franchise operators.

m) Changes in physical asset revaluation reserve were higher than the published budget, primarily due to the scheduled revaluation in 2024–25. This has resulted in an increase to the Department's non-financial assets, primarily driven by infrastructure due to inflation and market conditions for asset inputs (labour, materials etc), partially offset by land devaluation resulting from zoning changes and changes in the economic environment.

Balance sheet as at 30 June 2025

	2024–25 Actual ($ million)	2024–25 Published Budget ($ million)	Variation ($ million)	%	Notes
Assets					
Financial assets					
Cash and deposits	1,856.8	1,313.0	543.8	41	a
Receivables from government	3,257.7	2,804.4	453.2	16	b
Other receivables	1,221.5	681.0	540.4	79	c
Total financial assets	**6,335.9**	**4,798.5**	**1,537.4**	**32**	
Non-financial assets					
Inventories	2.2	6.6	(4.4)	(67)	d
Non-financial assets classified as held for sale including disposal group assets	27.4	46.5	(19.2)	(41)	e
Property, plant and equipment	159,569.5	152,820.9	6,748.7	4	f
Intangible assets	391.1	13.8	377.2	2,734	g
Other non-financial assets	514.9	129.4	385.5	298	h
Total non-financial assets	**160,505.1**	**153,017.2**	**7,487.8**	**5**	
Total assets	**166,841.0**	**157,815.7**	**9,025.3**	**6**	
Liabilities					
Payables	12,261.3	12,153.5	107.7	1	i
Borrowings	5,407.7	4,797.7	610.0	13	j
Provisions	1,334.3	1,325.1	9.2	1	
Total liabilities	**19,003.3**	**18,276.4**	**726.9**	**4**	
Net assets	**147,837.7**	**139,539.4**	**8,298.4**	**6**	
Equity					
Accumulated surplus/(deficit)	(2,809.4)	(3,118.4)	309.0	(10)	k
Reserves	36,678.3	30,545.6	6,132.7	20	l
Contributed capital	113,968.8	112,112.2	1,856.7	2	m
Total equity	**147,837.7**	**139,539.4**	**8,298.4**	**6**	
Net worth	**147,837.7**	**139,539.4**	**8,298.4**	**6**	

Explanations for major variations between 2024–25 actual and 2024–25 published budget:

a) Cash and deposits were higher than the published budget, primarily due to the timing of Commonwealth receipts and myki cardholder funds and other ticketing collections brought into Departmental trust funds.

b) Receivables from government were higher than the published budget, primarily due to the timing of scheduled works as part of program delivery.

c) Other receivables were higher than the published budget, primarily due to property compensation payments in relation to roads public overlays.

d) Inventories were lower than the published budget, primarily due to the disposal of obsolete public transport assets.

e) Non-financial assets classified as held for sale including disposal of group assets were lower than the published budget reflecting the sale of properties relating to the East West Link project.

f) Property, plant and equipment was higher than the published budget, primarily due to the scheduled revaluation in 2024–25. This has resulted in an increase to the Department's non-financial assets, primarily driven by infrastructure due to inflation and market conditions for asset inputs (labour, materials etc), partially offset by land devaluation resulting from zoning changes and changes in the economic environment.

g) Intangible assets were higher than the published budget, primarily due to classification of information technology systems, including the public transport ticketing asset renewal arrangement with Conduent.

h) Other non-financial assets were higher than the published budget, primarily due to prepayments relating to the Suburban Rail Loop East – Main Works.

i) Payables were higher than the published budget, primarily due to the timing of scheduled works as part of program delivery.

j) Borrowings were higher than the published budget, primarily due to remeasurement of the Metro Tunnel service concession arrangement liability and movements in lease liabilities.

k) Accumulated surplus/(deficit) was lower than the published budget, primarily due to the timing of project activities.

l) Reserves were higher than the published budget, primarily due to the scheduled revaluation in 2024–25. This has resulted in an increase to the Department's non-financial assets, primarily driven by infrastructure due to inflation and market conditions for asset inputs (labour, materials etc), partially offset by land devaluation resulting from zoning changes and changes in the economic environment.

m) Contributed capital was higher than the published budget, primarily due to the scheduling of capital works and timing of the transfer of rail assets to VicTrack.

Cash flow statement for the financial year ended 30 June 2025

	2024–25 Actual ($ million)	2024–25 Published Budget ($ million)	Variation ($ million)	%	Notes
Cash flows from operating activities					
Receipts					
Receipts from government	7,184.7	6,322.8	861.9	14	a
Receipts from other entities	1,046.5	998.8	47.7	5	b
Interest received	38.8	6.7	32.1	479	c
Other receipts	245.9	160.3	85.5	53	d
Total receipts	**8,515.9**	**7,488.7**	**1,027.2**	**14**	
Payments					
Payments of grants and other transfers	(1,446.0)	(1,249.9)	(196.1)	16	e
Payments to suppliers and employees	(6,598.1)	(5,608.5)	(989.5)	18	f
Interest and other costs of finance	(220.1)	(255.2)	35.1	(14)	g
Total payments	**(8,264.2)**	**(7,113.6)**	**(1,150.6)**	**16**	
Net cash flows from operating activities	**251.7**	**375.0**	**(123.4)**	**(33)**	
Cash flows from investing activities					
Payments for non-financial assets	(10,186.1)	(8,078.1)	(2,108.0)	26	h
Proceeds from sale of non-financial assets	8.6	-	8.6	n/a	i
Net loans to other parties	142.6	114.6	28.0	24	j
Net cash flows used in investing activities	**(10,034.9)**	**(7,963.5)**	**(2,071.4)**	**26**	
Cash flows from financing activities					
Owner contributions by State Government	10,750.4	7,969.8	2,780.6	35	k
Repayment of leases and service concession liabilities	(798.0)	(359.4)	(438.6)	122	l
Net borrowings	(34.0)	101.0	(134.9)	(134)	m
Net cash flows from financing activities	**9,918.5**	**7,711.5**	**2,207.0**	**29**	
Net increase in cash and cash equivalents	**135.3**	**123.0**	**12.3**	**10**	
Cash and cash equivalents at the beginning of the financial year	1,721.5	1,190.0	531.5	45	
Cash and cash equivalents at the end of the financial year	**1,856.8**	**1,313.0**	**543.8**	**41**	

Explanations for major variations between 2024–25 actual and 2024–25 published budget:

a) Receipts from government were higher than the published budget, primarily due to the release of funding relating to the capital program and additional funding for COVID-19 impacts on the transport network and switching on the Big Build. This also reflects the new metropolitan tram franchise agreement that commenced on 1 December 2024 and associated changes in the revenue share arrangement for public transport fares.

b) Receipts from other entities were higher than the published budget, primarily due to increased revenues from custom plates services and the sale of myki cards.

c) Interest received was higher than the published budget, primarily due to increased interest received relating to growth areas infrastructure contributions.

d) Other receipts were higher than the published budget, primarily due to intra-governmental transactions relating to the machinery-of-government transfer of the Victorian Health Building Authority into the Department on 1 July 2024.

e) Payments of grants and other transfers were higher than the published budget, primarily due to the timing of regional rolling stock commitments and additional funding for regional rail sustainability, the establishment of the Building and Plumbing Commission and the Housing Support Program – Priority Works.

f) Payments to suppliers and employees were higher than the published budget, primarily due to the release of operating funding relating to the capital program and additional funding for COVID-19 impacts on the transport network, switching on the Big Build, and funding increases under the new VPS Enterprise Agreement. This also reflects the new metropolitan tram franchise agreement that commenced on 1 December 2024 and associated changes in the revenue share arrangement for public transport fares, and intra-governmental transactions relating to the machinery-of-government transfer of the Victorian Health Building Authority into the Department on 1 July 2024.

g) Interest and other costs of finance were lower than the published budget, primarily due to the timing of interest paid on service concession capital projects.

h) Payments for non-financial assets were higher than the published budget, primarily due to the release of funding for various projects, including the Big Build program.

i) Proceeds from sale of non-financial assets were higher than the published budget, primarily due to various asset disposals during the year.

j) Net loans to other parties were higher than the published budget, primarily due to the timing of the West Gate loan to Transurban.

k) Owner contributions by State Government were higher than the published budget, primarily due to the scheduling and release of funding for capital works.

l) Repayment of leases and service concession liabilities were higher than the published budget, primarily due to the schedule of works relating to service concession assets for major projects, including the Big Build.

m) Net borrowings were higher than the published budget primarily due to actual cash flows reclassified to cash flows from operating activities compared to published budget.

Statement of changes in equity for the financial year ended 30 June 2025

	Accumulated surplus/ (deficit) ($ million)	Contributions by owners ($ million)	Asset revaluation reserve ($ million)	Total ($ million)	Notes
Actual result					
Opening balance 1 July 2024 (Actual)	(2,383.4)	106,376.3	29,055.6	133,048.5	
Comprehensive result	(426.0)	-	7,622.7	7,196.8	
Transaction with owners in their capacity as owners	-	7,592.5	-	7,592.5	
Closing balance 30 June 2025 (Actual)	**(2,809.4)**	**113,968.8**	**36,678.3**	**147,837.7**	**a**
Budget result					
Opening balance 1 July 2024 (Revised Estimate)	(2,630.9)	106,770.9	28,989.2	133,129.2	
Comprehensive result	(487.5)	-	1,556.4	1,068.9	
Transaction with owners in their capacity as owners	-	5,341.3	-	5,341.3	
Closing balance 30 June 2025 (Budget)	**(3,118.4)**	**112,112.2**	**30,545.6**	**139,539.4**	

Explanations for major variations between 2024–25 actual and 2024–25 published budget:

a) Equity for the portfolio is higher than the published budget, primarily due to the scheduled revaluation in 2024–25. This has resulted in an increase to the Department's non-financial assets, primarily driven by infrastructure due to inflation and market conditions for asset inputs (labour, materials etc), partially offset by land devaluation resulting from zoning changes and changes in the economic environment.

Administrative items statement for the financial year ended 30 June 2025

	2024–25 Actual ($ million)	2024–25 Published Budget ($ million)	Variation ($ million)	%	Notes
Administered income					
Appropriations - Payments made on behalf of the State	101.1	106.4	(5.3)	(5)	
Sales of goods and services	844.8	732.7	112.1	15	a
Grants	23.9	6.7	17.2	257	b
Interest	102.0	102.1	(0.1)	0	
Other income	4,003.4	4,005.6	(2.3)	0	
Total administered income	**5,075.2**	**4,953.5**	**121.6**	**2**	
Administered expenses					
Payments into consolidated fund	(4,584.0)	(4,422.2)	(161.8)	4	c
Depreciation and amortisation	(3.8)	(5.2)	1.4	(27)	
Interest expense	(74.9)	(51.2)	(23.7)	46	d
Grants and other transfers	(0.6)	(41.9)	41.3	(99)	e
Expenses on behalf of the State	(110.8)	(51.2)	(59.6)	117	f
Total administered expenses	**(4,774.1)**	**(4,571.7)**	**(202.4)**	**4**	
Income less expenses	**301.0**	**381.9**	**(80.8)**	**(21)**	
Other economic flows included in net results					
Net gain/(loss) on non-financial assets	9.8	0.1	9.7	7,270	g
Net gain/(loss) on financial instruments and statutory receivables/payables	(16.2)	(16.5)	0.3	(2)	
Share of net profits/(losses) of associates and joint venture entities, excluding dividends	(53.8)	27.9	(81.8)	(293)	h
Total other economic flows included in the net results	**(60.2)**	**11.6**	**(71.8)**	**(619)**	
Net results	**240.8**	**393.5**	**(152.6)**	**(39)**	
Other economic flows – other comprehensive surplus					
Changes in non-financial assets revaluation surplus	262.8	-	262.8	n/a	i
Total other economic flows – other comprehensive income	**262.8**	**-**	**262.8**	**n/a**	
Comprehensive results	**503.6**	**393.5**	**110.1**	**28**	
Administered assets					
Cash and deposits	130.6	114.7	15.9	14	j
Receivables	2,719.8	2,712.2	7.5	0	

	2024–25 Actual ($ million)	2024–25 Published Budget ($ million)	Variation ($ million)	%	Notes
Property, plant and equipment	462.9	314.8	148.0	47	k
Intangible assets	3,680.1	3,360.0	320.1	10	l
Investments accounted for using the equity method	992.7	1,170.3	(177.6)	(15)	m
Total administered assets	**7,986.1**	**7,672.1**	**313.9**	**4**	
Liabilities					
Payables	10,880.8	10,804.6	76.2	1	n
Borrowings	1,459.9	1,056.1	403.7	38	o
Total administered liabilities	**12,340.7**	**11,860.7**	**480.0**	**4**	
Net assets	**(4,354.7)**	**(4,188.6)**	**(166.0)**	**4**	

Explanations for major variations between 2024–25 actual and 2024–25 published budget:

a) Sales of goods and services were higher than the published budget, primarily due to increased collections of land title fees and Fishermans Bend Urban Renewal Area Development Contributions.

b) Grants were higher than the published budget, primarily relating to the Melbourne Convention Centre Development (MCCD) and Melbourne Exhibition Centre Expansion (MECE) projects.

c) Payments into the Consolidated Fund were higher than the published budget, primarily due to dividends from the VicRoads Modernisation joint venture arrangement, cladding rectification levy collections and Fishermans Bend Urban Renewal Area Development Contributions.

d) Interest expense was higher than the published budget, primarily due to public–private partnership arrangements.

e) Grants and other transfers were lower than the published budget, primarily due to the reclassification of actuals as expenses on behalf of the State.

f) Expenses on behalf of the State were higher than the published budget, primarily due to sales growth from land titles and registration services driven by the property market.

g) Net gain/(loss) on non-financial assets was higher than the published budget, primarily due to the sale of government land and properties.

h) Share of net profits/(losses) of associates and joint venture entities, excluding dividends was lower than the published budget primarily due to the VicRoads Modernisation joint venture arrangement.

i) Changes in non-financial assets revaluation surplus were higher than the published budget, primarily due to the revaluation of the VicRoads Modernisation joint venture operator database.

j) Cash and deposits were higher than the published budget, primarily due to trust balances at 30 June 2025.

k) Property, plant and equipment was higher than the published budget, primarily due to the transfer of the CSL Parkville North Site to the administered entity due to the sale of the site, with proceeds to be transferred to the Consolidated Fund upon settlement.

l) Intangible assets were higher than the published budget, primarily due to the revaluation of the VicRoads Modernisation joint venture operator database.

m) Investments accounted for using the equity method were lower than the published budget, primarily due to VicRoads Modernisation joint venture agreement.

n) Payables were higher than the published budget, primarily due to the timing of scheduled works as part of program delivery.

o) Borrowings were higher than the published budget, primarily due to the timing of financial guarantees for the North East Link Project.

APPENDIX 3: CAPITAL PROJECTS

The Department and its related portfolio entities manage a range of capital projects to deliver services for government.

Information on new and existing capital projects for departments and the broader Victorian public sector are contained in Budget Paper No. 4 State Capital Program, available on the Department of Treasury and Finance's website.

During the year, the following capital projects with a total estimated investment (TEI) of $10 million or greater were completed. Details of these projects are reported below, and significant variations explained.

Capital projects reaching financial completion during the financial year ended 30 June 2025

Project	Practical completion date	Financial completion date	Original approved TEI* budget ($ million)	Latest approved TEI budget ($ million)	Actual TEI cost ($ million)	Variation between actual cost & latest approved TEI budget	Reason for variance from latest approved TEI budget
Sustaining the V/Line train fleet (regional various)	Oct-24	Oct-24	12.5	14.6	14.6	0.0	
Planning System Reform for Urban and Regional Development and State Infrastructure (statewide)	Jun-25	Jun-25	15.8	15.7	15.7	0.0	
High-floor tram fleet life extension and upgrades (metropolitan various)	Nov-24	Nov-24	26.3	26.3	26.3	0.0	
Bridges Renewal Program (statewide)	Apr-24	Apr-25	13.0	14.2	10.2	(4.0)	Note (i)

*Total estimated investment

(i) Project delivered under budget.

Capital projects reaching practical completion during the financial year ended 30 June 2025

Project	Original completion date	Latest approved completion date	Practical completion date	Reason for variance in completion dates	Original approved TEI* budget ($ million)	Latest approved TEI budget ($ million)	Actual TEI cost ($ million)	Variation between actual cost & latest approved TEI budget	Reason for variance from latest approved TEI budget
Caulfield Rationalisation Works (metropolitan various)	Jun–26	Jun–26	Jun–25	Note (i)	240.1	223.4	185.3	(38.1)	Note (xii)
Dandenong Corridor Readiness Works (metropolitan various)	Dec–25	Dec–25	Jun–25	Note (i)	276.5	256.5	240.0	(16.5)	Note (xii)
More VLocity trains 2022–23 (regional)	Jun–27	Jun–27	Sep–24	Note (i)	250.0	228.7	216.6	(12.1)	Note (xiii)
Regional Rail Revival – Waurn Ponds Track Duplication – Stage 2 (regional various)	Dec–24	Dec–24	Apr–25	Note (ii)	899.2	900.0	846.1	(53.9)	Note (xii)
Active Transport (metropolitan)	Jun–23	Mar–25	Dec–24	Note (i)	15.9	15.9	12.2	(3.7)	Note (xii)
Building a new St Kilda Pier for locals to enjoy (St Kilda)	tbc	Mar–25	Dec–24	Note (iii)	50.3	57.4	57.4	0.0	
Fitzroy Gasworks Sports Centre (Fitzroy)	Sep–23	Sep–24	Aug–24	Note (i)	54.5	54.5	52.7	(1.8)	Note (xii)
M80 Ring Road upgrade (metropolitan north and west)	Mar–21	Mar–25	Mar–25		673.1	552.1	503.4	(48.7)	Note (xiv)
Smarter roads – Phase 2 (metropolitan)	Jun–24	Dec–24	Dec–24		12.5	12.5	12.0	(0.5)	Note (xii)
Urban Congestion Package – Canterbury Road upgrade (metropolitan various)	Sep–19	Jun–25	May–25	Note (i)	19.2	19.2	14.9	(4.3)	Note (xii)
Critical tram works (Metropolitan)	Jun–25	Jun–25	Jun–25		15.1	15.1	13.5	(1.7)	Note (xii)
Bridge-strengthening for freight efficiency (statewide)	Jun–18	Dec–23	Aug–24	Note (iv)	72.8	71.6	70.1	(1.5)	Note (xv)
Keeping Ballarat Moving (Ballarat)	Jun–22	Dec–23	Jul–24	Note (v)	58.6	70.3	70.5	0.2	Note (xvi)
More trains, more often (statewide)	Jun–23	Dec–23	Mar–25	Note (vi)	31.5	31.5	30.2	(1.2)	Note (xii)
City Loop fire and safety upgrade (stage 2) and intruder alarm (Melbourne)	Jun–20	Dec–23	Sep–24	Note (vii)	132.9	453.0	446.5	(6.6)	Note (xii)
Princes Highway East Duplication Stage 3 (regional various)	Jun–24	Jun–24	Oct–24	Note (viii)	236.4	297.5	295.7	(1.8)	Note (xvii)

Project	Original completion date	Latest approved completion date	Practical completion date	Reason for variance in completion dates	Original approved TEI* budget ($ million)	Latest approved TEI budget ($ million)	Actual TEI cost ($ million)	Variation between actual cost & latest approved TEI budget	Reason for variance from latest approved TEI budget
Regional Rail Revival – Bendigo/Echuca Line Upgrade (regional various)	tbc	Dec–22	Jun–25	Note (ix)	tbc	158.4	155.9	(2.4)	Note (xii)
Capacity Improvements to Wyndham Vale and Melton (metropolitan various)	Dec–23	Dec–22	Dec–24	Note (ix)	71.6	46.4	44.5	(1.9)	Note (xii)
Mickleham Road Upgrade – Stage 1 (Greenvale)	Jun–26	Dec–25	Dec–24	Note (x)	206.8	190.8	183.5	(7.3)	Note (xvii)
Ison Road Rail Overpass (Werribee)	tbc	Dec–25	Apr–25	Note (xi)	tbc	109.0	86.1	(22.9)	Note (xvii)
Western Rail Plan	tbc	tbc	Jun–25		75.0	21.0	16.0	(5.0)	Note (xii)
West Gate Bridge Maintenance (metropolitan various)	Jun–24	Sep–24	Jun–25		31.7	31.7	31.0	(0.7)	Note (xvii)
Cranbourne Line Duplication (metropolitan various)	Jun–20	Sep–23	Oct–22	Note (ix) Note (xviii)	750.0	677.7	665.2	(12.5)	Note (xii)
Local Road and Intersection Upgrades (statewide)	Jun–23	Jun–23	Jul–23	Note (ix) Note (xviii)	47.3	44.2	37.2	(7.0)	Note (xii)

* Total estimated investment
(i) Practical completion was achieved before the approved date due to works finishing ahead of schedule.
(ii) Practical completion was achieved after the approved date due to delays in signalling and design works.
(iii) Practical completion was achieved before the approved date to allow the new pier to be opened for summer with demolition of the old pier and foreshore integration works undertaken in 2025.
(iv) Project completion date was achieved after the approved date as the new bridge barrier rail did not meet standards and had to be replaced.
(v) Project completion date was achieved after the approved date due to commencement of work being delayed by land acquisition and service relocation.
(vi) Project completion date was achieved after the approved date due to delayed infrastructure asset delivery from overseas.
(vii) Practical completion was achieved after the approved date due to works relating to the design and installation of fire-resistant systems, additional testing and commissioning activities.
(viii) Project completion date was achieved after the approved date due to delays as a result of constructability challenges with the rail bridge, poor ground conditions in the main cut, and the impacts of inclement weather.
(ix) Practical completion was achieved after the approved date due to revised program delivery schedule.
(x) Practical completion was achieved ahead of schedule due to a combination of efficient construction, fewer weather-related delays than expected, and minimal issues with ground or site conditions.
(xi) Practical completion date was achieved ahead of schedule due to strong performance by the contractor on earthworks and alignment of some works to the Ison Road Extension project.
(xii) Actual delivery costs are lower than approved TEI due to outstanding post completion works and defects liability tasks yet to be achieved. Final cost forecast is within approved TEI.
(xiii) Actual train delivery is completed. However costs are lower than approved TEI due to spare parts deliveries due in 2025–26 and 2026–27. Final cost forecast is within approved TEI.
(xiv) Actual delivery costs are lower than the approved TEI due to signalling works still in progress. The project is within the defects liability period and costs are not yet finalised.
(xv) Actual delivery costs are lower than approved TEI due to outstanding claims. Final cost forecast is within approved TEI.
(xvi) Actual cost was higher than TEI due to unresolved disputes, which will be addressed using offsets from other projects.
(xvii) Actual delivery costs are lower than approved TEI as the project is within the defects liability period and costs are not yet finalised.
(xviii) Project reached practical completion prior to the beginning of 2024–25; however it was not disclosed in previous annual reports.

