

Department of Transport and Planning

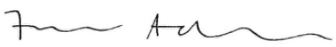
Annual Report

/ 2025-26

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 2026.



Fiona Adamson
Secretary
Department of Transport and Planning

12 October 2026

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 Department of Transport and Planning Annual Report 2025–26. 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, telephone 03 9655 6666 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

Disclaimer

This publication may be of assistance to you, but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.

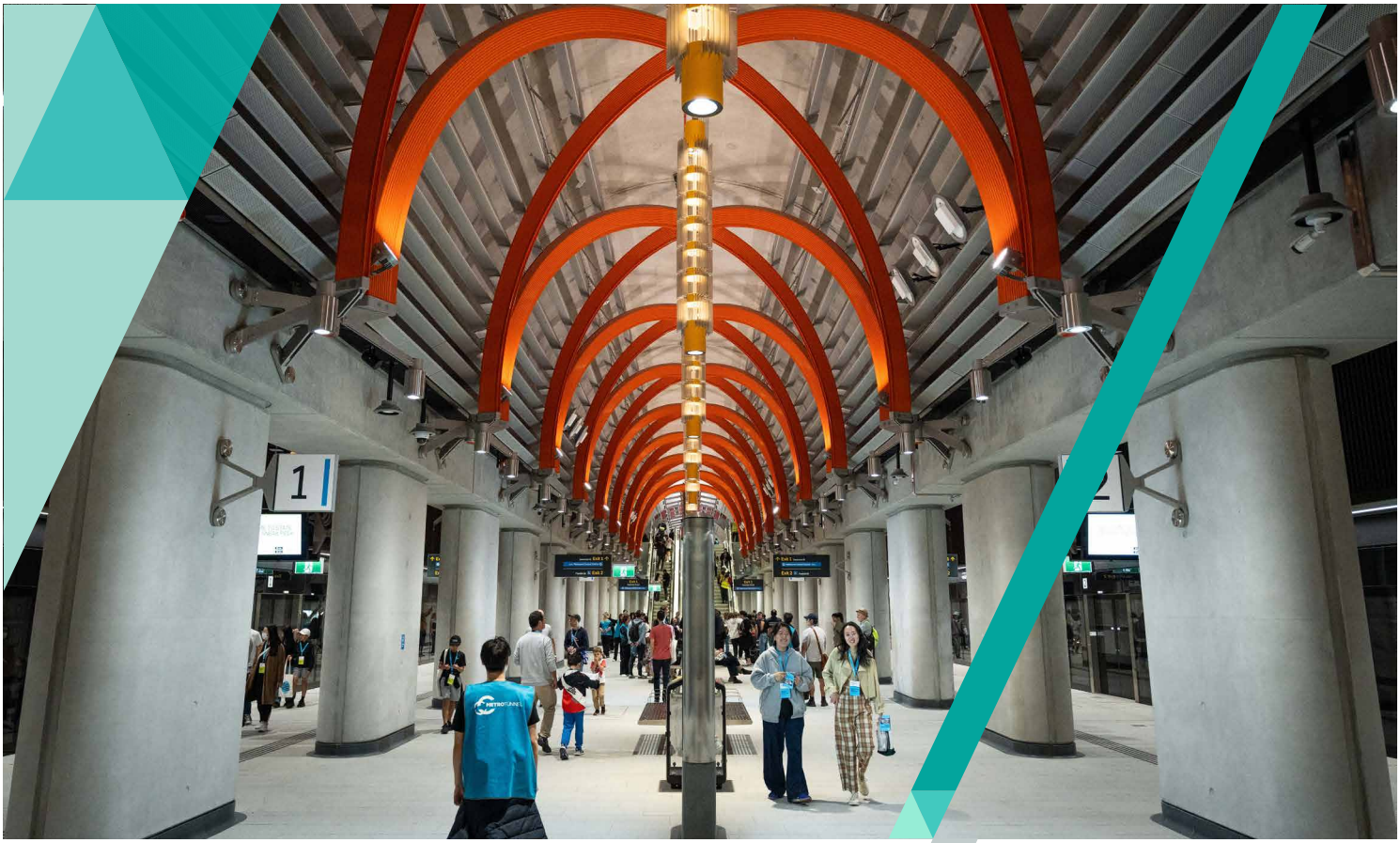
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Section 1

Overview



ACKNOWLEDGEMENT OF COUNTRY

We are proud to 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 Songlines as an integral part of First Peoples Culture. Songlines connected our First Peoples to their journeys. They have 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 Songlines.