APPENDIX 4: DISCLOSURE OF GRANTS AND TRANSFER PAYMENTS

The grants disclosed in this appendix are limited to grants made at the discretion of the Department during 2024–25 and only represent part of the overall grant expenses amount reported in the operating statement and in the grant expenses disclosure note (refer 3.2) in the financial statements.

DTP grants	$
Transport and accident research	
Monash University Public Transport Research Group	607,000
Monash University Accident Research Centre	175,000
Total	**782,000**
First Peoples Scholarship Program	
Payments made to multiple individuals	70,250
Total	**70,250**
Indigenous language and technology sponsorships	
Gender Equity Victoria (Gen Vic)	124,730
Her Place Australian Women's Heritage and Museum Ltd	109,000
Total	**233,730**
Living Heritage grants	
Payments made to multiple organisations and councils	224,100
Total	**224,100**
Local port projects	
Parks Victoria	54,000
Gippsland Ports Committee of Management	50,000
Great Ocean Coast and Parks Authority	150,600
Total	**254,600**
Flood Reclamation Roadmap	
Housing Industry Assoc Limited	60,000
The Master Builders Association of Victoria	60,000
The Master Plumbers & Mechanical Services Association of Australia	60,000
Total	**180,000**
Growing Suburbs Fund	
Payments made to multiple councils	5,080,000
Total	**5,080,000**

DTP grants	$
Tiny Towns Interface	
Payments made to multiple organisations	669,849
Total	**669,849**
Sustainable Local Ports Framework	
Great Ocean Coast and Parks Authority	471,000
Total	**471,000**
Total – discretionary grants	**7,965,529**

Commercial-in-confidence grants	$
Mode shift incentive	
Seaway Intermodal Pty Ltd	
SCT Opco Pty Ltd	
Medlog Portlink Pty Ltd	
Local port projects	
Parks Victoria	
Moyne Shire Council	
Total – commercial in confidence grants	**2,464,300**
Total grants disclosure - DTP	**10,429,829**

VIDA grants	$
West Gate Neighbourhood Fund Community Partnerships and grants	
Payments made to multiple organisations	2,897,570
Total	**2,897,570**
North East Community Fund Grants Program	
Payments made to multiple organisations	2,255,015
Total	**2,255,015**
Total grants disclosure – VIDA	**5,152,585**

APPENDIX 5: VICTORIAN TRANSPORT FUND

The Victorian Government's Victorian Transport Fund Trust (VTF) was established in 2016 under the *Delivering Victorian Infrastructure (Port of Melbourne Lease Transaction) Act 2016*. The VTF is a dedicated transport investment fund. Payments made out of the VTF include funding for the Level Crossing Removal Program from 1 July 2016 and other infrastructure projects. This report reflects the trust funds that pass through the Department only; the port proceeds and investment income are part of the trust reported by Department of Treasury and Finance (DTF).

Cash balance of the trust

	2024–25 Actual ($ million)
Opening cash balance	**22.5**
Receipts into the trust	
Commonwealth funding	542.1
Appropriation	4,482.8
Total receipts into the trust	**5,024.9**
Payments from the trust[(i)]	
Level Crossing Removal program	344.0
North East Link (including State Tolling Corporation)	4,062.0
Suburban Rail Loop – Airport	65.6
Regional Rail Revival	363.1
Caulfield to Dandenong Signalling Upgrade Works	18.2
Regional Rolling Stock	6.5
Total costs incurred	**4,859.4**
Movement in accounts payable and provisions	**(62.2)**
Total payments from the trust	**4,797.2**
Closing cash balance[(ii)]	**250.2**

Note:

(i) Based on accrual accounting principles.

(ii) Closing cash balance includes receipts received in advance of cost to be incurred.

APPENDIX 6: BETTER ROADS VICTORIA

The Victorian Government's Better Roads Victoria Trust was established in 1993 under the *Business Franchise (Protection Products) Act 1979*.

All receipts collected from traffic camera and on-the-spot fines are channelled into Better Roads Victoria Trust. From 1 July 2015, the government effected changes to operation of the Better Roads Victoria Trust with an aim to improve transparency and establish a clear link between the Better Roads Victoria Trust and the projects and activities it funds.

Effective from 1 July 2019, the *Transport Legislation Amendment (Better Roads Victoria and Other Amendments) Act 2019* introduced new expenditure requirements for the Better Roads Victoria Trust Account to allocate the traffic camera and on-the-spot speeding fine revenues towards the repair and upgrade of roads over a four-year period on the following basis:

- minimum 33 per cent spent on outer suburban and interface communities; and
- minimum 33 per cent spent on rural and regional communities.

Cash balance of the trust

	2024–25 Actual ($ million)
Opening cash balance	**99.7**
Receipts of the trust	
Traffic camera and on-the-spot speeding fines revenue	466.3
Total receipts into trust	**466.3**
Payments from the trust[(i)]	
Outer suburban expenditure	222.0
Rural Regional expenditure	314.1
Total costs incurred	**536.1**
Movement in accounts payable and provisions	**20.1**
Total payments from the trust	**556.2**
Closing cash balance	**9.8**

Note:

(i) Based on accrual accounting principles.

APPENDIX 7: LOCAL JOBS FIRST

The Local Jobs First policy supports Victorian businesses and workers by ensuring that small and medium sized enterprises are given a full and fair opportunity to compete for both large and small government contracts. This helps create job opportunities, including for apprentices, trainees and cadets.

The Local Jobs First policy comprises the Victorian Industry Participation Policy and Major Projects Skills Guarantee (MPSG) policy. Departments and public sector bodies are required to apply the Local Jobs First policy in all projects valued at $3 million or more in metropolitan Melbourne or statewide projects, and $1 million or more for projects in regional Victoria. MPSG applies to all construction projects valued at $20 million or more.

The application of the Local Jobs First policy detailed in this report includes activities of the Department of Transport and Planning, including VIDA. Note that section is exclusive of the VHBA which will be reported in the Department of Health Annual Report 2024–25.

Local Jobs First – Standard

Projects commenced

During 2024–25, the Department, including VIDA, commenced 18 Local Jobs First – Standard Projects totalling $102.8 million. Of those projects, nine were in regional Victoria, with a commitment of 95.2 per cent of local content, and five in metropolitan Melbourne, with an average commitment of 96.8 per cent local content. Four projects occurred statewide, with an average commitment of 94.5 per cent local content.

There were no Standard Projects where MPSG was applicable.

The committed outcomes include:

- a local content average of 95.5 per cent
- a total of 133 Annualised Employee Equivalent (AEE)(i) jobs, representing 48 new jobs and the retention of 85 existing positions.

Projects completed

During 2024–25, the Department, including VIDA, finalised 29 Local Jobs First – Standard projects, totalling $137.9 million. Of those projects, 17 were located in regional Victoria, with a commitment of 97.3 per cent local content, and eight in metropolitan Melbourne, with an average commitment of 94.8 per cent local content. There were four statewide projects with a local content requirement of 65.8 per cent.

There were no standard projects where MPSG was applicable.

The outcomes achieved included:

- an average of 65 per cent local content
- supported 59 AEE(i) jobs, representing 41 new jobs and retention of 18 existing jobs
- 29 post-contract reviews were due, with zero submitted.

Local Jobs First – Strategic

Projects commenced

During 2024–25, the Department, including VIDA, commenced seven Local Jobs First Strategic Projects, valued at $8 billion. Of those projects, six were in metropolitan Melbourne, with a commitment of 92.5 per cent of local content, and there was one statewide project, with a commitment of 99.1 per cent local content.

There were five Strategic Projects that applied MPSG.

The committed outcomes include:

- a local content average of 93.4 per cent
- a total of 23,600 AEE(i) jobs, representing 2,489 new jobs, and the retention of 21,110 positions
- a total of 86 apprenticeships, cadetships and traineeship positions, with 48 new apprentice, cadet and trainee jobs created and 37 existing apprentices, cadets and trainees retained.

Projects completed

During 2024–25, the Department, including VIDA, finalised 22 Local Jobs First Strategic Projects, totalling $7.7 billion. Of those projects, 21 were in metropolitan Melbourne, with a commitment of 95.8 per cent of local content. There was one project commenced regionally, with a commitment of 97.3 per cent local content.

There were 22 Strategic Projects that applied MPSG.

The outcomes achieved included:

- an average of 96.4 per cent local content
- supported 1,257 AEE(i) jobs, representing 401 new jobs and retention of 856 existing jobs
- supported 488 apprentice, cadet and traineeship positions, with 301 new apprentice, cadet and trainee jobs created and 186 existing apprentices, cadets and trainees retained
- 22 post-contract reviews were due, with three submitted.

Small and medium business engagement

Projects commenced

During 2024–25, engagement with 761 small-to-medium sized businesses through the supply chain commenced with 25 principal contractors.

Projects completed

During 2024–25, engagement with 2,893 small-to-medium sized businesses through the supply chain in the delivery of the projects was completed with 51 principal contractors.

Grants

For grants provided during 2024–25, a total of zero interaction reference numbers were required that entailed a conversation with the Industry Capability Network (Victoria) Ltd.

Note:
(i) AEE is calculated by dividing the total number of ordinary workings hours that an employee worked and was paid for over the reporting period, by the total number of work hours per annum.

APPENDIX 8: SOCIAL PROCUREMENT FRAMEWORK

Social procurement

The Department leverages its buying power to deliver social, economic and environmental outcomes benefiting the Victorian community, the economy and the environment – above and beyond the goods, services and construction works procured.

It is guided by the Victorian Government's Social Procurement Framework (SPF). The SPF applies to the procurement of all goods, services and construction undertaken by or on behalf of the Department. The Department prioritises these social procurement objectives:

1. Opportunities for Victorian First Peoples
2. Opportunities for Victorians with disability
3. Women's equality and safety
4. Opportunities for disadvantaged Victorians
5. Sustainable Victorian social enterprise and First Peoples Victorian business sectors
6. Sustainable Victorian regions.

Social procurement initiatives

During 2024–25, social value requirements were applied to a variety of procurement activities, including the procurement of goods, services and construction works.

The Department, inclusive of VIDA and VPA, undertook several initiatives to support its Social Procurement Strategy including:

- establishing partnerships with key social procurement delivery partners
- contributing to Victorian Public Service (VPS)-wide committees and working groups dedicated to promoting social procurement
- undertaking a review of the DTP Social Procurement Framework
- developing procurement procedures and supporting documents.

Social procurement achievements 2024–25

During 2024–25 the Department, including VIDA and VPA:

- engaged 109 social benefit suppliers
- spent $92.5 million with certified social enterprises, First Peoples businesses, disability enterprises, and social value companies.

Note: this section is exclusive of VHBA, which will be reported in the Department of Health Annual Report 2024–25.

First Peoples business engagement

During 2024–25 the Department, including VIDA and VPA:

- engaged 38 First Peoples businesses
- spent $24 million with First Peoples businesses.

In addition:

- 0.7 per cent of DTP's suppliers were direct engagements of First Peoples businesses
- 0.9 per cent of VIDA's suppliers were direct engagements of First Peoples businesses
- 1.2 per cent of VPA's suppliers were direct engagements of First Peoples businesses.

APPENDIX 9: CONSULTANCY EXPENDITURE

The Department defines a consultant as a particular type of contractor engaged primarily to perform a discrete task that facilitates decision-making through the provision of expert analysis and advice, or the development of a written report or other intellectual output.

In 2024–25, there were 73 consultancies engaged during the year where total fees payable to the consultants were $10,000 or greater. The total expenditure incurred during 2024–25 in relation to these consultancies was $13,941,832, excluding Goods and Services Tax (GST). Note that data excludes expenditure by VHBA. For more information, please visit the Department's website.

In 2024–25, there were 14 consultancies engaged where the total fees payable to the consultants were $10,000 or less. The total expenditure incurred during 2024–25 in relation to these consultancies was $67,852 (excluding GST).

Details of all consultancies under $10,000 and contractors have been retained by the Department and are available on request, subject to the provisions of the *Freedom of Information Act 1982* (FOI Act). This information is available on request from:

Privacy and Information Access Manager

Department of Transport and Planning

GPO 2392 Melbourne VIC 3001

Telephone: (03) 9854 1982

Email: foi@transport.vic.gov.au

APPENDIX 10: PROCUREMENT DISCLOSURES

Disclosure of emergency procurement

During 2024–25 the Department, including VIDA, did not activate any emergency procurement protocols.

Disclosure of major contracts

The Department has disclosed, in accordance with the requirements of government policy and accompanying guidelines, all contracts greater than $10 million in value entered into during the financial year ended 30 June 2025.

Details of contracts that have been disclosed in the Victorian Government Contracts Publishing System can be viewed at tenders.vic.gov.au.

Specific contract information has not been disclosed for contracts where such information is withheld under the *Freedom of Information Act 1982* (FOI Act) or other laws or government policies.

Disclosure of procurement complaints

The Department must disclose any formal complaints relating to the procurement of goods and services received through its procurement complaints management system.

The Department received four formal complaints in 2024–25. All four complaints were acknowledged, addressed and resolved within the required timeframe and a written response provided. None of the matters were escalated to the Victorian Government Purchasing Board.

One complaint sought clarity on the Department's pre-qualification requirements for road line-marking. The policy and process review identified that the pre-qualification scheme was being applied correctly. The response was provided directly to the supplier.

One complaint related to the lack of communication of a tender outcome. The procurement activity was found to have been severely delayed due to unforeseen circumstances, and no bidders had yet been awarded or advised of the outcome. The complainant was contacted directly with an explanation for the delay, and all bidders were subsequently advised of the outcome in writing.

Two complaints related to tenders released for goods supplied by a small supplier community, limiting opportunity for other bidders. The Department identified that some goods could only be supplied by a single supplier. The Department undertook to increase the number of goods qualified for use in specialist activities, where possible, as well as to consider alternative market approaches where only one provider is known.

VIDA advised of no complaints lodged for 2024–25.

APPENDIX 11: ADVERTISING EXPENDITURE

In 2024–25, there were 16 government advertising campaigns with a total media spend of $100,000 or greater (exclusive of GST). The details of each campaign are outlined below:

		($)							
Name of campaign	**Campaign summary**	**Start/end date**	**Advertising (media) expenditure (excl. GST)**	**Creative and campaign development expenditure (excl. GST)**	**Research expenditure (excl. GST)**	**Post-campaign evaluation expenditure (excl. GST)**	**Print and collateral expenditure (excl. GST)**	**Other campaign expenditure (excl. GST)**	**Total** **Planned/ approved** **Actual: $**
Network Safety/Road Worker Safety	Increase safety for road workers by encouraging safe driving and a display of respectful behaviours from drivers.	November 2024 – December 2024	Planned: 650,000 Actual: 439,566	Planned: 370,000 Actual: 425,574	Planned: 10,000 Actual: 12,850	Planned: 20,000 Actual: 17,869	Planned: 0 Actual: 0	Planned: 150,000 Actual: 178,016	Planned: 1,200,000 Actual: 1,073,875
Network Safety/Level Crossing Safety	Ongoing campaigns addressing dangerous motorist risk-taking behaviour around level crossings.	November 2024 – January 2025	Planned: 500,000 Actual: 256,510	Planned: 50,000 Actual: 4,010	Planned: 60,000 Actual: 54,994	Planned: 20,000 Actual: 15,450	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 630,000 Actual: 330,964
Network Safety/ Passenger Safety	Raising awareness of inappropriate behaviours and encourage reporting of unwanted sexual behaviour to VicPol's STOPIT service. (Note: post-campaign research to occur 2025–26).	March 2025 – May 2025	Planned: 600,000 Actual: 476,703	Planned: 170,000 Actual: 111,397	Planned: 60,000 Actual: 53,476	Planned: 10,000 Actual: 0	Planned: 10,000 Actual: 8,269	Planned: 80,000 Actual: 179,045	Planned: 930,000 Actual: 828,890
Growth/ Value Fares and Revenue	Promotion of off-peak and value fares for public transport. (Note: post-campaign	May 2025 – June 2025	Planned: 400,000 Actual: 165,395	Planned: 300,000 Actual: 215,000	Planned: 30,000 Actual: 18,000	Planned: 20,000 Actual: 0	Planned: 50,000 Actual: 27,771	Planned: 0 Actual: 0	Planned: 800,000 Actual: 426,166

			($)						
Name of campaign	**Campaign summary**	**Start/end date**	**Advertising (media) expenditure (excl. GST)**	**Creative and campaign development expenditure (excl. GST)**	**Research expenditure (excl. GST)**	**Post-campaign evaluation expenditure (excl. GST)**	**Print and collateral expenditure (excl. GST)**	**Other campaign expenditure (excl. GST)**	**Total** **Planned/ approved** **Actual: $**
	research to occur 2025–26).								
Ticketing/ myki and Ticketing Education	Always-on messaging to raise awareness of ticketing features including instant top up and Mobile myki. (Note: includes partnership contribution from Google Australia. Post campaign research to 2025–26).	May 2025 – June 2025	Planned: 800,000 Actual: 202,149	Planned: 250,000 Actual: 257,468	Planned: 60,000 Actual: 57,430	Planned: 20,000 Actual: 0	Planned: 50,000 Actual: 42,083	Planned: 70,000 Actual: 239,095	Planned: 1,250,000 Actual: 798,225
Disruptions/ West Gate Bridge Works	Communication for annual works program and road closures on the West Gate Bridge.	December 2024 – January 2025	Planned: 190,000 Actual: 156,948	Planned: 10,000 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 200,000 Actual: 156,948
Disruptions/ Tram works – Victoria and Swanston Streets	Communication for drivers and public transport passengers on major tram works in the CBD.	August 2024 – Sept 2024	Planned: 190,000 Actual: 177,996	Planned: 10,000 Actual: $2,565	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 8,159	Planned: 200,000 Actual: 188,720
Victoria's Big Build Overarching Disruptions Campaign (VBB)	The disruption campaign seeks to communicate Victoria's Big Build, to inform Victorians about disruptions happening across the state and encourage travellers to	July 2024 – June 2025	Planned: 1,265,571 Actual: 1,306,582[1]	Planned: 2,880,000[2] Actual: 400,890	N/A	Planned: 220,000 Actual: 188,170	N/A	Planned: 126,571 Actual: 248,007	Planned: 4,492,142 Actual: 2,143,649

			($)						
Name of campaign	**Campaign summary**	**Start/end date**	**Advertising (media) expenditure (excl. GST)**	**Creative and campaign development expenditure (excl. GST)**	**Research expenditure (excl. GST)**	**Post-campaign evaluation expenditure (excl. GST)**	**Print and collateral expenditure (excl. GST)**	**Other campaign expenditure (excl. GST)**	**Total** **Planned/ approved** **Actual: $**
	make behavioural changes. *Note: Creative development includes SRLA's VBB campaign.*								
Metro Tunnel Project Disruptions Campaign (MTP)	The disruption campaign seeks to inform Victorians about disruptions happening as a result of the Metro Tunnel Project.	July 2024 – June 2025	Planned: 1,096,589 Actual: 1,121,357[1]	Planned: 110,000 Actual: 136,521	N/A	All disruptions campaign research costs coordinated by ODG so included in amount above	N/A	Planned: 109,659 Actual: 0	Planned: 1,316,248 Actual: 1,257,878
Level Crossing Removal Project Disruptions Campaign (LXRP)	The disruption campaign seeks to inform Victorians about disruptions happening as a result of the Level Crossing Removal Project. Note: these figures include Regional Rail Revival.	July 2024 – June 2025	Planned: 508,403 Actual: 466,234	Planned: 163,000 Actual: 65,869	N/A	All disruptions campaign research costs coordinated by ODG so included in amount above	N/A	Planned: 50,840 Actual: 44,334	Planned: 722,243 Actual: 576,437
Major Road Projects Victoria Disruptions Campaign – North East Link Project (NELP)	The disruption campaign seeks to inform Victorians about disruptions happening as a result of the North East Link.	July 2024 – June 2025	Planned: 679,221 Actual: 641,537	Planned: 80,000 Actual: 38,913	N/A	All disruptions campaign research costs coordinated by ODG so included in amount above	N/A	Planned: 67,922 Actual: 65,284	Planned: 827,143 Actual: 745,734

		($)							
Name of campaign	**Campaign summary**	**Start/end date**	**Advertising (media) expenditure (excl. GST)**	**Creative and campaign development expenditure (excl. GST)**	**Research expenditure (excl. GST)**	**Post-campaign evaluation expenditure (excl. GST)**	**Print and collateral expenditure (excl. GST)**	**Other campaign expenditure (excl. GST)**	**Total** **Planned/ approved** **Actual: $**
Major Road Projects Victoria Disruptions Campaign – West Gate Tunnel Project (WGTP)	The disruption campaign seeks to inform Victorians about disruptions happening as a result of the West Gate Tunnel project.	July 2024 – June 2025	Planned: 666,520 Actual: 561,922	Planned: 200,000 Actual: 265,768	N/A	All disruptions campaign research costs coordinated by ODG so included in amount above	N/A	Planned: 66,652 Actual: 55,363	Planned: 933,172 Actual: 883,053
Major Road Projects Victoria Disruptions Campaign – Big Build Roads (BBR)	The disruption campaign seeks to inform Victorians about disruptions happening as a result of the Major Roads Project portfolio of works.	July 2024 – June 2025	Planned: 477,916 Actual: 454,980	Planned: 40,000 Actual: 23,245	N/A	All disruptions campaign research costs coordinated by ODG so included in amount above	N/A	Planned: 47,792 Actual: 44,453	Planned: 565,708 Actual: 522,678
WGTP & MTP Opening Campaign – More Ways To Move	The Opening campaign aims to inform Victorians about the Metro Tunnel and West Gate Tunnel openings in 2025.	July 2024 – June 2025	N/A – no media live in 2024–25	Planned: 1,050,000 Actual: 1,145,619	Planned: 320,000 Actual: 87,500	N/A – no media live in 2024–25	N/A	N/A – no media live in 2024–25	Planned: 1,370,000 Actual: 1,233,119
Sales & Marketing/ Development Victoria's Housing portfolio	Supporting the delivery of the Government's housing statement by creating awareness of Development Victoria's residential housing projects and availability of homes to purchase.	July 2024 – June 2025	Planned: 680,000 Actual: 613,150	Planned: 50,000 Actual: 63,407	Planned: 10,000 Actual: 6,400	Planned: 0 Actual: 0	Planned: 50,000 Actual: 115,057	Planned: 450,000 Actual: 404,869	Planned: 1,240,000 Actual: 1,202,883

		($)							
Name of campaign	**Campaign summary**	**Start/end date**	**Advertising (media) expenditure (excl. GST)**	**Creative and campaign development expenditure (excl. GST)**	**Research expenditure (excl. GST)**	**Post-campaign evaluation expenditure (excl. GST)**	**Print and collateral expenditure (excl. GST)**	**Other campaign expenditure (excl. GST)**	**Total** **Planned/ approved** **Actual: $**
	Additionally, drive sales of homes and generate income to meet Development Victoria's targets.								
Activity Centres Pilot	Public engagement on proposed planning changes for the 10 pilot activity centres.	August 2024 – October 2024	Planned: 257,584 Actual: 257,584	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 63,935 Actual: 63,935	Planned: 99,140 Actual: 99,140	Planned: 420,659 Actual: 420,659

Notes:

Approved 'Advertising (media) expenditure' is the amount approved for each campaign by the Advertising Approval Group (AAG).

Planned campaign expenditure amounts are the amounts included in the campaign strategy form submitted to AAG for review.

Throughout 2024–25, the Victorian Government MAMs fee increased from 10% to 14%.

1. For some Victorian Infrastructure Delivery Authority (VIDA) disruption campaigns, actual expenditure is higher than planned expenditure because expenditure was reallocated between campaigns. Total actual expenditure across all VIDA campaigns remains lower than total planned expenditure.
2. This budget was to fund an evolution of creative for all Victorian Big Build campaigns, but this objective was paused.

APPENDIX 12: INFORMATION AND COMMUNICATION TECHNOLOGY EXPENDITURE

The Department had a total Information and Communication Technology (ICT) expenditure of $443.6 million for 2024–25. Details are shown below:

	($ million)				
	Operational expenditure	Capital expenditure	Non-BAU expenditure	BAU ICT expenditure	Total ICT expenditure
	A	B	Total = A +B	Total	
Department of Transport and Planning	140.3	40.2	180.5	212.0	392.5
Victorian Infrastructure Delivery Authority	9.2	0.0	9.2	41.9	51.1
Total	**149.5**	**40.2**	**189.7**	**253.9**	**443.6**

ICT expenditure refers to the Department's costs in providing business-enabling ICT services. It comprises Business as Usual (BAU) ICT expenditure and Non-Business as Usual (non- BAU) ICT expenditure.

Non-BAU ICT expenditure relates to extending or enhancing the Department's current ICT capabilities. BAU ICT expenditure is all remaining ICT expenditure which primarily relates to ongoing activities to operate and maintain ICT capability.

APPENDIX 13: REVIEWS AND STUDIES EXPENDITURE

				($ thousand)		
Name of review (portfolio(s) and output(s)/agency responsible)	**Reasons for review/ study**	**Terms of reference/ scope**	**Anticipated outcomes**	**Estimated cost for the year (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Activity Centres Foundation Analysis	To undertake site context analysis of each activity centre	Prepare an analysis of existing conditions, policies and strategies	Support delivery of Activity Centres Program	260	270	N
Ballarat North Precinct Structure Plan – Arboricultural Assessment Report, August 2024	To inform planning for future urban growth	Ballarat North, Precinct Structure Plan	Appropriate evidence base for urban planning	22.2	22.2	vpa.vic.gov.au/project/ballarat-north
Ballarat North Precinct Structure Plan – Biodiversity Assessment Report	To inform planning for future urban growth	Ballarat North Precinct Structure Plan	Appropriate evidence base for urban planning	104.3	104.3	vpa.vic.gov.au/project/ballarat-north
Ballarat North Precinct Structure Plan – Final Landscape and Visual Assessment April 2025	To inform planning for future urban growth	Ballarat North Precinct Structure Plan	Appropriate evidence base for urban planning	13.6	13.6	vpa.vic.gov.au/project/ballarat-north
Ballarat North Precinct Structure Plan – Historical (Post-Contact) Heritage Assessment July 2024	To inform planning for future urban growth	Ballarat North Precinct Structure Plan	Appropriate evidence base for urban planning	22.5	22.5	vpa.vic.gov.au/project/ballarat-north/
Ballarat North Precinct Structure Plan – IWM and Drainage Assessment July 2024	To inform planning for future urban growth	Ballarat North Precinct Structure Plan	Appropriate evidence base for urban planning	95.8	95.8	vpa.vic.gov.au/project/ballarat-north/
Ballarat North Precinct Structure Plan – Land Capability	To inform planning for future urban growth	Ballarat North Precinct Structure Plan	Appropriate evidence base for urban planning	69.4	69.4	vpa.vic.gov.au/project/ballarat-north/

				($ thousand)		
Name of review (portfolio(s) and output(s)/agency responsible)	**Reasons for review/ study**	**Terms of reference/ scope**	**Anticipated outcomes**	**Estimated cost for the year (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Assessment, October 2024						
Ballarat North Precinct Structure Plan – Situational Analysis Report and Utility Servicing Assessment, July 2024 and Utilities Assessment Report, March 2025	To inform planning for future urban growth	Ballarat North Precinct Structure Plan	Appropriate evidence base for urban planning	36	36	vpa.vic.gov.au/project/ballarat-north/
Bannockburn South East Precinct Structure Plan – Bridges Feasibility Assessment, April 2025	To inform planning for future urban growth	Bannockburn South East Precinct Structure Plan	Appropriate evidence base for urban planning	54.2	54.2	vpa.vic.gov.au/project/bannockburn-south-east
Bannockburn South East Precinct Structure Plan – Community Infrastructure Assessment, July 2024	To inform planning for future urban growth	Bannockburn South East Precinct Structure Plan	Appropriate evidence base for urban planning	33.7	33.7	vpa.vic.gov.au/project/bannockburn-south-east
Bannockburn South East Precinct Structure Plan – Economic and Retail Assessment – Addendum, July 2024	To inform planning for future urban growth	Bannockburn South East Precinct Structure Plan – Economic & Retail Assessment	Appropriate evidence base for urban planning	27.6	27.6	vpa.vic.gov.au/project/bannockburn-south-east/
Bannockburn South East Precinct Structure Plan – Integrated Transport Assessment, December 2024	To inform planning for future urban growth	Bannockburn South East Precinct Structure Plan	Appropriate evidence base for urban planning	83.6	83.6	vpa.vic.gov.au/project/bannockburn-south-east/
Bannockburn South East Precinct Structure Plan – Preliminary IWM Issues and Opportunities Report, December 2024	To inform planning for future urban growth	Bannockburn South East Precinct Structure Plan	Appropriate evidence base for urban planning	27.1	27.1	vpa.vic.gov.au/project/bannockburn-south-east/

				($ thousand)		
Name of review (portfolio(s) and output(s)/agency responsible)	**Reasons for review/ study**	**Terms of reference/ scope**	**Anticipated outcomes**	**Estimated cost for the year (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Bannockburn South East Precinct Structure Plan – Sodic-Dispersive Soils Testing and Assessment, January 2025	To inform planning for future urban growth	Bannockburn South East Precinct Structure Plan	Appropriate evidence base for urban planning	47.1	47.1	vpa.vic.gov.au/project/bannockburn-south-east/
Bannockburn South East Precinct Structure Plan – Stormwater Drainage Design – Concept Design Report, March 2025	To inform planning for future urban growth	Bannockburn South East Precinct Structure Plan – Stormwater Drainage Design	Appropriate evidence base for urban planning	84.1	84.1	vpa.vic.gov.au/project/bannockburn-south-east/
Bannockburn South East Precinct Structure Plan – Utility Servicing Assessment, August 2024	To inform planning for future urban growth	Bannockburn South East Precinct Structure Plan	Appropriate evidence base for urban planning	37.3	37.3	vpa.vic.gov.au/project/bannockburn-south-east/
Bannockburn South East Precinct Structure Plan – Valuation Report, April 2025	To inform planning for future urban growth	Bannockburn South East Precinct Structure Plan	Appropriate evidence base for urban planning	20	20	vpa.vic.gov.au/project/bannockburn-south-east/
Building Amendment (Building Manuals and Mandatory Inspections) Regulations 2025 – Regulatory Impact Statement	To support development of a Regulatory Impact Statement	Assess the impacts of options to implement proposed regulations introducing requirements for building manuals and additional mandatory inspections	To conduct multi-criteria analysis of three options for each of the reforms to be included in the Regulatory Impact Statement	45.2	43.4	N
Building Electrification Regulatory Impact Statement	As required where regulatory impact is material	Assess the impacts of four proposed electrification scenarios	Report made public on 13 December 2024 for consultation	210.6	210.6	engage.vic.gov.au/building-electrification
Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan – Biodiversity	To inform planning for future urban growth	Casey Fields South (Employment) and Devon Meadows	Appropriate evidence base for urban planning	12.7	12.7	vpa.vic.gov.au/project/casey-fields-south-

				($ thousand)		
Name of review (portfolio(s) and output(s)/agency responsible)	**Reasons for review/ study**	**Terms of reference/ scope**	**Anticipated outcomes**	**Estimated cost for the year (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Assessment Report, March 2025		Precinct Structure Plan				devon-meadows/
Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan – Land Capability Assessment, July 2024	To inform planning for future urban growth	Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan	Appropriate evidence base for urban planning	31.7	31.7	vpa.vic.gov.au/project/casey-fields-south-devon-meadows/
Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan – Aboriginal Cultural Heritage Impact Assessment, February 2025	To inform planning for future urban growth	Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan	Appropriate evidence base for urban planning	20.4	20.4	vpa.vic.gov.au/project/casey-fields-south-devon-meadows/
Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan – Arboriculture Assessment, March 2025	To inform planning for future urban growth	Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan	Appropriate evidence base for urban planning	41	41	vpa.vic.gov.au/project/casey-fields-south-devon-meadows/
Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan – Odour, Dust, and Noise Assessment, December 2024	To inform planning for future urban growth	Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan	Appropriate evidence base for urban planning	40.9	40.9	vpa.vic.gov.au/project/casey-fields-south-devon-meadows/
Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan – Strategic Transport Modelling October 2024 and Integrated Transport Assessment Report, March 2025	To inform planning for future urban growth	Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan	Appropriate evidence base for urban planning	46.8	46.8	vpa.vic.gov.au/project/casey-fields-south-devon-meadows/

				($ thousand)		
Name of review (portfolio(s) and output(s)/agency responsible)	**Reasons for review/ study**	**Terms of reference/ scope**	**Anticipated outcomes**	**Estimated cost for the year (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Container Logistics Chain Study (CLCS) Refresh 2025	To refresh container origin/destination and movement assumptions	Refresh key findings of the CLCS 2020. Develop a low-cost, repeatable methodology for future updates of key results	To improve decision-making on container freight related policy and projects and develop a consistent methodology for updating key results	100	200	www.vic.gov.au/about-victorias-commercial-ports
Croskell (Employment) Precinct Structure Plan – Transport Concept Design and Costs, September 2024	To inform planning for future urban growth	Croskell (Employment) Precinct Structure Plan	Appropriate evidence base for urban planning	77.2	77.2	vpa.vic.gov.au/project/croskell/
Croskell (Employment) Precinct Structure Plan – Biodiversity Assessment January 2024 and Biodiversity Assessment Update, February 2025	To inform planning for future urban growth	Croskell (Employment) Precinct Structure Plan	Appropriate evidence base for urban planning	40.8	40.8	vpa.vic.gov.au/project/croskell/
Croskell (Employment) Precinct Structure Plan – Bushfire Development Report, August 2024	To inform planning for future urban growth	Croskell (Employment) Precinct Structure Plan	Appropriate evidence base for urban planning	23.4	23.4	vpa.vic.gov.au/project/croskell/
Croskell (Employment) Precinct Structure Plan – Employment Modelling Review Addendum, July 2024	To inform planning for future urban growth	Croskell (Employment) Precinct Structure Plan	Appropriate evidence base for urban planning	71.3	71.3	vpa.vic.gov.au/project/croskell/
Croskell (Employment) Precinct Structure Plan – Integrated Transport Assessment,	To inform planning for future urban growth	Croskell (Employment) Precinct Structure Plan	Appropriate evidence base for urban planning	49.9	49.9	vpa.vic.gov.au/project/croskell/

				($ thousand)		
Name of review (portfolio(s) and output(s)/agency responsible)	**Reasons for review/ study**	**Terms of reference/ scope**	**Anticipated outcomes**	**Estimated cost for the year (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
August 2024 and January 2025						
Croskell (Employment) Precinct Structure Plan – Land Capability Assessment Report, January 2025	To inform planning for future urban growth	Croskell (Employment) Precinct Structure Plan	Appropriate evidence base for urban planning	74.4	74.4	vpa.vic.gov.au/project/croskell/
Croskell (Employment) Precinct Structure Plan – Post Contact Heritage Assessment, August 2024 and November 2024	To inform planning for future urban growth	Croskell (Employment) Precinct Structure Plan	Appropriate evidence base for urban planning	40.6	40.6	vpa.vic.gov.au/project/croskell/
Draft ministerial guidelines for additional mandatory building inspections	To support development of a Regulatory Impact Statement	Provide advice on the most suitable structure, format and approach for a risk-based ministerial guideline for the proposed additional mandatory inspections and to subsequently prepare and deliver a draft of the guideline.	Draft guideline to be published for consultation.	12.7	12.7	engage.vic.gov.au/new-building-regulations-for-apartments
East of Aberline – Arboricultural Assessment, December 2024	To inform planning for future urban growth	East of Aberline	Appropriate evidence base for urban planning	13.5	13.5	vpa.vic.gov.au/project/east-aberline
East of Aberline Precinct Structure Plan – Retail and Economic Assessment, December 2024	To inform planning for future urban growth	East of Aberline Precinct Structure Plan	Appropriate evidence base for urban planning	23.4	23.4	vpa.vic.gov.au/project/east-aberline
Evaluation of the process to produce National Land	To determine if there are potential process	Evaluate the current NLTN process	To enable process improvements and better understand how we can collate	80	80	N

				($ thousand)		
Name of review (portfolio(s) and output(s)/agency responsible)	**Reasons for review/ study**	**Terms of reference/ scope**	**Anticipated outcomes**	**Estimated cost for the year (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Transport Network (NLTN) Reporting	efficiencies and data quality that can be improved		information for NLTN			
Greater Avalon Employment Precinct – Historical Cultural Heritage Impact Assessment, March 2025	To inform planning for future urban growth	Greater Avalon Employment Precinct	Appropriate evidence base for urban planning	26.8	26.8	vpa.vic.gov.au/project/greater-avalon-ep/
Greater Avalon Employment Precinct – Landscape and Visual Impact Assessment Report, September 2024	To inform planning for future urban growth	Greater Avalon Employment Precinct	Appropriate evidence base for urban planning	26.8	26.8	vpa.vic.gov.au/project/greater-avalon-ep/
Independent review of Office of the Victorian Government Architect (OVGA) activities for the period July 2021 to June 2025	Independent review of OVGA activities	OVGA activities for the period July 2021 to June 2025	Review of OVGA activities over the last 4 years	40	N/A	N
Lapsing Program Evaluation (supplementary) for Growing Suburbs Fund (Evaluation Output)	To review the program	Evaluate the Growing Suburbs Fund program to understand its effectiveness, efficiency and justification, as required under the Victorian Government's Resource Management Framework	Informed decision-making on future investment in the Growing Suburbs Fund program	86.3	86.3	N
Melton East Precinct Structure Plan – Aboriginal Cultural Values Assessment, December 2024 and Aboriginal	To inform planning for future urban growth	Melton East Precinct Structure Plan	Appropriate evidence base for urban planning	112.4	112.4	vpa.vic.gov.au/project/melton-east/

				($ thousand)		
Name of review (portfolio(s) and output(s)/agency responsible)	**Reasons for review/ study**	**Terms of reference/ scope**	**Anticipated outcomes**	**Estimated cost for the year (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Cultural Heritage Impact Assessment, February 2025						
Melton East Precinct Structure Plan – Bridge Feasibility Assessment, March 2024	To inform planning for future urban growth	Melton East Precinct Structure Plan	Appropriate evidence base for urban planning	40.1	40.1	vpa.vic.gov.au/project/melton-east/
Melton East Precinct Structure Plan – ICP Transport Concept Designs and Costs, February 2025	To inform planning for future urban growth	Melton East Precinct Structure Plan	Appropriate evidence base for urban planning	127	127	vpa.vic.gov.au/project/melton-east/
Melton East Precinct Structure Plan – Land Capability Assessment, August 2024	To inform planning for future urban growth	Melton East Precinct Structure Plan	Appropriate evidence base for urban planning	41.5	41.5	vpa.vic.gov.au/project/melton-east/
Melton East Precinct Structure Plan – Strategic Transport Modelling January 2025 and Integrated Transport Assessment, February 2025	To inform planning for future urban growth	Melton East Precinct Structure Plan	Appropriate evidence base for urban planning	97.7	97.7	vpa.vic.gov.au/project/melton-east/
Operational Readiness Assessment – Geelong Warrnambool and Bendigo Line changes, December 2024	Readiness and quality assurance assessment to inform GO/NO GO decision on timetable delivery	Assessment of DTP and V/Line readiness based on agreed critical criteria	To enhance decision-making by identifying and mitigating risks and preventing operational and customer readiness issues or failures	129.3	129.3	N

Note:

For 2024-25, the Department has only included reviews and studies where expenditure is >$10,000 . Reviews and studies that are commercially sensitive and/or detrimental to commercial operations have been excluded (DTF's Model Report 2024–25).