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 which 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.



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, our purpose is to help Victorians move around our state safely and efficiently, and to plan for the homes, jobs and communities that will support our growing state.

The end of 2025 marked a defining milestone in Victoria's transport network with the opening of both the Metro Tunnel and West Gate Tunnel. Now fully integrated into Victoria's transport network, the tunnels are transforming how we move around our state. Metro Tunnel has created capacity for hundreds of thousands of additional passenger trips each week, improving access to key education, health and employment precincts. The West Gate Tunnel is reshaping the way people and freight move across Melbourne providing a vital second river crossing and improving connections to the Port of Melbourne. Supported by the introduction of No Truck Zones, the project is removing trucks from local streets in the inner west. The release of the Victorian Freight Plan 2025-30 focuses on shifting more freight to rail, leveraging public and private investment to build capacity in intermodal terminals across Melbourne and reduce emissions.

We also implemented more affordable travel on our transport network through the free Youth myki program and weekend statewide senior travel that commenced on 1 January 2026, alongside a 20 per cent rebate on passenger vehicle registration and periods of free and half-price travel on public transport. These measures helped drive public transport patronage back to pre-pandemic levels during the free travel period and it has remained strong. Together with the introduction of new trains and trams, and increased services across our metropolitan and regional rail, tram and bus networks, these results demonstrate the value of a transport system that is affordable, frequent, reliable and accessible.

Our ongoing focus on road maintenance and capital works programs is ensuring safer, smoother and more reliable journeys for the millions of Victorians who rely on our road network every day. Maintenance and construction crews have completed extensive works across metropolitan and regional Victoria, repairing road surfaces and delivering new road projects that are improving driving conditions. While there is still more to be done, these programs of work help people and goods move more efficiently across the state.

Alongside these transport initiatives, we advanced a significant agenda of planning, land use and building reform to support Victoria's long-term growth. Central to this work was the *Planning Amendment (Better Decisions Made Faster) Act 2026*, delivering once-in-a-generation reform of the *Planning and Environment Act 1987*.

These reforms are creating a more modern and efficient planning system, reducing complexity, improving certainty and helping facilitate the homes, jobs and infrastructure Victoria needs.

We continued developing new planning controls across 60 train and tram zones in inner and middle suburbs well connected to Melbourne's public transport network. Supported by one of the largest community engagement programs in Victoria's history, more than 27,000 Victorians helped shape the final plans. The plans will unlock more housing close to jobs, transport and essential services while supporting sustainable growth.

We continued important building reforms to strengthen oversight, improve consumer confidence and support better outcomes for Victorians who are building, renovating or buying a home. The landmark *Buyer Protections* legislative reforms will deliver a more trusted building system and greater confidence for homebuyers through enhanced oversight, improved accountability and new protections if things go wrong.

None of these achievements would be possible without the strong partnerships that underpin our work. We thank our transport operators, local councils, delivery partners, contractors, industry and community stakeholders who work alongside us every day to help improve the way Victorians move and live across our state.

Most importantly, I would like to acknowledge the extraordinary contribution of the Department's staff. Across metropolitan Melbourne and regional Victoria, our people demonstrate professionalism, expertise and an unwavering commitment to public service. Their dedication, collaboration and resilience enable us to meet increasingly complex challenges and continue delivering for the Victorian community.

I'm proud of what we have achieved together and look forward to continuing our work to create a better-connected transport and planning system that supports mobility, housing, economic opportunity and liveability for all Victorians.



Fiona Adamson
Secretary

ABOUT THE DEPARTMENT

The Department of Transport and Planning (DTP) 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), an administrative office of the Department, includes VIDA Rail, VIDA Roads, VIDA Metro, VIDA Health and VIDA Community Safety.