APPENDIX 14: ENVIRONMENTAL REPORTING

The Department's commitment to environmental sustainability

The Department remains steadfast in its commitment to delivering environmentally sustainable outcomes across its operations, projects and infrastructure.

The Department continues to seek opportunities to actively contribute to the Government targets to reduce the state's 2005 greenhouse gas emissions levels by 28–33 per cent by 2025 and 45–50 per cent by 2030. In pursuit of these goals, the Department also leads efforts to decarbonise the transport sector and plays a key role in supporting emission reductions in other sectors, including the energy and Whole-of-Government sectors.

Environmental reporting

This environmental report continues the benchmark reporting established in 2022–23. In line with DTF's *Financial Reporting Direction 24 – Reporting of Environmental Data by Government Entities* (FRD 24), this environmental report covers 42 key reporting indicators. The report provides a full picture of the environmental impact of the Department's sites, assets and operations that are within its organisational boundary and control and demonstrates areas of improvement since the last reporting period.

The Department's environmental reporting period is from 1 April 2024 to 31 March 2025.

The Department's environmental management approach

The DTP Environmental Management System (EMS) is a framework that guides continuous improvement to the Department's environmental performance and helps reduce associated environmental risks for focus areas.

The framework is aligned with the Department's operational priorities and its other risk management processes, while also being aligned with the relevant Australian/New Zealand Standard (AS/NZS ISO 14001:2016).

The Standard is grounded in a continuous improvement cycle of 'Plan-Do-Check-Act', which has four stages that are aligned with the DTP EMS:

1. Plan how and where to take action.
2. Take action.
3. Check the effectiveness of actions and identify opportunities for improvement.
4. Act to implement improvements.

Environmental reporting boundary

Data has been captured from consumption reports, audits and surveys from all sites and assets under the Department's operational control. This annual report contains environmental data from:

- the Department's administrative office – VIDA
- the Department's operational assets
- Metro Trains Melbourne – assets only
- Yarra Trams/Keolis Downer Rail (KDR) – assets only
- Kinetic – assets only
- Southern Cross Station (operated by the Department).

This year's report contains data from:

- 49 offices
- 23 depots (excluding privately operated depots for this year's report)
- Metro Trains Melbourne trains, KDR trams, Kinetic buses and Southern Cross Station
- West Gate Bridge – electricity only.

Climate-related risk disclosure statement

Climate change has direct and indirect impacts on the services and programs that the Department delivers on behalf of the Victorian Government. It requires ongoing effort to understand and respond to these risks and impacts, develop opportunities and build resilience.

The Department seeks to deliver services to the community in ways that support Victoria's transition to net zero emissions and resilience to climate change. Through this risk disclosure statement, the Department aims to:

- communicate our actions to understand the impact of climate change on our assets, operations and services
- demonstrate that our environmental impacts are responsibly managed and mitigated

- support the efficient allocation of resources to transition operations to net zero emissions by 2050 and improve environmental performance over time.

Climate-related risk governance

The Department's governance structure enables oversight of climate-related risks and provides an optimal decision-making structure in respect of environmental matters, issues and risks.

The Audit, Risk and Integrity Committee provides independent assurance to the Secretary that the Department's risk and control environment is operating effectively and efficiently. The committee actively monitors the Department's risk profile, including climate-related risks, and assesses risk management strategies.

The Environment Committee supported decision-making of Tier 2 Committees and the DTP Executive. It has a focus on facilitating a strategic, integrated and balanced approach to the matters of environmental significance that impact the transport system.

Climate-related risk maturity self-assessment

In line with whole of Victorian Government guidance, the Department periodically undertakes a systematic self-assessment of its climate-related risk maturity. The self-assessment enables the Department to identify areas of improvement in the management of climate related risks, from the physical impacts of climate change.

The Department continued to identify and work towards priority actions that will uplift the climate-related risk maturity.

Climate-related risk management

The Department's Risk Management Framework aligns with Standard AS/NZS ISO 31000:2018 Risk Management and the Victorian Government Risk Management Framework.

The framework requires us to consider our operating context, including climate change, and identify, assess and manage risks and opportunities. The framework provides guidance for designing, implementing, monitoring, reviewing and continually improving risk management throughout the Department.

Climate-related risks are assessed and managed at the strategic, operational and program/project level, including through operational risk management activities and the delivery of climate-related programs.

Climate-related risk management activities

The Department finalised its work on the Climate Change Adaptation project co-funded by Emergency Management Victoria's State and Regional Priority Projects initiative. The project, which finished in June 2025, provided greater detail around high-risk and highly vulnerable public transport sites, increased adaptation planning capacity and incorporated key climate data sets within the Digital Twin Victoria platform for use in project design and transport planning activities. Further work will occur to build on data sets and incorporate the work within the Department's strategic asset management processes.

The 2024 Yarra Trams' Green Roof trial was completed in this reporting period. Yarra Trams installed green arbours at four tram stop locations across the city. The canopies use flowering climbing plants to create cool spaces for passengers to wait for their next tram. Yarra Trams are monitoring the customer perception of the green infrastructure and will complete the trial of the structure in September 2025. Passengers surveyed to date have reacted overwhelmingly positively to the greenery, with 97% positive response.

Metro Trains Melbourne continued to operate under the Infrastructure Sustainability Council's operational rating framework to manage and improve sustainability, building on its 2020 independent rating of 'Excellent' (almost doubling its initial score).

Climate-related metrics and targets

The Department continued working with internal and external stakeholders to attain targets established under *Victoria's Climate Change Strategy*. These included:

- Embed environmentally sustainable design for new Victorian Government office buildings and tenancy fit-outs to achieve a minimum 5-Star energy efficiency rating, increasing to a 6-Star rating (the highest rating for office buildings) in 2025 – noting that 110 Maroondah Highway Ringwood achieved a 5-Star NABERS energy tenancy rating and 100 per cent on the NABERS Renewable Energy Indicator.
- When leasing office space, preference buildings with higher energy efficiency ratings and green lease schedules.
- Procure additional zero emissions vehicles (ZEV) for corporate fleet.

Greenhouse gas emissions

The Department emitted 431,035 tonnes of carbon dioxide equivalent (CO2e) greenhouse gas (GHG) emissions in 2024–25, which is a slight (4.9 per cent) increase on 2023–24's CO2e figure.

G1 Total scope one (direct) greenhouse gas emissions [tonnes CO2e]	**Reporting boundary 2024–25**	**Percentage change from 2023–24**
Carbon dioxide	53,413.0	-1.0%
Methane	11.7	-9.8%
Nitrous oxide	364.2	0.2%
Total	53,788.9	-1.0%
GHG emissions from stationary fuel (F2) [tonnes CO2e]	2,037.7	-24.4%
GHG emissions from vehicle fleet (T3) [tonnes CO2e]	51,751.2	0.2%
Medical/refrigerant gases		
SF6 emissions	5.1	4.7%
Total scope one (direct) greenhouse gas emissions [tonnes CO2e]	**53,794.1**	**-1.0%**
G2 Total scope two (indirect electricity) greenhouse gas emissions [tonnes CO2e]	**Reporting boundary 2024–2025**	**Percentage change from 2023-2024**
Electricity	371,718.2	5.3%
Total scope two (indirect electricity) greenhouse gas emissions [tonnes CO2e]	**371,718.2**	**5.3%**
G3 Total scope three (other indirect) greenhouse gas emissions associated with commercial air travel and waste disposal [tonnes CO2e]	**Reporting boundary 2024–25**	**Percentage change from 2023–24**
Air travel totals	895.9	7.3%
Waste emissions (WR5)	6,774.4	1.1%
Indirect emissions from stationary energy	49,576.1	11.7%
Indirect emissions from transport energy	12,724.2	1.5%
Paper emissions	18.8	3.6%
Water emissions	557.6	-18.4%
Any other scope 3 emissions		
Total scope three greenhouse gas emissions [tonnes CO2e]	**69,989.4**	**8.6%**
G(Opt) Net greenhouse gas emissions [tonnes CO2e]	**Reporting boundary 2024–25**	**Percentage change from 2023–24**
Gross greenhouse gas emissions (G1 + G2 + G3) [tonnes CO2e]	495,501.7	5.0%
Green power electricity	-4,126.5	349.5%
LGCs (separately purchased)	-60,339.9	0.6%
Any reduction measures offsets purchased (EL4-related)	-64,466.3	5.9%
Any offsets purchased	-64,466.3	5.9%
Net greenhouse gas emissions [tonnes CO2e]	**431,035.4**	**4.9%**

Note:

* If GreenPower and large-scale generation certificates (LGCs) are deduced here rather than netted off as an offset, this would be 307,251.88 scope two electricity emissions. scope three emissions are covered under 'Indirect emissions for Stationary/Transport Energy' below (for buildings/trains and trams).

Electricity production and consumption

The Department consumed 564,812 MWh of electricity in 2024–25, which was 6.1 per cent more than the previous year.

EL1 Total electricity consumption segmented by source [MWh]	Reporting boundary 2024–25	Percentage change from 2023–24
Purchased	563,225.4	6.1%
Self-generated	1,586.2	-6.9%
EL1 Total electricity consumption [MWh]	**564,811.6**	**6.1%**

EL2 On site-electricity generated [MWh] segmented by:	Reporting boundary 2024–25	Percentage change from 2023–24
Consumption behind-the-meter		
Solar electricity	1,586.2	-6.9%
Total consumption behind-the-meter [MWh]	1,586.2	-6.9%
Exports		
Solar electricity	23.9	-28.3%
Total electricity exported [MWh]	23.9	-28.3%
EL2 Total on-site electricity generated [MWh]	**1,610.1**	**-7.3%**

EL3 On-site installed generation capacity [kW converted to MW] segmented by:	Reporting boundary 2024–25	Percentage change from 2023–24
Battery storage power capacity (converted from kWp to MW)	1.1	0.0%
Diesel generator	11.2	-6.1%
Solar system	1.8	4.6%
EL3 Total on-site installed generation capacity [MW]	**14.1**	**-4.4%**

EL4 Total electricity offsets segmented by offset type [MWh]	Reporting boundary 2024–2025	Percentage change from 2023-2024
LGCs voluntarily retired on the entity's behalf	65,765.0	1.0%
GreenPower	4,497.5	351.3%
RPP (Renewable Power Percentage in the Grid)	104,310.7	4.7%
Certified climate active carbon neutral electricity purchased	NC	NC
EL4 Total electricity offsets [MWh]	**174,573.3**	**5.3%**

Stationary fuel use

The Department consumed 37,357,612 MJ of fuel in buildings and machinery in 2024–25. This generated 2,038 tonnes CO2e of GHG emissions.

The reduction in total fuels used and greenhouse gas emissions from stationary fuel consumption represents a 24.2 per cent and 24.4 per cent reduction, respectively, on 2023–24.

F1 Total fuels used in buildings and machinery segmented by fuel type [MJ]	Reporting boundary 2024–25	Percentage change from 2023–24
Natural gas	30,912,834.4	-23.5%
LPG in buildings	801,461.9	-12.3%
Diesel in buildings	5,643,316.0	-29.1%
F1 Total fuels used in buildings [MJ]	**37,357,612.3**	**-24.2%**

F2 Greenhouse gas emissions from stationary fuel consumption segmented by fuel type [tonnes CO2e]	Reporting boundary 2024–25	Percentage change from 2023–24
Natural gas	1,592.9	-23.5%
LPG	48.6	-12.3%
Diesel	396.2	-29.1%
F2 Greenhouse gas emissions from stationary fuel consumption [tonnes CO2e]	**2,037.7**	**-24.4%**

Transportation

The Department continued to work towards minimising our energy use in transportation. Total energy used in transport for the Department in 2024–25 was 735,865,916 megajoules (MJ), a 0.2 per cent increase on the previous year.

The Department's operational fleet consisted of 735 vehicles including 45 per cent commercial vehicles (utility vehicles, vans and wagons) used to keep Victoria's road network open and operational.

The passenger fleet included 12 battery electric vehicles and a plug-in hybrid vehicle. Sixty-two per cent of the passenger fleet component of the overall fleet were hybrid vehicles, with internal combustion engines to be phased out in future.

Yarra Trams is continuing its pilot project to install and trial fleet ZEV charging infrastructure at E-Gate and Glenhuntly depots. Following the commencement of the new MR5 franchise agreement, the work will now be completed in late 2025. The design work for the charging infrastructure identified several key learnings, which will support further roll outs during the MR5 Tram franchise.

All new buses purchased from July 2025 will be ZEBs. There are currently 89 ZEBs in full operation, with more buses to come.

T1 Total energy used in transportation (vehicle fleet) within the Entity, segmented by fuel type [MJ]	Reporting boundary 2024–25	Percentage change from 2023–24
Gasoline – utility vehicles	47,883.5	0.8%
Gasoline in marine vehicles	No longer in DTP	
Gasoline in vehicles	18,894,067.5	-9.8%
Non-road gasoline used in depots	409,726.1	15.9%
Petrol	19,351,677.1	-9.6%
E10 in vehicles	5,623.7	-37.1%
Petrol (E10)	5,623.7	-37.1%
Diesel – heavy commercial	18,257,800.2	-13.8%
Diesel – light commercial	49,423,679.3	-2.8%
Diesel – non-road – heavy rail locomotives*	11,425,596.1	69.9%

Diesel oil in vehicles	32,759,465.0	12.4%
Diesel used in buses	549,174,779.7	-0.5%
Non-road diesel used in depots	54,720,911.7	4.5%
Diesel	715,762,232.0	0.5%
LPG used in depots	746,383.0	-15.3%
LPG	746,383.0	-15.3%
Total energy used in transportation (vehicle fleet) [MJ]	**735,865,915.8**	**0.2%**

Note:

*Most emissions from this source come from diesel locomotives on the Stoney Point line. Last year's indicator was reported incorrectly. The previous period also included line closures associated with level crossing works on the Frankston line reducing operations and diesel use.

T2 Number and proportion of vehicles in the organisational boundary segmented by engine/fuel type and vehicle category	Reporting boundary 2024–25	Reporting boundary 2023–24
Diesel – Passenger	67 (9%)	63 (8%)
Diesel – Commercial	332 (45%)	354 (47%)
Electric	12 (2%)	6 (1%)
Unleaded	74 (10%)	89 (12%)
Unleaded hybrid	249 (34%)	243 (32%)
Unleaded PHEV	1 (0%)	1 (0%)

Note:

In 2023–24, the total operational vehicles were 756, with an approved active fleet of 533 of vehicles. In 2024–25 the total operational vehicles were 735, with an approved active fleet of 540 vehicles.

T3 Greenhouse gas emissions from transportation (vehicle fleet) segmented by fuel type [tonnes CO2ee]	Reporting boundary 2024–25	Percentage change from 2023–24
Gasoline – utility vehicles	3.2	0.8%
Gasoline in marine vehicles	No longer in DTP	
Gasoline in vehicles	1,277.6	-9.8%
Non-road gasoline used in depots	27.7	15.9%
Petrol	1,308.6	-9.6%
E10 in vehicles	0.3	-37.1%
Petrol (E10)	0.3	-37.1%
Diesel – heavy commercial	1,285.5	-13.8%
Diesel – Light commercial	3,479.9	-2.8%
Diesel – non-road – heavy rail locomotives*	804.5	69.9%
Diesel oil in vehicles	2,306.6	12.4%
Diesel used in buses	38,667.4	-0.5%
Non-road diesel used in depots	3,852.9	4.5%
Diesel	50,396.8	0.5%
LPG used in depots	45.5	-15.3%
LPG	45.5	-15.3%
Total Greenhouse gas emissions from transportation (vehicle fleet) [tonnes CO2e]	**51,751.2**	**0.2%**

Note:

* See note under T1.

T4 Total distance travelled by commercial air travel (passenger kilometres travelled for business purposes by entity staff on commercial or charter aircraft)	Reporting boundary 2024–25	Percentage change from 2023–24
Air Travel Totals	**2,496,281.2**	**-12.3%**

T(opt1) Total vehicle travel associated with entity operations [1,000 km]	Reporting boundary 2024–25	Percentage change from 2023–24
Total vehicle travel associated with entity operations [1,000 km]	**12,977.8**	**21.8%**

T(opt2) Greenhouse gas emissions from vehicle fleet [tonnes CO2-e per 1,000 km]	Reporting boundary 2024–2025	Percentage change from 2023–24
Tonnes CO2-e per 1,000 km*	**4.0**	**-17.7%**

Note:

*Emissions/1,000km are for DTP fleet only and exclude Network operator emissions and kms

Total energy use

A number of indicators regarding energy use demonstrate a small increase since the last reporting period. The total energy used by the Department in 2024–25 was 2,033,321,796 MJ denoting a 6.1 per cent increase since the previous reporting period.

E1 Total energy usage from fuels, including stationary fuels (F1) and transport fuels (T1) [MJ]	Reporting boundary 2024–25	Percentage change from 2023–24
Total energy usage from stationary fuels (F1) [MJ]	37,357,612.3	-24.2%
Total energy usage from transport (T1) [MJ]	735,865,915.8	0.2%
Total energy usage from fuels, including stationary fuels (F1) and transport fuels (T1) [MJ]	**773,223,528.1**	**-1.3%**

E2 Total energy usage from electricity [MJ]	Reporting boundary 2024–25	Percentage change from 2023–24
Total energy usage from electricity [MJ]	**2,033,321,796.4**	**6.1%**

E3 Total energy usage segmented by renewable and non-renewable sources [MJ]	Reporting boundary 2024–25	Percentage change from 2023–24
Renewable	634,174,645.2	5.2%
Non-renewable (E1 + E2 - E3 renewable)	2,172,370,679.3	3.6%

E4 Units of stationary energy used normalised	Reporting boundary 2024–25	Percentage change from 2023–24
MJ/FTE	406,254.5	62.8%
MJ/m2	9,512.2	-1.6%

Sustainable buildings and infrastructure

Since its establishment in 2009, Greener Government Buildings (GGB) has facilitated $330 million in energy efficiency and renewable energy projects across 53 projects. Combined, these projects are estimated to achieve annual savings of $51 million, abate over 190,000 tonnes of greenhouse gases per year and avoid over $90 million in capital costs. In its 16 years of operations, GGB has upgraded 640 buildings, reduced government emissions by 16.9 per cent and saved over $260 million.

In 2024–25, Greener Government Buildings made a significant impact by supporting five energy efficiency and renewable energy projects. The program played a vital role in various stages of these projects, including providing technical advice, securing funding and project facilitation. Combined, these projects are estimated to save the Government $5 million in annual utility and operational expenses and reduce GHG emissions by 60,000 tonnes. Over the next five years, savings from these projects will be returned to the program to enable Greener Government Buildings to fund more projects.

Current projects include:

- Minister for Finance Office Building Portfolio Energy Performance Contract
- Maidstone Tram Facility Solar PV installation
- Southwest TAFE Energy Performance Contract
- Gippsland TAFE Energy Performance Contract
- Barwon Health Energy Performance Contract.

The Victorian Government published *Office Accommodation Guidelines* in 2007 setting out principals, benchmarks and leasing guidelines for Victorian Government accommodation.

An interim addendum to the guidelines released in 2021 complements the 2007 guidelines with updated sustainability goals and objectives. In addition, the *Victorian Government Office Building Standards Guidelines* Building Standards Specification defines the minimum requirements that must be met by the lessor in the provision of new buildings to be occupied by Victorian Government departments and agencies. The Building Standards Specification defines the minimum requirements for a new office building with a tenancy Net Lettable Area (NLA) of less than 10,000m^2.

Leases negotiated on behalf of the Department of Transport and Planning incorporate a green lease schedule into the standard government lease. The green lease schedule outlines obligations for the landlord and tenant to maintain the property to a minimum National Australian Built Environment Rating System (NABERS) rating for energy, water, waste and/or indoor environment. Obligations under the lease depend on the NLA, with a NABERS energy rating required for all leases, and other performance requirements for larger tenures.

The green lease schedule also commits the landlord to install the most efficient lighting systems in accordance with the National Construction Code, so that fluorescent or halogen lighting is replaced with LED lighting. The green lease schedule commits the parties to data-sharing, which supports energy and emissions reporting and disclosure.

The following buildings have NABERS ratings for the reporting period:

- 222 Exhibition Street, Melbourne – NABERS rating of 5.5 for Base Building
- 180 Lonsdale Street, Melbourne – NABERS rating of 4.5 for Base Building
- 8 Nicholson Street, East Melbourne – NABERS rating of 5 for Base Building
- 2 Lonsdale Street, Melbourne – NABERS rating of 5 for Base Building
- 1 Spring Street, Melbourne – NABERS rating of 5.5
- 110 Maroondah Highway, Ringwood – NABERS rating of 5
- 121 Exhibition Street, Melbourne – NABERS rating of 5
- 12 Clarke Street, Sunshine – NABERS rating of 4.5 for Base Building
- 50 Lonsdale Street, Melbourne – NABERS rating of 5.5 for Base Building
- 300–304 Mair Street, Ballarat (GovHub) – NABERS rating of 5 for Base Building.

Sustainability in design and construction at VIDA

The transport infrastructure projects in Victoria's Big Build are overseen by the Victorian Infrastructure Delivery Authority (VIDA). VIDA works closely with the Department to plan, design and construct major transport infrastructure projects. VIDA is made up of the following transport Project Offices:

- Level Crossing Removal Project (LXRP)
- Major Road Projects Victoria (MRPV) including the North-East Link program and West Gate Tunnel project
- Metro Tunnel Project (MTP).

The Victorian Health Building Authority is also a Project Office of VIDA; however its activities are not included in this report as these are reported as Health Infrastructure portfolio outputs in the Department of Health Annual Report.

Sustainability policies underpin the operation and delivery of VIDA projects and programs and include:

- managing resources efficiently by prioritising recycled materials and embedding energy, water,

material and waste reduction initiatives into the design, construction and operation of projects
- optimising the project design to ensure sustainable operation
- protecting and seeking opportunities to enhance biodiversity and the natural environment
- making a positive contribution to social, cultural and community health and wellbeing
- facilitating opportunities for economic development, providing a skilled local workforce and promoting diversity and inclusion
- playing a part in Victoria achieving its emission reduction targets while preparing for the challenges presented by climate change.
- contributing to an inclusive, diversified and resilient local economy by building workforce capability, creating local job opportunities and supporting the transition to a circular economy
- respecting cultural connections and local identity by protecting and promoting places of historical and cultural significance
- seeking opportunities to enhance community amenity, health and wellbeing
- delivering climate resilient and cost-effective infrastructure
- reducing the depletion of natural resources by minimising waste and maximising resource-use efficiency, resource recovery and reuse
- facilitating innovation in the transport infrastructure construction industry.

All VIDA Transport Project Offices include sustainability performance requirements in their contracts and specifications that target, among other requirements, sustainability governance, emissions reductions, climate change resilience and adaptation and circular economy outcomes. Project Offices also incentivise performance.

For example, MRPV and LXRP have a reward regime with a sustainability result area and key performance indicators, which incentivise performance, typically in emissions reduction and using recycled materials.

Part of VIDA, the ecologiQ program continued helping Big Build projects deliver on the Government's Recycled First Policy and transition to a circular economy by optimising recycled and reused materials in transport infrastructure projects. In the five years since the policy was introduced, the uptake of recycled and reused materials on major transport infrastructure projects has significantly increased. To date the ecologiQ program has supported more than 350,000 tonnes of reclaimed asphalt pavement, over 1,200,000 tonnes of crushed concrete and almost 2,000 tonnes of problematic plastic waste to be recycled and used in Recycled First Big Build projects. Transport infrastructure projects under Victoria's Big Build are required to develop a Recycled First Plan and make commitments to optimise recycled and reused materials.

Projects are also assessed for sustainability performance, which includes confirming achievement of requirements such as emissions reduction and circular economy. Third-party verification, using Infrastructure Sustainability Ratings and/or Greenstar ratings, is also undertaken for high-risk, high-value projects.

Water consumption

Total water consumption for the Department's reporting boundary over the 2024–25 reporting period was 340,643 kilolitres (kl), 16.3 per cent less than the 2023–24 reporting period.

W1 Total units of metered water consumed by water source (kl)	Reporting boundary 2024–25	Percentage change from 2023–24
Potable water [kl]	338,666.8	-16.7%
Alternate supply consumption [kl]	517.0	5.1%
Reused water (kl)	1,459.0	
Total units of water consumed [kl]	**340,642.8**	**-16.3%**

W2 Units of metered water consumed normalised by FTE, headcount, floor area, or other entity or sector specific quantity	Reporting boundary 2024–25	Percentage change from 2023–24
kl/FTE	66.8	29.4%
Kl/m2	1.6	-21.8%

Waste and recycling

Total waste generation for the Department over the 2024–25 reporting period decreased by 11.2 per cent to 19,664,311 kilograms.

The following metrics were captured for the reporting period to enable the department to report on its waste and recycling indicators:

1. Current levels of waste to landfill and recycling within the offices
2. Normalisation of waste data audited against the Department's FTE
3. Level and type of recyclable material currently disposed to landfill.

Victorian major transport projects continued to optimise the use of recycled and reused materials through their procurement processes.

The Department remains committed to reducing food waste and improving sustainable food practices. Departmental staff must:

- consider opportunities to deliver social and environmental outcomes and pursue identified opportunities, in accordance with Victoria's Social Procurement Framework
- ensure that certain single-use plastics are not supplied with procured food and drinks, in accordance with the Victorian Government's circular economy policy Recycling Victoria: A New Economy.

WR1 Total units of waste disposed of by waste stream and disposal method [kg]	Reporting boundary 2024–25	Percentage change from 2023–24
Landfill		
Ballast	35,940.0	-87.6%
Landfill waste	4,189,906.1	28.6%
Medical waste	480.0	77.3%
Timber sleepers	7,760.0	-98.8%
Offsite treatment		
Recycling/recovery (disposal)		
Aluminium recycling	7,121.0	-12.5%
Asphalt (recovered)	250,000.0	-32.4%
Ballast (recovered)	12,035,660.0	-21.4%
Batteries	2,162.0	-87.2%
Clean concrete (recovered)	574,750.0	46.6%
Clean fill (recovered)	300,220.0	1635.4%
Commingled recycling	79,668.7	-6.1%
Compost waste	8,255.4	27.5%
Corflutes	12,085.0	-24.3%
e-waste	210,523.0	3168.0%
Ferrous metal recycling	82,182.1	-10.5%
Fluoro recycling	3,050.0	36.3%
Garden organic recycling	12,074.0	-12.5%
Glass recycling	9,000.0	-25.0%
Liquid waste (recovered)	3,100.0	-56.8%
Mattress disposal	5,270.5	-7.8%
Metal recycling	761,832.0	-0.2%
Paper And cardboard recycling waste	108,194.5	4.8%
Prescribed (recovered)	20,408.0	150.2%
Printer and toner cartridge recycling	212.3	-68.7%
Secure documents recycling	7,183.3	163.5%
Timber sleepers (recovered)	886,140.0	38.5%
Tyre disposal	51,132.7	-6.7%
Total units of waste disposed [kg]	**19,664,310.6**	**-11.2%**

WR1 Total units of waste disposed of by waste stream and disposal method [%]	Reporting boundary 2024–25	Percentage change from 2023–24
Landfill (total)		
General waste	21.5%	13.8%
Offsite treatment		
Recycling/recovery (disposal)		
Aluminium recycling	0.04%	-1.4%
Asphalt (recovered)	1.3%	-23.9%
Ballast (recovered)	61.2%	-11.5%
Batteries	0.01%	-85.6%
Clean concrete (recovered)	2.9%	65.1%
Clean fill (recovered)	1.5%	1854.2%
Commingled recycling	0.4%	5.8%
Compost waste	0.04%	43.5%
Corflutes	0.1%	-14.8%
e-waste	1.1%	3580.1%
Ferrous metal recycling	0.4%	0.8%
Fluoro recycling	0.02%	53.5%
Garden organic recycling	0.1%	-1.5%
Glass recycling	0.05%	-15.5%
Liquid waste (recovered)	0.02%	-51.3%
Mattress disposal	0.03%	3.9%
Metal recycling	3.9%	12.4%
Paper and cardboard recycling waste	0.6%	18.0%
Prescribed (recovered)	0.1%	181.8%
Printer and toner cartridge recycling	0.001%	-64.7%
Secure documents recycling	0.04%	196.7%
Timber sleepers (recovered)	4.5%	55.9%
Tyre disposal	0.3%	5.1%

WR2 Percentage of office sites covered by dedicated collection services for each waste stream	Reporting boundary 2024–25	Percentage change from 2023–24
Printer cartridges	100%	100%
Batteries	NC	NC
e-waste	100%	100%
Soft plastics (N/A to DTP)	NC	NC

Data was partially collected for this indicator in 2024–25. A battery recycling service has been engaged for 2025 onwards to capture battery recycling across all offices. There are e-waste bins at two metro office sites, but the recycling of equipment with sensitive data is available to all sites via different procedures and programs. Metro site offices: drop off available at currently 2 sites (to be expanded) or courier to a designated site office for processing. Regional site offices: Courier to a designated site office or undertaken through a periodic regional e-waste program. The periodic regional recycling of e-waste is part of the asset management e-waste program and undertaken biannually.

WR3 DTP Office waste disposed normalised by FTE (kg/FTE)*	Reporting boundary 2024–25	Percentage change from 2023–24
Total waste to landfill per FRD FTE [(kg general waste)/FRD FTE]	830.7	56.2%
Total waste recycled and reused per FRD FTE [(kg recycled and reused)/FRD FTE]	3,027.3	32.8%
Total waste to landfill per M2 Area [(kg general waste)/M2 Area]	19.5	-5.6%
Total waste recycled and reused per M2 Area [(kg recycled and reused)/M2 Area]	70.9	-19.7%

Note:

*The kg/FTE figure is just for DTP office waste and FTE – it excludes network operator waste data to make the indicator more meaningful

WR4 Recycling rate [%]	Reporting boundary 2024–25	Percentage change from 2023–24
Weight of recyclable and organic materials [kg]	15,430,224.5	-14.1%
Weight of total waste [kg]	19,664,310.6	-11.2%
Recycling rate [%]	78.4%	-3.2%

WR5 Greenhouse gas emissions associated with waste disposal [tonnes CO2e]	Reporting boundary 2024–25	Percentage change from 2023–24
Tonnes CO2e	6,774.4	1.1%

APPENDIX 15: FREEDOM OF INFORMATION

Victoria's *Freedom of Information Act 1982* (the Act) gives the public a right of access to documents held by the Department. The purpose of the Act is to extend as far as possible the right of the community to access information held by government departments, local councils, Ministers and other bodies subject to the Act.

An applicant has a right to apply for access to documents held by a department. This comprises documents both created by the department or supplied to the department by an external organisation or individual, and may also include maps, films, microfiche, photographs, computer printouts, computer discs, tape recordings and videotapes. Information about the type of material produced by the Department is available on the Department's website under its Part II Information Statement.

The Act allows a department to refuse access, either fully or partly, to certain documents or information. Examples of documents that may not be accessed include Cabinet documents; some internal working documents; law enforcement documents; documents covered by legal professional privilege, such as legal advice; personal information about other people; and information provided to a department in-confidence that is confidential under another Act.

Under the Act, the Freedom of Information (FOI) processing time for requests received is 30 days. However, when external consultation is required under ss29, 29A, 31, 31A, 33, 34 or 35, the processing time is 45 days. Processing time may also be extended by periods of up to 30 days, in consultation with the applicant. With the applicant's agreement, this may occur any number of times. However, obtaining an applicant's agreement for an extension cannot occur after the expiry of the timeframe for deciding a request.

If an applicant is not satisfied by a decision made by the Department, under section 49A of the Act, they have the right to seek a review by the Office of the Victorian Information Commissioner (OVIC) within 28 days of receiving a decision letter.

FOI statistics for the Department in 2024–25 are in the table on the next page. Also listed separately in the table are statistics for FOI requests made to the Victorian Planning Authority (VPA) and to the Victorian Infrastructure Delivery Authority (VIDA), encompassing Level Crossing Removal Project, Major Road Projects Victoria (incorporating Big Build Roads, North East Link Program and the West Gate Tunnel Project), Metro Tunnel Project and the Victorian Health Building Authority.

FOI statistics/timeliness

During 2024–25, the Department received 1,801 applications. Of these requests, 46 were from Members of Parliament, 26 from the media, and the remainder from the general public.

The Department made 1,835 FOI decisions during the 12 months ending 30 June 2025.

There were 1,643 decisions made within the statutory time period. Of the decisions made outside time, 142 were made within a further 45 days and 50 decisions were made in greater than 45 days. A total of 1,451 FOI access decisions were made where access to documents was granted in full, granted in part or denied in full. Of requests finalised, the average number of days under the statutory time (including extended timeframes) to decide the request was four days.

During 2024–25, 28 requests were subject to review by OVIC. Three appeals were made to the Victorian Civil and Administrative Tribunal (VCAT).

Further information

Further information regarding the operation and scope of FOI can be obtained from the Act, regulations made under the Act at ovic.vic.gov.au

Department of Transport and Planning – 1 July 2024 to 30 June 2025

FOI requests from Members of Parliament	46
FOI requests from media	26
FOI requests other	1,729
Total	**1,801**
Total Information Commissioner reviews	28
Total VCAT appeals	3

Victorian Infrastructure Delivery Authority – 1 July 2024 to 30 June 2025

FOI requests from Members of Parliament	25
FOI requests from media	4
FOI requests other	35
Total	**64**
Total Information Commissioner reviews	11
Total VCAT appeals	4

Victorian Planning Authority – 1 July 2024 to 30 June 2025

FOI requests from Members of Parliament	0
FOI requests from media	0
FOI requests other	2
Total	**2**
Total Information Commissioner reviews	1
Total VCAT appeals	0

Lodging FOI requests

FOI requests can be lodged online at online.foi.vic.gov.au. An application fee of $33.60 applies. Access charges may also be payable if the document pool is large and the search for material time consuming.

Access to documents can also be obtained through a written request to the Department's Freedom of Information team, as detailed in section 17 of the Act.

When making an FOI request, applicants should ensure requests are in writing, clearly identify what types of material/documents are being sought and are accompanied by the application fee. Requests should be addressed to the relevant officer.

Requests for documents held by the Victorian Planning Authority can now be directed to the Department.

Department of Transport and Planning

Privacy and Information Access Manager

Department of Transport and Planning

GPO 2392 Melbourne VIC 3001

Telephone: (03) 9854 1982

Email: foi@transport.vic.gov.au

Victorian Infrastructure Delivery Authority

Freedom of Information Officer

Victorian Infrastructure Delivery Authority

GPO Box 4509 Melbourne VIC 3001

Telephone: 1800 105 105

Email: VIDA-FOI@vida.vic.gov.au

Requests can also be lodged online at online.foi.vic.gov.au

APPENDIX 16: COMPLIANCE AND ATTESTATIONS

Compliance with the *Building Act 1993*

This attestation relates to the entire reporting period. It identifies activities, resources and changes that have occurred for the Department of Transport and Planning and the Victorian Infrastructure Delivery Authority (VIDA).

The majority of the Department's leased office accommodation is managed by the Department of Government Services Shared Service Provider, Accommodation Carpools and Library Services (ACLS) through the Centralised Accommodation Management model.

The Department's directly managed portfolio comprises offices and depots. The Head of Transport for Victoria (TfV) former VicRoads portfolio, includes 3,500 parcels of land with residential and commercial buildings and is managed by BGIS.

Number of building permits, occupancy permits or certificates of final inspection issued in relation to buildings owned by the Department

A total of 26 building projects were undertaken, for which 26 building permits and four certificates of final inspection were issued.

Mechanisms for inspection, reporting, scheduling and carrying out maintenance works on existing buildings

The Department engages ACLS to ensure that its buildings are compliant with the *Building Act 1993* and are maintained in a safe and serviceable condition. ACLS performs detailed condition audits (covering asbestos, cladding and building conditions) and ensures that annual essential safety measures reports are available for each site.

Each site has nominated health and safety representatives and first aid officers and is supported by the Department's Accommodation and Workplace Services branch, or by the relevant VIDA staff. These teams triage scheduled and ad hoc maintenance works that are undertaken by ACLS or managed directly.

For other buildings, such as depots and offices that are not managed by ACLS, the Department has internal mechanisms and programs in place to ensure compliance with the building and maintenance provisions of the *Building Act 1993*. These include routine and ad hoc building inspections and an annual maintenance program. Additionally, the Department ensures design consultants and building contractors engaged for building works are registered building practitioners, and that registrations are maintained during the work.

Compliance and inspections for the TfV portfolio are managed by TfV contractor, BGIS.

Number of emergency orders and building orders issued in relation to buildings

A total of four emergency orders were issued, as detailed below.

The Environment Protection Authority Victoria issued a notice in respect of a contamination event at a depot in Junortoun. Notice was revoked following rectification works by the Department to alleviate the ongoing issue and environmental risk.

Demolition work was required at a commercial property in Surrey Hills to repair a structurally unsound adjoining wall at the rear of the property. The wall was propped, and demolition works removed the unsound structure. The emergency order was removed, and the contractor is liaising with the local government council to obtain the relevant planning permit.

A residential property in Mooroopna was damaged by fire. A notice was issued to install temporary fencing until a contractor was engaged to remove the debris remaining from the fire. Temporary fencing was erected until a contractor was engaged. Demolition was completed, and the notice was revoked.

A heritage property in Breakwater was damaged by vandalism, resulting in disturbance to asbestos in a vacant dwelling. A notice was issued by the City of

Greater Geelong to remove the asbestos. The asbestos was removed by a contractor to the satisfaction of the City of Greater Geelong, and demolition of the dwelling is planned in 2025–26, subject to heritage approval.

Number of buildings that have been brought into conformity with building standards during the reporting period

A total of four properties were brought into conformity as per the previous section.

Audit of government-owned and leased buildings for the presence of combustible cladding

Aluminium composite panel cladding was identified at two properties, and steps were taken to remediate, as detailed below.

- 14–16 Mason Street, Dandenong – the material was removed in October 2024.
- 12 Clarke Street, Sunshine – the Department engaged with ACLS/Jones Lang LaSalle, which issued a notice to the landlord for removal of the identified hazard.

Major works projects

The works detailed below were undertaken by registered building practitioners, with certification that the work either complied with the existing occupancy permit, a revised permit, or a certificate of final inspection. Twenty-six projects pertaining to the Department's leased and owned office accommodation portfolio (each valued over $50,000) were commenced or completed in 2024–25.

Major works projects commenced or completed in 2024–25

Department depots:

- 44 Racecourse Road, Donald (office refurbishment)
- 22–44 Fowler Road, Dandenong South (female amenities expansion and office refurbishment)
- 6 Quin Drive, Swan Hill (office refurbishment)
- 18–20 Samaria Road, Benalla (office refurbishment)
- 62 Hughes Street, Ouyen (office refurbishment).

Department offices (includes VIDA):

- 1 Spring Street, East Melbourne (office refurbishment L13)
- 1 Spring Street, East Melbourne (office refurbishment L16 and L26)
- 1 Spring Street, East Melbourne (office refurbishment L17)
- 1 Spring Street, East Melbourne (office refurbishment L14 and L15)
- Ballarat GovHub (storage cage in car park)
- 1 Treasury Place, East Melbourne (roof membrane)
- 1 MacArthur Street, East Melbourne (gas suppression system)
- 436 Lonsdale Street, Melbourne (decommissioning works)
- 33 St Andrews Place, East Melbourne (bathroom/amenities upgrade)
- Treasury Reserve – multiple buildings (Green Roof Project)
- 30–38 Little Malop Street, Geelong (Make Good Project)
- 30–38 Little Malop Street, Geelong (HVAC upgrade)
- Treasury Reserve and 565 Lonsdale Street (lift upgrade)
- 55 St Andrews Place, East Melbourne
- 2 Treasury Place, East Melbourne
- 23 St Andrews Place, East Melbourne
- Treasury Reserve – multiple buildings (blinds upgrade)
- 184 Ryrie Street, Geelong (office refurbishment)
- 65 South Gippsland Highway, Dandenong (office refurbishment)
- 6/308 Tooronga Road, Glen Iris (office refurbishment)
- 160 Excelsior Avenue, Mooroopna (fire damage repairs to vacant residential property)
- Malmsbury–Metcalfe Road, Malmsbury (office refurbishment)
- 180 Lonsdale Street, Melbourne (installation of new audiovisual equipment and systems, and meeting rooms conversions)
- 121 Exhibition Street, Melbourne (installation of audiovisual equipment and systems).

Compliance with DataVic access policy

In accordance with *Victorian DataVic Policy*, the Department has developed and launched the new *Transport Victoria Open Data Portal* and reorganised its internal datasets by logically grouping them for ease of use. In 2024–25, the Department has made 30 data collections, comprising 78 datasets/Application Programming Interfaces (APIs) available through the portal.

Of these data collections, a new data collection, Bicycle Infrastructure Network, was released into the portal during the last financial year.

There were 14 existing data collections that were upgraded based on strategic programs or in consultation with key stakeholders. Some now include embedded insights (dashboards/maps) in the portal to provide a richer experience for end users.

The data collections include:

- Principal freight network (PFN) – 5 unique datasets*
- Victorian integrated survey of travel and activity (VISTA) – 20 unique datasets*
- Historical annual average daily traffic volume – 1 unique dataset*
- Public transport lines and stops – 2 unique datasets*
- GTFS schedule – 11 unique datasets
- GTFS realtime – 7 unique APIs (to provide real time updates about public transport services)
- Speed signs – 1 unique dataset*
- Speed zones – 1 unique dataset*
- Traffic signal volume data – 1 unique dataset
- Victoria road crash data – 10 unique datasets*
- Road bridges – 1 unique dataset *
- Bicycle infrastructure network – 1 unique dataset*
- Bicycle volume and speed – 2 unique datasets*
- Pop-Up bike lanes – 1 unique dataset*

*Embedded insights (dashboards/maps)

Information is also available at the Department's website in an electronic accessible format.