The Department and VIDA comprise of more than 7,000 staff working across metropolitan Melbourne and regional Victoria. As at 30 June 2026, we served six ministers and three 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 assess how effectively we deliver services. These 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 objective indicators.

For more information on our progress towards our objectives, see Section 3 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 2025–26 we supported the following portfolio agencies:

- Architects Registration Board of Victoria
- Building and Plumbing Commission
- Building Monitor
- Chief Investigator, Transport Safety
- Cladding Safety Victoria
- Development Victoria
- Heritage Council 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 (TAC)
- V/Line Corporation
- 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 that we serve.

This is demonstrated through the *Inclusion, Equity, Diversity and Belonging Strategy 2026–28*, which adopts an intersectional, ethical and evidence-based approach, placing equity at our core and being guided by lived experiences.

The strategy reinforces our commitment to focusing on outcomes in relation to:

- women and gender diverse people
- First Peoples
- LGBTQIA+ people
- people living with disability
- people from culturally and linguistically diverse (CALD) backgrounds.

The strategy is underpinned by the DTP Culture Plan, Leadership Framework and the First Peoples Cultural Safety Framework, which together, set the direction for the kind of workplace we are building and how we work together to achieve our objectives.

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

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 2025–26

Building and Plumbing Commission

On 1 July 2025, Victoria's building regulatory functions were consolidated into an integrated regulation. The Victorian Building Authority is now trading as the Building and Plumbing Commission (BPC). The BPC integrates domestic building insurance, building and plumbing regulation and dispute resolution within a single regulator as a "one-stop shop" for home building issues.

The *Building and Plumbing Administration and Enforcement Act 2026* received Royal Assent in May 2026. The Act formally establishes the BPC, expanding its regulatory, compliance, investigative and enforcement powers. Commencement is expected no later than 1 December 2027.

Government portfolio changes

On 15 April 2026, the Premier announced changes to the Victorian Cabinet. The following changes were applicable to the Department:

- The Hon Jaclyn Symes MP became the Minister for Development Victoria and Precincts.
- The Hon Nick Staikos MP became Minister for Housing and Building and the Minister for the Suburban Rail Loop.
- The Hon Sonya Kilkenny MP became Minister for Finance.
- The Hon Ros Spence became Minister for Roads and Road Safety.

Subsequent events

On 28 July 2026, the Hon Ben Carroll MP was sworn in as Premier of Victoria. Following his appointment, changes to the Victorian Cabinet were made on 4 August 2026:

- The Hon Vicki Ward MP became Minister for Public Transport.
- The Hon Paul Hamer MP became Minister for Roads and Road Safety.
- The Hon Nick Staikos MP became Minister for Housing, Building and Precincts.

On 27 August 2026, the Premier announced the appointment of Fiona Adamson as the Secretary of the Department of Transport and Planning (DTP). Ms Adamson commenced in the role on 28 August 2026, following the departure of Jeroen Weimar.

Machinery of government changes – costs and benefits

In 2025–26, costs to the Department associated with Machinery of Government changes were $4.6 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 Victoria's transport and planning system that supports our vision to create thriving places and connected communities. This section highlights the Department's key achievements for 2025–26. A performance report measured against our objective indicators is included in Section 3 Non-financial performance.

METRO TUNNEL: OPEN

APPROX.
10.5
MILLION

entries to Metro Tunnel stations recorded since opening on 30 November

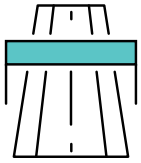
More than **90%** reduction in trucks on local roads since the West Gate Tunnel opened



Mid-Rise Code introduced, making apartments more comfortable, liveable and sustainable



MAJOR ROADS UPGRADED



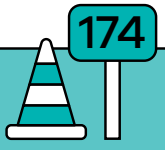
Bellarine Highway, Melton Highway, Epping Road and Pakenham roads

DEVELOPMENT FACILITATION PROGRAM

110 projects approved with a combined development cost of $15 billion, enabling expedited pathways



174 Community Road Safety Grants funded to prevent and reduce road trauma



275 projects funded in the Safe Local Roads and Streets program across **73** local government areas



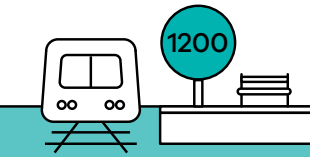
PLAN FOR



VICTORIA

14 of **22** milestones delivered

Introduced 1,200 additional weekly Metro services to the train network



Planning Amendment (Better Decisions Made Faster) Act 2026 passed by Parliament.