Competitive neutrality policy

Competitive neutrality requires government businesses to ensure that when services compete, or potentially compete, with the private sector, any advantage arising solely from government ownership be removed if it is not in the public interest. Government businesses are required to cost and price these services as if they were privately owned. Competitive neutrality policy supports fair competition between public and private businesses and provides government businesses with a tool to enhance decisions on resource allocation. This policy does not override other policy objectives of government and focuses on efficiency in the provision of service.

The Department ensures that Victoria fulfils its requirements for competitive neutrality reporting for technology-based businesses against the enhanced principles, as required under the Commonwealth–State *Competition principles agreement* and *Competition and infrastructure reform agreement*.

Compliance with the *Child Wellbeing and Safety Act 2005*

The Department's child safety and wellbeing policy, framework and Behavioural Code of Conduct articulate our governance, reporting responsibilities and expectations for behaviour. In alignment with our obligations under the *Child Wellbeing and Safety Act 2005*, the Department actively monitors and assesses operational risks. During the reporting period, four public notifications were made to the Commission for Children and Young People, reflecting our ongoing commitment to child safety.

Compliance with the *Public Interest Disclosures Act 2012*

The *Public Interest Disclosures Act 2012* (PID Act) encourages and assists people to make disclosures of improper conduct by public officers and public bodies. The PID Act provides protection to people who make disclosures in accordance with the PID Act and establishes a system for the matters disclosed to be investigated and rectifying action to be taken.

The Department does not tolerate improper conduct by employees or reprisals against those who disclose such conduct. We are committed to ensuring transparency and accountability in our administrative and management practices, and we support disclosures that reveal corrupt conduct, conduct involving a substantial mismanagement of public resources, and conduct involving a substantial risk to public health and safety or the environment. The Department will take all reasonable steps to protect people who make such disclosures from any detrimental action in reprisal for making the disclosure. It will also afford natural justice to the person who is the subject of the disclosure to the extent that it is legally possible.

Reporting procedures

Disclosures of improper conduct or detrimental action by the Department or any of its employees may be made to any of the following personnel:

- Secretary of the Department
- Public Interest Disclosure Coordinator or Public Interest Disclosure Officer

- the manager or supervisor of the discloser
- the manager or supervisor of the person who is the subject of the disclosure
- a person acting in any of the above roles.

Alternatively, disclosures may also be made directly to the Independent Broad-based Anti-corruption Commission.

Address:	Level 1, North Tower, 459 Collins Street Melbourne VIC 3000
Phone:	1300 735 135
Website:	www.ibac.vic.gov.au
Email:	See the website for the secure email disclosure process, which also provides for anonymous disclosures.

Further information

The Department's public interest disclosure policy and procedures, which outline the system for reporting disclosures of improper conduct or detrimental action by the Department or any of its employees or officers, are available at www.vic.gov.au/department-of-transport-and-planning-reporting.

Disclosures under the *Public Interest Disclosures Act 2012*

	2024–25	2023–24
Assessable disclosures[(i)]	3	1

Note

(i) Disclosures made by an individual to the Department and reported to the Independent Broad-based Anti-corruption Commission

Compliance with the *Heritage Act 2017*

Improving heritage works and activities exemptions

General permit exemptions were amended by Heritage Victoria and approved by the Heritage Council of Victoria in August 2024. The revised exemptions include an additional category of exempted works and activities associated with the exercise of recognised Traditional Owners' rights at registered places. Additionally, feedback provided by key stakeholders resulted in minor amendments to clarify the exemptions, including changes to graffiti management provisions to improve heritage outcomes.

Compliance with World Heritage provisions

In April 2025, the Minister for Planning approved a revised Heritage Management Plan and World Heritage Strategy Plan for the Royal Exhibition Building and Carlton Gardens, prepared by Heritage Victoria. These plans will ensure that the world heritage values of the property can be effectively managed into the future as required by Part 9 of the *Heritage Act 2017*.

Exemptions

Sections 34(4) and 131(5) of the *Heritage Act 2017* require that details of any exemption to give notice of nomination acceptance or notice of recommendation for sites of archaeological value are included in the Department's report of operations. In 2024–25, no exemptions to give notice were made under s34(3) or s131(5) of the *Heritage Act 2017*.

Compliance with the *Yarra River Protection (Wilip-gin Birrarung murron) Act 2017*

Strengthening land use planning outcomes to protect Birrarung

In 2024–25, the Department continued to strengthen compliance with the *Yarra River Protection (Wilip-gin Birrarung murron) Act 2017* by embedding the Yarra protection principles and requirements into Victoria's planning system.

Key actions delivered this year included:

- updating Ministerial Direction No. 11 – Strategic Assessment of Amendments to require consideration of the Yarra protection principles in planning scheme amendments affecting Yarra River land and surrounding areas
- implementing Amendment VC281 to update Regional Policy 12.03–1R – Birrarung and introduce Clause 51.06 Birrarung (Yarra River) protection into eight planning schemes to ensure responsible public entities have regard to the Yarra protection principles
- providing operational guidance, checklists and training to ensure consistent application of the protection principles in planning scheme amendments, permit applications and referrals.

The Department continues to work closely with Traditional Owners, local government councils and responsible public entities to recognise Birrarung as a

living, integrated natural entity and to embed the waterway's cultural and environmental values into decision-making across the Department's planning and transport portfolios.

Burndap Birrarung burndap umarkoo: Yarra Strategic Plan

Delivering coordinated actions to protect Birrarung for current and future generations

The Department has continued to implement *Burndap Birrarung burndap umarkoo: Yarra Strategic Plan 2022–32* (the plan). Efforts have focused on inter-agency collaboration and supporting a joint approach to caring for Birrarung's lands and waters.

In April 2025, Amendment VC281 implemented the first stage of the plan's land use framework in the planning schemes. Additional actions have sought to better align corporate policies, operational processes and planning decisions with the actions set out in the plan.

Key achievements during the reporting period included:

- maintaining a dedicated project officer to plan and coordinate the Department's implementation activities and represent the Department on the Yarra Collaboration Committee
- updating internal work programs, officer reports and planning system guidelines to reflect Birrarung's status as a living entity
- the delivery of the Planning Controls for Waterways program, protecting 17 urban waterways, including seven waterways within the Birrarung catchment, in collaboration with Traditional Owners
- funding and partnering with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to undertake cultural values studies and participate in relevant planning projects
- communicating key changes through the Victoria Government Gazette, the Planning Matters newsletter and sector events such as the Planning Institute of Australia seminar on the approach of recognising Birrarung as a living entity.

Work will continue in 2025–26 to extend reforms to planning processes, develop tailored partnership agreements with Traditional Owners, and implement more actions in Burndap Birrarung burndap umarkoo.

Compliance with the *Planning and Environment Act 1987*

Growth areas infrastructure contribution

The growth areas infrastructure contribution (GAIC) operates according to Part 9B of the *Planning and Environment Act 1987* (PE Act).

The GAIC is administered by the Department's Planning and Land Services Group, Department of Treasury and Finance (DTF), the State Revenue Office (SRO) and the Victorian Planning Authority (VPA).

The GAIC applies to growth area land brought into Melbourne's Urban Growth Boundary in 2005–06 and 2010 and zoned for urban use and development.

The GAIC applies to the local government areas of Cardinia, Casey, Hume, Melton, Mitchell, Whittlesea and Wyndham.

GAIC levies contribute to delivery of state-funded infrastructure for new communities. They must be spent to benefit designated growth areas.

The GAIC is payable by landowners, also known as GAIC liable entities (GLE), who develop urban communities on land within growth areas that has been rezoned since 2005. Certain events trigger a GAIC liability, including the sale of land, subdividing land and applying for a building permit.

Funding collected through the GAIC is allocated to high-priority projects through funding rounds and Victorian State Budget allocations. Two key funds are the Growth Areas Public Transport Fund (GAPTF) and the Building New Communities Fund (BNCF).

Roles and responsibilities for the GAIC

Under the general and supplementary administrative orders issued by the Premier in 2017, the Minister for Planning and the Treasurer are jointly and severally responsible for the administration of GAIC under Part 9B of the PE Act. The Minister for Planning authorises funding for projects under the GAPTF and BNCF. The Treasurer's approval is required for all expenditure from the GAPTF, and for expenditure of $2 million or more from the BNCF.

The SRO maintains a record of properties that fall within GAIC areas and assesses outstanding GAIC liability and interest.

The SRO collects the GAIC amounts, including applicable interest and refunds made, which are paid into a consolidated fund according to subsection 201SZJ of the PE Act. Under subsection 201V(2) of the PE Act, these funds are periodically drawn down equally into the GAPTF and BNCF.

The SRO is reimbursed for its expenses from the GAPTF.

The Department is responsible for GAIC program delivery, policy, legislation, reductions and exemptions. The Department had responsibility for the former Hardship Relief Board which ceased on 28 June 2023 through an amendment to the PE Act. The Governor in Council will consider future applications due to financial hardship under subsection 201TE of the PE Act.

The VPA facilitates and manages GAIC work-in-kind agreements, investigates GAIC-related planning and zoning anomalies, and prepares staged payment arrangements for landowners or developers. The VPA calculates GAIC rates annually in accordance with subsection 201SG of the PE Act, as well as the excluded building works value threshold, for approval by the Minister for Planning.

Reporting on the GAIC

Under section 45 of the *Financial Management Act 1994* and section 201VC of the PE Act, the Department and the VPA are required to report annually on the operation of the GAIC.

Table 1: GAIC rates per hectare of contribution area

Land type	Year ended 30 June 2025 ($)	Year ended 30 June 2024 ($)
A	115,530	110,590
B-1, B-2 and C	137,230	131,360

Table 2: Land type definitions

Land type	Criteria
A	Brought within an urban growth boundary from 28 November 2005 to 31 December 2006 inclusive Is within an urban development area (within a growth area and zoned for residential, industrial, or business purposes, or specified development zone) on or after 2 December 2008
B-1	Investigation areas 1 to 6 (refer to Schedule 1 of the PE Act) Brought within a growth area, an urban growth boundary and an urban growth zone on or after 2 December 2008
B-2	Investigation area 7 (refer to Schedule 1 of the PE Act) Brought within a growth area, an urban growth boundary and an urban growth zone on or after 19 May 2009
C	Any land, not being type A, B-1 and B-2 Brought within a growth area and an urban growth zone on or after 1 July 2010

Note

(i) More information about the collection of the GAIC is available on the Department's website, as well as the VPA and SRO websites.

GAIC financial summary

Since it commenced in 2010, the GAIC has collected cash receipts of $1.49 billion in development contributions and has earned $79.48 million in interest. The Victorian Government has committed $1.20 billion from GAIC funds. At 30 June 2025, payments totalling $890.08 million were expended for GAPTF and BNCF projects.

Table 3: Accumulated receipts and expenditure at 30 June 2025[(i)]

	Accumulated cash receipts ($m)	Accumulated commitments ($m)[ii]	Commitments/ receipts (%)[iii]	Expenditure ($m)[iv]	Expenditure/ receipts (%)[v]	Uncommitted ($m)[vi]
30 June 2014	68.30	11.70	17	3.42	5.0	56.60
30 June 2015	108.67	23.66	22	5.95	5.5	85.01
30 June 2016	176.01	24.30	14	7.59	4.3	151.71
30 June 2017	281.54	129.65	46	28.28	10.0	151.89
30 June 2018	393.68	375.66	95.4	107.10	27.2	18.02
30 June 2019	543.77	458.34	84	319.72	59	85.43
30 June 2020	695.55	624.87	90	458.91	66	70.68
30 June 2021	818.26	626.99	77	509.38	62	191.27
30 June 2022	1,013.19	642.74	63	580.03	57	370.45
30 June 2023	1,171.97	635.99	54	594.98	51	535.98
30 June 2024	1,349.75	1,039.94	77	623.78	46	309.81
30 June 2025	1,497.35	1,202.69	80	890.08	59	294.66

Notes

(i) This data does not include interest on GAIC funds received since GAIC was established.

(ii) Accumulated committed funds include expenditure and SRO costs.

(iii) Percentage of committed cash receipts compared to cash receipts.

(iv) Expenditure includes SRO expenses.

(v) Percentage of expenditure compared to cash receipts.

(vi) Uncommitted funds exclude interest earned from Central Banking System total interest earned to 30 June 2025 is $79.48 million.

Table 4: Income, approvals and expenditure by growth area

Growth area	Income received from 1 July 2010 to 30 June 2024 ($)	Income in 2024–25 ($)	Total income received at 30 June 2025 ($)	Total approved funding at 30 June 2025[i] ($)	Total expenditure at 30 June 2025[ii] ($)	Proportion of income received (%)	Proportion paid at 30 June 2025[iii] (%)
Cardinia	14,653,053	17,164,094	31,817,148	53,965,905	26,216,205	2	3
Casey	298,588,795	21,015,698	319,604,493	258,942,232	224,784,014	21	25
Hume	231,018,947	16,545,265	247,564,212	166,070,756	136,436,530	17	15
Melton	361,915,117	28,372,035	390,287,153	262,979,293	183,056,021	26	20
Mitchell	19,370,027	6,726,008	26,096,035	21,309,058	15,623,058	2	2
Whittlesea	111,240,774	23,969,354	135,210,127	101,372,714	76,814,213	9	9
Wyndham	312,960,035	33,812,455	346,772,490	338,049,703	227,152,901	23	26
Total	**1,349,746,748**	**147,604,909**	**1,497,351,657**	**1,202,689,662**	**890,082,942**	**100**	**100**

Notes

(i) Includes $7.64 million in SRO expenses.

(ii) Includes SRO expenses paid in proportion to GAIC funds received per growth area.

(iii) Reported under subsection 201VC(b) of the PE Act.

Contributions from developers

From 1 July 2024 to 30 June 2025, GAIC collected $147.60 million in cash revenue, which was $30.18 million less than in 2023–24.

Staged payment arrangements

Staged payment arrangements (SPA) allow for the payment of GAIC liability in stages as land is developed. Any outstanding liability is subject to interest.

The Minister for Planning approves SPAs for a GAIC liability of $10 million and over. The VPA chief executive officer has delegation to approve SPAs for GAIC liabilities of less than $10 million and to amend existing SPAs. SPAs may be amended for change of owner, stage areas, dates, number or order. SPAs are reviewed by the SRO before approval.

In 2024–25 VPA facilitated 19 new SPAs totalling $62.5 million and 42 amended SPAs with a net outstanding balance of $120.5 million.

GAIC work-in-kind agreements

A person liable to pay GAIC may enter into a work-in-kind (WIK) agreement with the Minister for Planning.

To meet the GAIC liability in whole or in part they may agree to provide land and/or construction of state infrastructure instead of a cash payment.

Victoria's housing statement committed VPA to deliver the Gunns Gully Road GAIC WIK agreement. In 2024–25, VPA worked with the Department and the GLE on the final negotiations of the construction agreement.

In 2022, the Victorian Government signed three land GAIC WIKs with the GLE, which were enlivened on 16 January 2025 (Parcel E) and 6 March 2025 (Parcels C and F), marking a significant milestone for the project.

Once delivered, the interchange will unlock the Cloverton Metropolitan Activity Centre, designated in *Plan for Victoria*, which includes potential for a future railway station, education and health facilities, and a commercial precinct. It will also unlock the Merrifield North Employment Precinct Structure Plan, which was identified as a due diligence project in the *Victorian Planning Authority business plan 2024–25*. When fully built out, these precincts are expected to accommodate 11,000 new dwellings, create 20,000 jobs and generate $8.5 billion in economic activity.

Table 5: GAIC transactions 2024–25

	2024–25 ($)	2023–24 ($)
GAIC payments[i]	128,646,228	164,935,938
Interest received (associated with GAIC payments)	18,958,681	12,843,602
GAIC refunds	–	–
Net cash GAIC receipt[ii]	147,604,909	177,779,540
WIK fulfilment – SPA	–	–
WIK fulfilment – SPA interest	–	–
WIK fulfilment full payment	–	–
WIK suspense	–	–
Total GAIC revenue	**147,604,909**	**177,779,540**

Notes

(i) GAIC cash receipts paid into the Consolidated Fund by the SRO, after interest received with the GAIC payments and refunds made within the Fund. It does not include interest received once the monies are in the GAIC funds – this is reported separately in the table above. GAIC revenue includes payments that were subsequently refunded and excludes GAIC interest received.

(ii) When GAIC is due, the landowner can elect to pay 30 per cent upfront and enter a SPA for the balance of the 70 per cent of their liability.

Table 6: GAIC deferrals and future payments 2024–25

	Transaction value for 2024–25 ($)	Transaction value for 2023–24 ($)
GAIC deferred[i]	79,325,929	23,674,576
Staged payment arrangements[ii]	58,248,469	30,389,843
Net staged payments outstanding[iii]	347,807,803	387,304,967

Notes

(i) Deferrals arise from purchase transactions whereby the liable party elects to defer all, or part of their GAIC liability until the next GAIC event. Should the liable party elect to defer part of the liability, then a payment of the non-deferred portion of the total liability is due. The reported total GAIC deferred for the year is the total amount elected to have been deferred during the financial year. Some of those amounts may have subsequently been paid or have been converted into a SPA.

(ii) When GAIC is due, the landowner can seek approval of a SPA. SPAs require the first payment to be a minimum of 30 per cent of the remaining liability to be paid pro rata by area of each stage. The Minister for Planning, or the Chief Executive Officer of the VPA under delegated authority to no more than $10 million or amendment, approves each SPA. The SRO is responsible for processing approved SPA's.

(iii) The outstanding amounts in relation to an approved SPA, are progressively reduced in accordance with the agreed payment arrangements and increased by applicable interest.

GAIC approvals and allocations

On 22 October 2024, the Victorian Government announced a funding package of $150 million focused primarily on transport. The 2025 GAIC funding round opened for applications on 20 December 2024 and closed on 28 February 2025.

Funding round outcomes were announced as a part of the 2025–26 Victorian State Budget, committing $161.966 million for critical bus services in Melbourne's North-Western Growth Corridor. This package includes $37.42 million in capital expenses and $124.54 million in operational expenses to 2030–31.

Table 7: Growth Areas Public Transport Fund allocations

Growth area	Purpose	Allocated to	Amount allocated ($)
Whittlesea	Route 390 Mernda Station – Craigieburn Station via Wollert	Department of Transport and Planning	4,382,000
Hume	Northern Upgrade Package CDC North Route 525, 528, 529, 533 and 537	Department of Transport and Planning	5,898,000

Growth area	Purpose	Allocated to	Amount allocated ($)
Wyndham	Western Upgrade Package CDC Route 170, 180, 190 and 192	Department of Transport and Planning	8,483,000
Wyndham	Tarneit West Station Package – New Route 186 (Tarneit Station – Tarneit West Station) and 182 Tarneit West Station access and service uplifts	Department of Transport and Planning	45,940,000
Wyndham	Wyndham Law Courts – Route 153 service uplift and courts access improvements	Department of Transport and Planning	15,094,000
Wyndham	Riverwalk and Kings Leigh Estate – Route 441 extension	Department of Transport and Planning	8,326,000
Melton	Melton Package – Scalable Option A (new bus route – Thornhill Park – Cobblebank Station)	Department of Transport and Planning	17,597,000
Melton	Rockbank–Tarneit – New Route: 140 (Rockbank Station – Tarneit Station via Mt Atkinson)	Department of Transport and Planning	31,223,000
Whittlesea	Scaled package: Wollert Network Package – New Route 335 (Mystique Estate – Epping Station) and 356, 357, 358 and 577 reconfiguration and service uplifts	Department of Transport and Planning	13,662,000
Melton	Rockbank, Aintree, Watergardens Station, Caroline Springs Package – Routes 444, 461, 463 and 464 reconfiguration and service uplifts	Department of Transport and Planning	11,314,000
Mitchell	Beveridge to Craigieburn service uplift (one hour frequency)	Department of Transport and Planning	45,000

Receipts and expenditure by growth area

Growth Areas Public Transport Fund for the year ending 30 June 2025

At 30 June 2025, the GAPTF had a total balance of $446.27 million, with existing commitments from projects totalling $269.87 million. The GAPTF has $176.40 million pending future allocation.

Table 8: Growth Areas Public Transport Fund by growth area 2024–25

Growth area	Cash receipts at 30 June 2024 ($)	Cash receipts 2024–25 ($)	Expenditure at 30 June 2025 ($)	Expenditure paid 2024–25 ($)	SRO costs as at 30 June 2025 ($)	Balance of cash receipts ($)[a]	Commitment yet to be paid ($)[b]	Balance of fund yet to be committed ($)
Cardinia	7,326,527	8,582,047	120,000	7,200,000	162,405	8,426,168	15,419,000	- 6,992,832
Casey	149,294,398	10,507,849	71,358,292	18,750,000	1,631,369	68,062,585	25,647,000	42,415,585
Hume	115,509,474	8,272,633	42,149,902	12,967,000	1,263,670	67,401,534	24,720,683	42,680,851
Melton	180,957,559	14,186,018	62,330,931	–	1,992,158	130,820,488	71,256,440	59,564,048
Mitchell	9,685,014	3,363,004	87,355	–	133,203	12,827,459	4,726,000	8,101,459
Whittlesea	55,620,387	11,984,677	25,048,645	–	690,158	41,866,260	21,858,501	20,007,759
Wyndham	156,480,017	16,906,228	37,047,000	17,700,000	1,771,875	116,867,370	106,246,596	10,620,774
Total	**674,873,374**	**73,802,455**	**238,142,126**	**56,617,000**	**7,644,838**	**446,271,864**	**269,874,220**	**176,397,644**

(a) Balance of cash receipts does not include interest earned from Central Banking System.

(b) Commitment yet to be paid does not include the future SRO costs.

Building New Communities Fund for the year ending 30 June 2025

At 30 June 2025, the BNCF had a total balance of $161 million, with existing commitments for projects totalling $42.73 million. These projects will have future outflows across the forward years to 2027–28. The BNCF has $118.26 million pending future allocation.

Table 9: Building New Communities Fund by growth area 2024–25

Growth area	Cash receipts at 30 June 2024 ($)	Cash receipts 2024–25 ($)	Expenditure at 30 June 2025 ($)	Expenditure paid 2024–25 ($)	SRO costs as at 30 June 2025 ($)	Balance of cash receipts ($)(i)	Commitment yet to be paid ($)(ii)
Cardinia	7,326,527	8,582,047	7,157,500	11,576,300	- 2,825,226	12,330,700	- 15,155,926
Casey	149,294,398	10,507,849	135,436,038	- 2,391,685	26,757,894	8,511,218	18,246,676
Hume	115,509,474	8,272,633	70,257,217	9,798,741	43,726,148	4,913,543	38,812,605
Melton	180,957,559	14,186,018	60,244,372	62,433,000	72,466,204	8,666,832	63,799,372
Mitchell	9,685,014	3,363,004	6,762,500	8,640,000	- 2,354,483	960,000	- 3,314,483
Whittlesea	55,620,387	11,984,677	38,782,195	8,348,775	20,474,094	2,700,000	17,774,094
Wyndham	156,480,017	16,906,228	60,057,795	110,576,231	2,752,219	4,650,206	- 1,897,987
Total	**674,873,374**	**73,802,455**	**378,697,617**	**208,981,361**	**160,996,851**	**42,732,499**	**118,264,351**

Notes

(i) Does not include interest earned from the Central Banking System.

(ii) Does not include future SRO costs.

Expenditure of GAIC funds in 2024–25

From 1 July 2024 to 30 June 2025, combined expenditure across the GAPTF and BNCF totalled $266.30 million on approved projects and SRO expenses. Details of these projects are in the tables below.

Return of GAIC funds in 2024–25

From 1 July 2024 to 30 June 2025, two projects returned funds to the GAIC trust.

Delivered by the Department of Education (DE), the construction of stage 2 at Edgars Creek Secondary School has been completed with an underspent budget totalling $551,226. Surplus GAIC funds were returned to the Building New Communities Fund trust and will be available for future reallocation to other projects.

In 2024–25, construction of the Clyde North Fire Station, being delivered by Fire Rescue Victoria (FRV), has been delayed pending outcomes of the Fire District Review Panel. The remaining GAIC contribution of $7,865,949 was returned to the Department. Funds will be returned to the delivery agency when construction timelines are reconfirmed and ready to recommence.

Allocation of GAIC funds in 2024–25 by local government area

Cardinia Shire Council

Table 10: Projects funded in Cardinia by the Growth Areas Public Transport Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DTP	New/Upgraded Services – Cardinia Routes 925	2023–24	22,619,000	–	7,200,000	15,419,000	Active
Total			**22,619,000**	**–**	**7,200,000**	**15,419,000**	

Table 11: Projects funded in Cardinia by the Building New Communities Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DH/ Ambulance Victoria	Pakenham Ambulance Station	2016–17	1,100,000	–	–	1,100,000	Active
DJCS[i]	Emergency services facility program for Officer	2019–20 State Budget	1,920,000	1,920,000	–	–	Complete
Cardinia Shire Council	Princes Highway/Arena Parade intersection upgrade Officer	2023–24	2,800,000		2,000,000	800,000	Active
Cardinia Shire Council	McGregor Road duplication and Henty Street signalisation	2023–24	6,000,000		1,400,000	4,600,000	Active
Cardinia Shire Council	Pakenham Drake Place reconfiguration	2023–24	8,400,000		5,000,000	3,400,000	Active
Cardinia Shire Council	Pakenham John Street extension	2023–24	4,300,000		2,000,000	2,300,000	Active
DJCS	VICSES Officer Unit	2023–24	1,307,000		1,176,300	130,700	Active
Total			**25,827,000**	**1,920,000**	**11,576,300**	**12,330,700**	

City of Casey

Table 12: Projects funded in Casey by the Growth Areas Public Transport Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DTP	Merinda Park Railway Station	2016–17	9,000,000	8,000,000	1,000,000		Complete
DTP	Cranbourne East Railway Station	2017–18	3,000,000	3,000,000	–	–	Active
DTP	Cranbourne Station car parking and pedestrian amenity upgrade	2018–19	4,800,000	4,800,000	–	–	Complete
DTP	Cranbourne – 100 new car parks	2019–20 State Budget	1,694,000	1,094,000	600,000	–	Complete
DTP	Metro bus service improvements at Narre Warren North – Casey	2018–19 State Budget	1,200,000	–1,200,000	–	–	Cancelled
DTP	Cranbourne rail corridor duplication shared user path	2019–20	15,000,000	13,500,000	–	1,500,000	Active
DTP	Extension of 881 Merinda Park to Clyde North bus route	2019–20	10,455,000	10,455,000	–	–	Active
DTP	Berwick Station Bus Interchange	2019–20	20,817,000	18,817,000	–	2,000,000	Active
DTP	Bus service extension – Route 798 – extension to Clyde	2023–24	16,227,000	–	10,550,000	5,677,000	Active

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
	North via Hardys Road, Casey						
DTP	Extended bus services – Casey Bells Road, Casey Route 831, 928	2023–24	23,670,000	–	7,200,000	16,470,000	Active
Total			**105,863,000**	**58,466,000**	**19,350,000**	**25,647,000**	

Table 13: Projects funded in Casey by the Building New Communities Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DTP	Berwick-Cranbourne Rd intersection	2018–19	3,800,000	3,800,000	–	–	Active
FRV	Clyde North Fire Station construction	2018–19	8,520,000	8,520,000	–7,865,949	7,865,949	On hold
DJCS	Emergency Services facility program for Cranbourne	2019–20 State Budget	2,130,000	2,130,000	–	–	Complete
DE	Ballato Road proposed P-6 school land acquisition	2018–19 State Budget	4,000,000	4,000,000	–	–	Complete
City of Casey	Soldiers Road shared user path development	2023–24	555,673	–	333,404	222,269	Active
City of Casey	Craig Road shared user path design and construction	2023–24	1,333,860	–	1,333,860	–	Active
DJCS	Country Fire Authority New Clyde Fire Station	2023–24	4,230,000	–	3,807,000	423,000	Active
Total			**24,569,533**	**18,450,000**	**–2,391,685**	**8,511,218**	

Hume City Council

Table 14: Projects funded in Hume by the Growth Areas Public Transport Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DTP	Sunbury Station improvement works	2018–19	7,000,000	7,000,000	–	–	Complete
DTP	Parking and amenity improvements – Sunbury Station	2018–19 State Budget	3,000,000	3,000,000	–	–	Complete
DTP	Extension of Craigieburn Central Shopping Centre to Craigieburn 528 bus route and Craigieburn North to Craigieburn 529 bus route	2019–20	8,362,000	8,362,000	–	–	Active

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DTP	Roxburgh Park Station – train station upgrade	2023–24	331,347	–	300,000	31,347	Active
DTP	New bus service – Kalkallo to Olivine via Donnybrook Station, Route 524	2023–24	16,406,739	–	6,700,000	9,706,739	Active
DTP	Bus service extension – Route 543 to Craigieburn Central	2023–24	13,145,597	–	4,100,000	9,045,597	Active
DTP	Sunbury Station – northern car park and access paths upgrade – Sunbury	2023–24	1,867,000	–	1,867,000	–	Active
Total			**50,112,683**	**18,362,000**	**12,967,000**	**18,783,683**	

Table 15: Projects funded in Hume by the Building New Communities Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DJCS	Emergency Services facility program for Craigieburn North/Kalkallo	2019–20 State Budget	2,845,000	–	1,620,000	1,225,000	Active
DJCS	Emergency Services facility program for Craigieburn North/Kalkallo	2023–24	1,800,000	–	–	1,800,000	Active
DH	Sunbury Community Hospital expanded floor area for additional dialysis chairs	2023–24	2,920,000	–	2,280,000	640,000	Active
DJCS	VICSES Sunbury Unit	2023–24	5,941,194	–	4,752,955	1,188,239	Active
Hume City Council	Toyon Road pedestrian bridge	2023–24	1,206,090	–	1,145,786	60,304	Active
Total			**14,712,284**	**–**	**9,798,741**	**4,913,543**	

Melton City Council

Table 16: Projects funded in Melton by the Growth Areas Public Transport Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DTP	452 Melton to Weir Views bus route	2019–20	6,572,000	6,572,000	–	–	Active
DTP	Cobblebank Station future proofing	2019–20	8,500,000	8,500,000	–	–	Active
Total			**15,072,000**	**15,072,000**	**–**	**–**	

Table 17: Projects funded in Melton by the Building New Communities Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($) ($) ($)	Status
DH/ Ambulance Victoria	Melton Ambulance Station	2016–17	1,200,000	–	–	1,200,000	Active
DH/ Ambulance Victoria	Hillside Ambulance Station	2016–17	2,000,000	–	–	2,000,000	Active
DJCS	Emergency Services facility program for Caroline Springs	2019–20 State Budget	2,900,000	2,900,000	–	–	Complete
Melton City Council	Connecting Melton – active transport connections: Vineyard Road, Diggers Rest	2023–24	940,960	–	840,000	100,960	Active
Melton City Council	Connecting Melton – active transport connections: Taylors Road, Deanside	2023–24	1,350,872	–	1,215,000	135,872	Active
DE	Land acquisition for Aintree North proposed P6 site	2023–24	15,136,000	–	15,136,000	–	Active
DE	New School Construction: Cobblebank Secondary School	2023–24	35,472,000	–	35,472,000	–	Active
DTP	New shared user path between Grand Boulevard and Sheahan Road, and Widen Hopkins Road Bridge, Rockbank	2023–24	11,000,000	–	7,200,000	3,800,000	Active

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($) ($) ($)	Status
DTP	New shared user path – Ferris Road, Melton South	2023–24	4,000,000	–	2,570,000	1,430,000	Active
Total			**73,999,832**	**2,900,000**	**62,433,000**	**8,666,832**	

Mitchell Shire Council

Table 18: Projects funded in Mitchell by the Building New Communities Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DE	Beveridge Primary School – new campus	2019–20 State Budget	2,800,000	2,800,000	–	–	Complete
Mitchell Shire Council	Wallan East integrated family and children centre	2023–24	9,600,000	–	8,640,000	960,000	Active
Total			**12,400,000**	**2,800,000**	**8,640,000**	**960,000**	

Whittlesea City Council

Table 19: Projects funded in Whittlesea by the Growth Areas Public Transport Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DTP	Wollert Rail Corridor	2017–18	3,800,000	3,800,000	–	–	Active
Total			**3,800,000**	**3,800,000**	**–**	**–**	

Table 20: Projects funded in Whittlesea by the Building New Communities Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
PV	Merri Creek Marran Baba Parklands	2016–17	1,700,000	1,700,000	–	–	Complete
DE	Edgars Creek Secondary School (stage 2)	2019–20 State Budget	22,800,000	22,300,000	−551,226	–	Complete
City of Whittlesea	Mernda Aquatic Precinct Transport Infrastructure Project	2023–24	10,000,000	–	7,500,000	2,500,000	Active
City of Whittlesea	Darebin Creek Trail shared user path – Greenbrook Drive	2023–24	800,000	–	700,000	100,000	Active

	to Epping Station, Epping						
City of Whittlesea	Ferres Boulevard shared user path Findon Road to McDonalds Road, South Morang	2023–24	800,000	–	700,000	100,000	Active
Total			**36,100,000**	**24,000,000**	**8,348,774**	**2,700,000**	

Wyndham City Council

Table 21: Projects funded in Wyndham by the Growth Areas Public Transport Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DTP	Bus and cycle access to Tarneit Station (including additional funding announced in 2021–22)	2019–20	18,847,000	18,847,000	–	–	Complete
DTP	New bus service Route 194 – Harpley and Cornerstone Estates to Wyndham Vale Station	2023–24	21,473,000	–	6,500,000	14,973,000	Active
DTP	Williams Landing Station upgrade	2023–24	4,552,596	–	1,000,000	3,552,596	Active
DTP	New/upgraded bus service – Tarneit – Laverton – Laverton Bus Route 154	2023–24	29,732,000	-	10,200,000	19,532,000	Active
Total			**74,604,596**	**18,847,000**	**17,700,000**	**38,057,596**	

Table 22: Projects funded in Wyndham by the Building New Communities Fund 2024–25

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DH	Werribee Ambulance Station	2016–17	1,500,000	1,283,900	–	–	Active
DH	Tarneit Ambulance Station	2017–18	1,500,000	1,500,000	–	–	Active
DJCS	Wyndham Vale Fire Station	2017–18	3,750,000	–	3,750,000	–	Active
DJCS	New Truganina Fire Station	2017–18	3,750,000	3,750,000	–	–	Complete

Agency	Purpose	Year announced	Allocated	Paid to 30 June 2024 ($)	Paid in 2024–25 ($)	Yet to be paid ($)	Status
DJCS	Emergency Services facility program for Point Cook	2019–20 State Budget	855,000	855,000	–	–	Complete
DE	Land acquisition for Wollahra proposed 7–12 site	2023–24	29,392,000	–	29,392,000	–	Active
DH	Ambulance Victoria Branch (Wyndham Vale)	2023–24	7,960,720	–	7,562,874	397,846	Active
DJCS	VICSES Tarneit/Truganina	2023–24	1,800,000	–	–	1,800,000	Active
DJCS	VICSES Wyndham Vale	2023–24	12,260,808	–	9,808,648	2,452,160	Active
DTP	Ison Road (Princes Freeway to Ison Road Overpass)	2023–24	60,000,000	–	60,000,000	–	Active
Total			**122,768,528**	**7,388,900**	**110,513,522**	**4,650,006**	

Compliance with the *Victorian Planning Authority Act 2017*

The Victorian Planning Authority (VPA) is accountable to the Minister for Planning and must follow any directions issued by the Minister for Planning under section 36 of the *Victorian Planning Authority Act 2017*. Copies of the directions issued by the Minister in 2024–25 are set out in this section.

The Hon Sonya Kilkenny MP

Minister for Planning
Minister for the Suburbs

1 Spring Street
Melbourne, Victoria 3000 Australia

Ref: BMIN-1-24-3421

Damien Tangey
Acting Chair
Victorian Planning Authority
Level 25, 35 Collins Street
MELBOURNE VIC 3000

Dear Mr Tangey Damien

PLANNING FOR THE NORTHERN FREIGHT PRECINCT AND SURROUNDS

I am writing to advise you that the Secretary of the Department of Transport and Planning (DTP) has commissioned the Victorian Planning Authority (VPA) to provide planning services and advice to support DTP in planning for future development of the Northern Freight Precinct (NFP) and surrounds, as necessary to unlock the Beveridge Intermodal Freight Terminal development.

I consider this fee-for-service commission to be a "major new project or activity" within the meaning of Clause 3.4 of the Direction to the Victorian Planning Authority that I issued under section 36(1) of the *Victorian Planning Authority Act 2017* on 25 November 2023. Accordingly, I ask the VPA to add this project to your approved work program.

I note that, by virtue of the above, the project is brought within the scope of the statutory authorisations applying to the "provider" role in Clause 8 of my Direction.

I note the ambitious timeframes applying to this project and I encourage the VPA to work closely with National Intermodal Corporation (NIC), Whittlesea City Council, Mitchell Shire Council and relevant authorities to support DTP to deliver planning outcomes in a timely manner.

VICTORIA State Government

If you would like to discuss this matter further, please contact Marika Harvey, Executive Director, Integrated Land and Transport Planning DTP at marika.harvey@transport.vic.gov.au.

Yours sincerely

The Hon Sonya Kilkenny MP
Minister for Planning
Minister for the Suburbs

Date: / / 14/8/2024

The Hon Sonya Kilkenny MP

Minister for Planning
Minister for the Suburbs

1 Spring Street
Melbourne, Victoria 3000 Australia

Ref: BMIN-1-24-1587

Mr Damien Tangey
Chair
Victorian Planning Authority
Level 25, 35 Collins Street
MELBOURNE VIC 3000

Dear Mr Tangey

I am writing to advise that I am exercising the power under section 36 of the *Victorian Planning Authority Act 2017* and directing the Victorian Planning Authority (VPA) to provide me with advice and assist in the preparation of draft plans for the Croskell (Employment) Precinct.

I direct the VPA to undertake engagement and receive submissions on a draft planning scheme amendment to implement the Croskell (Employment) Precinct Structure Plan (PSP), Infrastructure Contributions Plan (ICP) and Native Vegetation Precinct Plan (NVPP).

I also direct the VPA to provide advice to ensure the draft amendment and PSP include the appropriate staging provisions to manage the development of land and the provision of required drainage infrastructure.

Following the consultation process, the VPA must review submissions and decide how to progress the plan for the Croskell (Employment) Precinct. Under section 186(1)(d) of the *Planning and Environment Act 1987*, I have delegated to the VPA, which also authorises sub-delegation to the VPA CEO, the ability to refer the proposal and submissions received on the PSP and draft amendment package to the VPA Projects Standing Advisory Committee.

The Croskell (Employment) Precinct will plan for approximately 8,000 new jobs within and adjacent to a Regionally Significant Commercial Precinct, along with a compact residential area and protection of land identified by Traditional Owners as having intangible cultural heritage values.

VICTORIA State Government

I expect the VPA to work in partnership with the council and other relevant stakeholders in development of the PSP, ICP, NVPP and draft planning scheme amendment. This is critical to ensuring a positive outcome for this important precinct.

If you would like more information about this matter, please contact Stuart Menzies, Acting Executive Director, State Planning Policy, Department of Transport and Planning, by email to stuart.menzies@transport.vic.gov.au.

Yours sincerely

The Hon Sonya Kilkenny MP
Minister for Planning

Date: / / 18/8/2024

VICTORIAN PLANNING AUTHORITY ACT 2017

Direction to the Victorian Planning Authority

I, Sonya Kilkenny MP, Minister for Planning, give the following direction to the Victorian Planning Authority (the Authority) under section 36(1) of the *Victorian Planning Authority Act 2017*.

The previous direction dated 25 November 2023 to the Authority under section 36(1) of the *Victorian Planning Authority Act 2017* is revoked.

Priorities

1. By 31 May each year, the Authority will deliver for my approval a draft annual business plan, pursuant to Section 44 of the *Victorian Planning Authority Act 2017*, that will articulate how the Authority will deliver the business activities and work program in the financial year ahead.
2. The annual business plan will include the following components:
    a. reference to this Direction.
    b. a clear work program that includes:
        i. **projects to be undertaken in the forward financial year** to deliver the Victorian Government's commitments and priorities articulated within Victoria's *Housing Statement- the decade ahead 2024-2034* (Housing Statement) and the forthcoming *Plan for Victoria*. This includes, but is not limited to, preparation of precinct structure plans (PSPs) for new housing and jobs in Melbourne and in key regional cities and towns. This includes supporting the delivery of a forward pipeline of metropolitan Melbourne greenfield PSPs to provide zoned and sequenced capacity to accommodate 30 percent of Melbourne's net long term dwelling growth.
        ii. **provision of advice and technical services to the Department of Transport and Planning (DTP)** to:
            1. support the shift towards 70 percent of Melbourne's new homes being built in established suburbs – including by delivering plans for housing around activity centres and other areas with good access to transport infrastructure.
            2. enable future development of the Northern Freight Precinct (NFP) and surrounds, as necessary to unlock the Beveridge Intermodal Freight Terminal development.
            3. ensure that the preparation of future PSPs are prioritised to align with infrastructure thresholds and future PSPs include staging plans as required that guide development of the PSP in a logical manner allowing infrastructure delivery to keep pace with development.
            4. enhance utilisation of land that has already been zoned for development by unlocking capacity for housing and jobs.
        iii. **All other details as required by the Victorian Planning Authority Act 2017.**
3. The Authority, in collaboration with DTP, will develop a criteria-based assessment framework to be used as a tool to determine the projects and programs that will be recommended to me for inclusion in the draft annual business plan each year. This framework must align with Government priorities with a focus on delivery of the Housing Statement and the forthcoming Plan for Victoria.
4. Once approved by me, the annual business plan, and the work program it contains, will set the priorities for the Authority in the financial year ahead.