Biggest reform to Victoria's planning system in 30 years

Completed **20** strategic assessments to maximise Victoria's landholdings



3 PRECINCT STRUCTURE PLANS GAZETTED

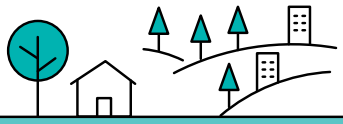
- Beveridge North West
- Greenvale North
- Croskell





ESTABLISHED
the Building and Plumbing Commission

11 GROWING SUBURBS FUND PROJECTS COMPLETED

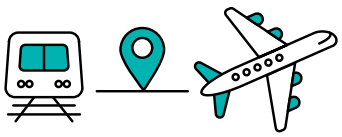


contributing to more resilient and liveable communities

Final plans for 25 Train and Tram Activity Centres **COMPLETED**



Early designs released for



MELBOURNE AIRPORT RAIL STAGE 1

First Peoples Self Determination and Reform Plan **2025-2029 RELEASED**



Over 3.1 million applications made for the Registration Rebate, providing cost-of-living relief

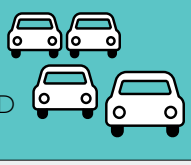


myLearners program

8,089 LEARNERS REGISTERED



2,972 SESSIONS DELIVERED



5,078 MAINTENANCE ISSUES RESOLVED



at bus stops across Victoria

UPGRADED GIPPSLAND LINE



Upgrades have now been completed on every Victorian regional rail line

Victorian Freight Plan 2025-30



RELEASED

ROLLED OUT



Tap and go ticketing across the tram and metro train network

The first X'Trapolis 2.0 train entered service, made in Ballarat



WITH OVER 60% LOCAL CONTENT

FIVE LEVEL CROSSINGS REMOVED



91 crossings removed as of 30 June

Youth myki program introduced

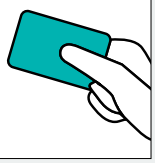
6.5 MILLION

FREE TAP ONS

MORE THAN

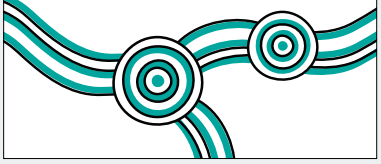
570,000

CARDS

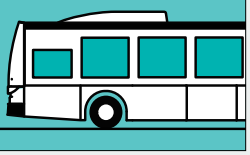


GELLUNG WARL WAS **ESTABLISHED**

An ongoing democratic, representative and deliberative body for First Peoples in Victoria



102 **ZERO EMISSION BUSES RUNNING IN METRO MELBOURNE**

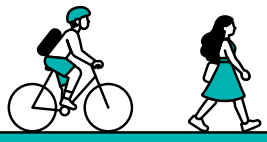


Australia's first Treaty negotiated between the Victorian Government and the First Peoples' Assembly of Victoria came into effect



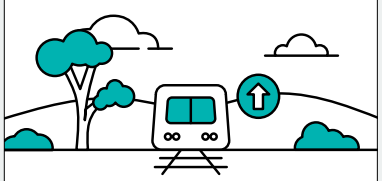
14KM

of new and upgraded **walking and cycling paths** as part of the West Gate Tunnel Project

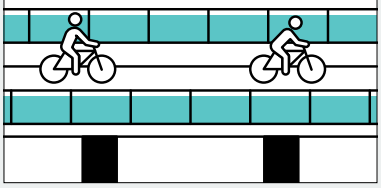


COMPLETED

Shepparton line upgrade



New **2.5km elevated veloway** above Footscray Road providing a safe express cycling route to and from the city



LAUNCH OF VICTORIA'S ACTIVE TRANSPORT PLAN



Section 2

Governance



OUR MINISTERS

As at 30 June 2026

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 six ministers 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 Jaclyn Symes MP
Minister for Development Victoria and Precincts



Hon Melissa Horne MP
Minister for Ports and Freight

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.