Page 1 of 5

5. I may direct the Authority to commence new projects or activities throughout the financial year. On receipt of my direction, and as approved by me or the Secretary of the Department of Transport and Planning (as my delegate), the Authority is to add any new project to the list of current projects on its website.
6. In delivering its work program the Authority will ensure:

a. Accountability and Transparency

The Authority's annual business plan and annual report are important documents, recognised in legislation and by the community. They are essential components of a focused narrative to inform community and stakeholders of the Government's agenda and planning for housing supply to meet the needs of a growing population. I expect framing of a clear and focused narrative in the annual business plan to articulate key priorities and deliverables. I also expect clear progress reporting aligned with the reporting framework included in section 7 of this Direction, and any additional specified reporting as may be required to acquit delivery of Housing Statement initiatives or any major new project or activity.

b. Financial Sustainability and Demonstrating Outcomes

The Authority will maintain strong governance, risk and financial management functions to ensure that programs and projects are appropriately delivered. The Authority should focus on:

- delivering the work program set out in its annual business plan on time and on budget.
- fulfilling its funding and reporting obligations in relation to any grant funding that may be allocated to the VPA.

Any proposed departure from the approved annual business plan, including the inclusion of new activities, programs or projects will require my approval or that of my delegate. Also, I expect to be advised of anticipated significant variations to delivery outcomes or timeframes promptly, in accordance with the relevant programs or projects reporting schedule.

c. Implementing government policy

In reference to its legislated role the Authority will work with the DTP, local councils, and other Government departments and agencies to deliver projects, and planning services and advice and any other activities as directed in line with Victorian Government policy – in particular the *Housing Statement* and the forthcoming new *Plan for Victoria*. The Authority's contribution will be integral to the achievement of Government's target of 800,000 new homes in Victoria.

Giving effect to these priorities

7. In addition to the requirements of section 44(1)(a)-(d) of the *Victorian Planning Authority Act 2017*, the Authority will implement the following reporting framework.

Report	Key elements for reporting	Timing
Annual Business Plan	In line with requirements in the Act and including: • the annual work program • performance indicators indicators that are specific, measurable, attainable, relevant and timely • major business risks (external and internal) • strategies for the management of those risks.	Annually, draft submitted by 31 May.
Annual Report	In line with relevant statutory requirements and including: • Progress in delivering the Annual Business Plan.	Annually, in line with DTP advice.
Housing Statement Initiatives	• Detailed project plan for each of the 21 priority projects with delivery milestones • Dashboard reporting on achievement of milestones • Exceptions report on any outlying matters	Project plans by December 2024 Reporting in line with project plan timeframe
Activity Centres	Dashboard reporting against: • Project and program milestone status. • Expenditure to date. • Variances to planned progress. • Risks to offtrack deliverables and mitigation measures proposed.	Subject to negotiation with DTP
Planning Advice for the Northern Freight Precinct and surrounds	• Progress against the agreed delivery program. • Variances to planned progress • Invoicing schedule. • Expected expenditure and disbursements incurred and forecast (including VPA employee costs). • End of project evaluation.	Monthly progress reports End of Project Evaluation Report at the completion of the service. As required by DTP.
Development of Budget Paper Reporting	In line with DTF requirements, including: • Stage 1 • Stage 2	In line with DTF advice facilitated by the Performance Reporting Team, DTP.
Budget Paper 3 deliverables	• Half year results. • Expected Outcome Forecasts. • Full year results.	In line with DTF advice facilitated by the Performance Reporting Team, DTP.
• ***Other funded projects***	Progress against: • Project and program milestone status. • Expenditure to date. • Material timing and/or funding variances • Risks to offtrack programs/ projects and mitigation measures proposed.	In line with DTP requirements, or biannual (December and June quarter - reported by no later than 28 February and 14 July respectively).

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8. On my approval of the annual Business Plan, the Authority will be conferred such statutory authorisations as may be required to empower its delivery of the range of activities within its work program. Authorisations will fall into one of the following roles, dependent upon the project and activity undertaken, unless otherwise stated:

ROLE	DESCRIPTION
PLANNING AUTHORITY	Where the Victorian Planning Authority is the appointed *Planning Authority* with the mandate to lead the project and deliver outcome (including recommending a Planning Scheme amendment to the Minister) in partnership with the relevant local council(s) and government agencies.
PROVIDER	Where the local council or the Minister for Planning is the *Planning Authority* and the Victorian Planning Authority has the lead role to prepare a plan or other report, working in partnership with the relevant local council(s) and government agencies, which the Victorian Planning Authority then submits to the *Planning Authority* for progress through the statutory process.
ADVISOR	Provide advice, finance and technical advice and support in relation to a plan being prepared by a local council or government agency. The Victorian Planning Authority advises and influences but does not determine the content.
FACILITATOR	Victorian Planning Authority assists a local council or government agency with their work, providing a grant or general advice about how planning policies need to be considered. May involve participation in a Steering Committee or Project Group.

9. To maximise the VPA's impact in delivering on the Government's objectives, I expect that the majority of the VPA's work will be undertaken in the roles either as 'planning authority' or as 'provider' to a Minister or Government entity.
10. Notwithstanding, the requirement to submit an annual work program I have authorised the Authority to be the Planning Authority to prepare amendments pursuant to section 9 of the *Planning and Environment Act 1987* within growth areas and in other designated areas.
11. I have also authorised the Authority to be planning authority to prepare amendments in relation to projects areas so designated. The projects/ areas to which this authorisation applies is specified within the annual work program. This authorisation only operates in respect of amendments that implement a PSP, an Infrastructure Contributions Plan or a Development Contributions Plan, and in preparing the amendment the Authority must consult with:
    a. the Minister for Planning
    b. the relevant local council
    c. DTP
    d. any other public sector body if the amendment is likely to significantly affect the functions of the public sector body.
12. I have approved the Authority to provide advice and assistance to local councils and public sector bodies under section 8(3) of the *Victorian Planning Authority Act 2017*.
13. I also approve, under section 33(1) of the *Victorian Planning Authority Act 2017*, that the Authority may request certain information from local councils by written notice in relation to all projects designated in this Direction.

14. I issued Ministerial Direction No. 18 (Victorian Planning Authority Advice on Planning Scheme Amendments) on 28 January 2018 to provide greater certainty about the Authority's role when it is not the planning authority but is providing advice and/or preparing documentation for local councils. This Direction is a strong reflection of the Authority's status as the Victorian Government's strategic spatial planning agency, and of the Authority's commitment to working with local councils across the state to drive spatial planning solutions.
15. I have authorised the Authority to continue to act as the responsible authority, until such time as this is withdrawn in respect of:
    - Collection of section 173 funds in specified situations for land within the Fishermans Bend Urban Renewal Area

HON SONYA KILKENNY MP

Minister for Planning

Date: 24/10/2024

Page 5 of 5

The Hon Sonya Kilkenny MP

Attorney-General
Minister for Planning

Ref: BMIN-1-24-5387

Damien Tangey
Acting Chair of the Board
Victorian Planning Authority
Level 25, 35 Collins Street
MELBOURNE VIC 3000

Dear Mr Tangey

I am writing to advise that I am exercising the power under section 36 of the *Victorian Planning Authority Act 2017* to direct the Victorian Planning Authority (VPA) to provide me with advice and assistance in the preparation of a draft planning scheme amendment for the Melton East Precinct Structure Plan (PSP).

I direct the VPA to undertake public consultation and receive submissions on a draft planning scheme amendment to implement the Melton East PSP and Infrastructure Contributions Plan (ICP).

Following the consultation process, the VPA will review submissions and decide how to progress the plan for the Melton East and consider any unresolved submissions. This may include referral to the VPA Projects Standing Advisory Committee (SAC), which was established under section 151 of the *Planning and Environment Act 1987* (PE Act) to provide advice on VPA projects.

To enable the referral to the VPA SAC in a timely manner, I have agreed to the request from the VPA to delegate my power to the VPA, under section 186(1)(d) of the PE Act. I understand that the VPA will keep me updated on the submissions received and its intention to exercise its delegated power before doing so.

I expect the VPA to work in partnership with Melton City Council and other relevant stakeholders in development and finalisation of the PSP, ICP and draft planning scheme amendment. This is critical to ensuring a positive outcome for this important precinct.

If you would like more information about this matter, please email Stuart Menzies, Executive Director, State Planning Policy, Department of Transport and Planning, at stuart.menzies@transport.vic.gov.au.

VICTORIA State Government

Yours sincerely

The Hon Sonya Kilkenny MP
Attorney-General
Minister for Planning

Date: 29/12/2024

Enc

2

The Hon Sonya Kilkenny MP

Attorney-General
Minister for Planning

GPO Box 4356
Melbourne, Victoria 3001 Australia

Ref: BMIN-1-24-4912

Mr Stuart Moseley
Chief Executive Officer
Victorian Planning Authority
Level 25, 35 Collins Street
MELBOURNE VIC 3000

Dear Mr Moseley

I am writing to advise that I am exercising my power under section 36 of the *Victorian Planning Authority Act 2017* and directing the Victorian Planning Authority (VPA) to provide me with advice and assist in the preparation of draft plans for the Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan (PSP).

I direct the VPA to undertake engagement and receive submissions on a draft planning scheme amendment to implement the Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan (PSP) and Infrastructure Contributions Plan (ICP).

Following the consultation process, the VPA will review submissions and decide how to progress the plan for the precinct. This may include referral to the VPA Projects Standing Advisory Committee (SAC), which was established under section 151 of the *Planning and Environment Act 1987* (PE Act) to provide advice on VPA projects.

To enable the referral to the VPA SAC in a timely manner, I have agreed to the request from the VPA to delegate my power to the VPA, under section 186(1)(d) of the PE Act. I understand that the VPA will keep me updated on the submissions received and its intention to exercise its delegated power before doing so.

I expect the VPA to work in partnership with the council and other relevant stakeholders to develop the PSP, ICP and draft planning scheme amendment. This is critical to ensuring a positive outcome for this important precinct.

If you would like more information on this matter, please email Stuart Menzies, Executive Director, State Planning Policy, DTP, at stuart.menzies@transport.vic.gov.au.

VICTORIA State Government

Yours sincerely

The Hon Sonya Kilkenny MP
Minister for Planning

Date: 20/01/25

2

The Hon Sonya Kilkenny MP

Attorney-General
Minister for Planning

GPO Box 4356
Melbourne, Victoria 3001 Australia

Ref: BMIN-1-25-39

Mr Dean Rochfort
Acting Chief Executive Officer
Victorian Planning Authority
Level 26, 1 Spring Street
MELBOURNE VIC 3000

Dear Mr Rochfort

I am writing to advise that I am exercising the power under section 36 of the *Victorian Planning Authority Act 2017* and directing the Victorian Planning Authority (VPA) to provide me with advice and assistance in the preparation of a draft planning scheme amendment for the Bannockburn South East Precinct.

I direct the VPA to undertake engagement and receive submissions on a draft planning scheme amendment to implement the Bannockburn South East Precinct Structure Plan (PSP) and Development Contributions Plan (DCP).

Following the consultation process, the VPA will review submissions and decide how to progress the plan for the Bannockburn South East Precinct and consider any unresolved submissions. This may include referral to the VPA Projects Standing Advisory Committee (SAC), which was established under section 151 of the *Planning and Environment Act 1987* (PE Act) to provide advice on VPA projects.

To enable the timely referral of submissions to the VPA Projects SAC I have agreed to the request from the VPA to delegate my power to the VPA under section 186(1)(d) of the PE Act. I understand the VPA will keep me updated on the submissions received and referral to the VPA Projects SAC.

Bannockburn South East Precinct proposes to deliver increased housing and it is noted that some matters will need to be considered by the SAC including, but not limited to, development contributions, transport infrastructure requirements and the poultry farm buffer to the south.

I expect the VPA to work in partnership with Golden Plains Shire Council and other relevant stakeholders in the finalisation of the PSP, DCP and draft planning scheme amendment.

VICTORIA State Government

If you would like more information about this matter, please email Stuart Menzies, Executive Director, State Planning Policy, Department of Transport and Planning, at stuart.menzies@transport.vic.gov.au.

Yours sincerely

The Hon Sonya Kilkenny MP
Minister for Planning

Date: 3/04/2025

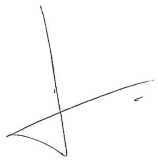
2

Attestation for financial management compliance with Standing Direction 5.1.4

Standing Directions 2018 under the *Financial Management Act 1994*.

Financial Management Compliance Attestation Statement – 2024–25 for the Department of Transport and Planning and the Victorian Planning Authority.

I, **Jeroen Weimar**, certify that the **Department of Transport and Planning** and the **Victorian Planning Authority** has no Material Compliance Deficiency with respect to the applicable Standing Directions under the *Financial Management Act 1994* and Instructions.



Jeroen Weimar
Secretary, Department of Transport and Planning
Sole Commissioner, Victorian Planning Authority
22 September 2025

APPENDIX 17: ADDITIONAL INFORMATION AVAILABLE ON REQUEST

In compliance with the requirements of the Standing Directions of the Minister for Finance, details of the items listed below have been retained by the Department and are available on request, subject to the provisions of the *Freedom of Information Act 1982*:

- statement that declarations of pecuniary interests have been duly completed by all relevant officers of the Department
- details of shares held by a senior officer as nominee or held beneficially in a statutory authority or subsidiary
- details of publications produced by the Department about the Department, and how these can be obtained
- details of changes in prices, fees, charges, rates and levies charged by the Department
- details of any major external reviews carried out on the Department
- details of major research and development activities undertaken by the Department
- details of overseas visits undertaken including a summary of the objectives and outcomes of each visit
- details of major promotional, public relations and marketing activities undertaken by the Department to develop community awareness of the Department and its services
- details of time lost through industrial disputes
- list of major committees sponsored by the Department, the purposes of each committee and the extent to which the purposes have been achieved
- details of all consultancies and contractors.

The information is available on request from:

Privacy and Information Access Manager

Department of Transport and Planning

GPO 2392 Melbourne VIC 3001

Telephone: (03) 9854 1982

Email: foi@transport.vic.gov.au

Additional information included in the annual report

Details in respect of the following items have been included in this report, in the sections indicated below:

- details of assessments and measures undertaken to improve the occupational health, safety and wellbeing of employees (refer to Appendix 1 – Our Health, Safety and Wellbeing)
- details of time lost through industrial accidents (refer to Appendix 1 – Our Health, Safety and Wellbeing).

APPENDIX 18: ACRONYMS

AAS	Australian Accounting Standards
AAG	Advertising Approval Group (p.101)
AASB	Australian Accounting Standards Board
AC	Amortised cost
ACLS	Accommodation Carpools and Library Services
AEE	Annualised employee equivalent
API	Application Programming Interfaces
ARIC	Audit, Risk and Integrity Committee
ARTC	Australian Rail Track Corporation
ATNAB	Additions to the Net Assets Base
ATO	Australian Taxation Office
BAU	Business as usual
BBR	Big Build Roads
BNCF	Building New Communities Fund
CALD	Culturally and linguistically diverse
CBD	Central business district
CDC	ComfortDelGro Corporation
CEO	Chief Executive Officer
CLCS	Container Logistics Chain Study
CML	CityLink Melbourne Limited
CO2-e	Carbon dioxide equivalent
CRC	Current replacement cost
CSO	Community service obligation
CYP	Cross Yarra Partnership
DE	Department of Education
DEECA	Department of Energy, Environment and Climate Action
DH	Department of Health
DJCS	Department of Justice and Community Safety
DJSIR	Department of Jobs, Skills, Industry and Regions
DGS	Department of Government Services
DEM	Digital Elevation Model
DTF	Department of Treasury and Finance
DTP	Department of Transport and Planning
DWG	Designated Working Group
EMS	Environmental Management System
ESG	Environmental, Social and Corporate Governance
E10	Ethanol 10%
FMA	*Financial Management Act 1994*
FOI	Freedom of information
FOI Act	*Freedom of Information Act 1982*
FRD	Financial Reporting Direction
FRV	Fire Rescue Victoria
FTE	Full-time equivalent
GAIC	Growth Areas Infrastructure Contribution
GAPTF	Growth Area Public Transport Fund
GAT	Government Accommodation Trust
GCEC	Geelong Convention and Event Centre
GE Act	*Gender Equality Act 2020*
GGB	Greener Government Buildings
GHG	Greenhouse gases
GLE	GAIC liable entity
GORTO	Grant of rights to operate
GST	Goods and Services Tax
HVAC	Heating, Ventilation, and Air Conditioning
HCMT	High Capacity Metro Train
HSR	Health and Safety Representative
ICP	Infrastructure Contributions Plan
ICT	Information and communications technology
IRP	Issue Resolution Procedure
ISO	International Organisation for Standardisation
ITC	Incentivised Target Cost

IWM	Integrated Water Management
KDR	Keolis Downer Rail
kg	Kilogram
KMP	Key Management Personnel
Kl	Kilolitre
Km	Kilometre
KPI	key performance indicators
kW	Kilowatt
kWp	Kilowatt peak
LED	Light-emitting diode
LGBTQIA+	Lesbian, Gay, Bisexual, Transgender, Queer, Intersex, Asexual and other sexually or gender diverse
LGC	Large-scale generation certificate
LPG	Liquefied Petroleum Gas
LRS	Land Registry Services
LSF	Light Service Facility
LSL	Long service leave
LXRP	Level Crossing Removal Project
MAMS	Master Agency Media Services
MCC	Melbourne Convention Centre
MCCD	Melbourne Convention Centre Development
MCEC	Melbourne Convention and Exhibition Centre
MJ	Megajoule
MoG	Machinery of Government
MP	Member of Parliament
MPSG	Major Projects Skills Guarantee
MRPV	Major Roads Projects Victoria
MTM	Metro Trains Melbourne
MTP	Metro Tunnel Project
MW	Megawatt
MWh	Megawatt hour
MZF	Metropolitan Zero Emission Bus Franchises
m2	Metres squared
N/A	Not Applicable / Not Available

NABERS	National Australian Built Environment Rating System
NC	No data collected
NELP	North East Link Program
NLA	Net lettable area
NLTN	National Land Transport Network
NO.	Number
OCD	Operating Concession Deed
ODG	Office of the Director-General
OHS	Occupational health and safety
OVGA	Office of the Victorian Government Architect
OVIC	Office of the Victorian Information Commissioner
PAA	*Public Administration Act 2004*
PE Act	*Planning and Environment Act 1987*
PFN	Principal Freight Network
PHEV	Plug-in hybrid electric vehicle
PID Act	*Public Interest Disclosures Act 2012*
PMF	Performance Management Framework
PPP	Public-private partnership
PSP	Partial Service Payment
PTV	Public Transport Victoria
PV	Parks Victoria
QR	Quick Response
QSP	Quarterly Service Payment
RMF	Resource Management Framework
ROC	Roads occupation
RoU	Right of Use
R&L	Registration and licensing
SCA	Service concession arrangement
SCL	Service concession liability
SERV	Secure Electronic Registries Victoria
SES	Senior Executive Service
SD	Self-determined
SDA	Service and Development Agreement
SPA	Stage payment arrangement

SPF	Social Procurement Framework
SRLA	Suburban Rail Loop Authority
SRO	State Revenue Office
SSP	Shared Service Provider
STC	State Tolling Corporation
STS	Senior Technical Specialist
STVic	Safe Transport Victoria
TAC	Transport Accident Commission
TAFE	Technical and Further Education
TBM	Tunnel Boring Machine
TCV	Treasury Corporation of Victoria
TEI	Total estimated investment
TfV	Transport for Victoria
TIML	Transurban Infrastructure Management Limited
TMF	Train Maintenance Facility
VAR	Variation
VBB	Victoria's Big Build
VCAT	Victorian Civil and Administrative Tribunal
VCET	Victorian Convention and Event Trust
VGV	Valuer-General Victoria
VHBA	Victorian Health Building Authority
VicRoads	Roads Corporation of Victoria
VicTrack	Victorian Rail Track Corporation
VIDA	Victorian Infrastructure Delivery Authority
VISTA	Victorian Integrated Survey of Travel and Activity
VLRS	Victorian Land Registry Services
VPA	Victorian Planning Authority
VPS	Victorian Public Service
VTF	Victorian Transport Fund
WIK	Work-in-kind
WGTP	West Gate Tunnel Project
WoVG	Whole of Victorian Government
YJM	Yarra Journey Makers
ZEB	Zero Emission Bus
ZEV	Zero Emission Vehicle

APPENDIX 19: DISCLOSURE INDEX

The Department of Transport Annual Report 2024–25 is prepared in accordance with all relevant Victorian legislation and pronouncements. This index has been prepared to facilitate identification of the department's compliance with statutory disclosure requirements.

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