Hon Nick Staikos MP
Minister for the Suburban Rail Loop
Minister for Housing and Building



Hon Ros Spence MP
Minister for Roads and Road Safety



Hon Sonya Kilkenny MP
Minister for Planning

PARLIAMENTARY SECRETARIES

Josh Bull MP
Parliamentary Secretary for Infrastructure Delivery

Katie Hall MP
Parliamentary Secretary for Housing and Building

Sheena Watt MP
Parliamentary Secretary for Public and Active Transport

OUR LEADERSHIP TEAM

As at 30 June 2026



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.



Stuart Moseley
Deputy Secretary | Housing, Building and Land Delivery

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



Adam Maguire
Deputy Secretary | Network Design and Integration

To plan, design and deliver Victorian transport priorities that create thriving places and connected communities.



Colleen Peterson
Deputy Secretary | Planning and Land Services

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



Fiona Adamson
Deputy Secretary | Transport Services

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



Chris Keating

Deputy Secretary | Investment and Technology

To lead and manage the investment life cycle; drive commercial advice and negotiations to facilitate reform and enable core delivery through finance, procurement, technology and data services.



Jacinda de Witts

Deputy Secretary | People, Legal and Governance

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.



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.



Lachlan McDonald

Executive Director | Intergovernmental Relations

To lead and coordinate DTP's work with the Commonwealth and other states and territories on investment and reform.



Jules Flynn

Executive Director | Integrated Strategy

To operate as a strategy and policy coordination function within DTP. Seek to understand future challenges and co-design strategies in response through collaboration across the department and government and with external stakeholders.

THE DEPARTMENT OF TRANSPORT AND PLANNING ORGANISATIONAL STRUCTURE

As at 30 June 2026

Jeroen Weimar
Secretary

HOUSING, BUILDING AND LAND DELIVERY

Stuart Moseley
Deputy Secretary

- Spatial Planning
- Building Policy and Reform
- Victorian Government Architect
- Land Delivery

PLANNING AND LAND SERVICES

Colleen Peterson
Deputy Secretary

- Land Services Victoria
- State Planning Major Projects
- State Planning Policy and Reform
- State Planning Services and Heritage
- Planning Panels Victoria

NETWORK DESIGN AND INTEGRATION

Adam Maguire
Deputy Secretary

- Assets and Engineering
- Freight Victoria
- Major Projects – Development and Integration
- Modal Planning
- Network Pipeline and Program
- Road Safety Victoria
- Rolling Stock and Ticketing
- Road Maintenance Operations

TRANSPORT SERVICES

Fiona Adamson
Deputy Secretary

- Inner Metro
- Greater Metro
- Barwon South West and Grampians
- Hume Loddon Mallee
- Gippsland
- Heavy Rail
- Network Operations
- Network Change
- Registration and Licensing Management

INVESTMENT AND TECHNOLOGY

Chris Keating
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
- Governance
- Ministerial
- Business and Assurance
- First Peoples Self Determination

OFFICE OF THE SECRETARY

INTERGOVERNMENTAL RELATIONS

Lachlan McDonald
Executive Director

COMMUNICATIONS AND CUSTOMER EXPERIENCE

Jo Weeks
Chief Communications and Customer Experience

INTEGRATED STRATEGY

Jules Flynn
Executive Director

VICTORIAN INFRASTRUCTURE DELIVERY AUTHORITY

As at 30 June 2026

The Victorian Infrastructure Delivery Authority is an administrative office within the Department with five project teams – VIDA Rail, VIDA Roads, VIDA Metro, VIDA Health and VIDA Community Safety. Together we expertly deliver infrastructure for the Victorian Government to improve the lives of all Victorians.



Duncan Elliott
Interim Director– General



Matthew Gault
Chief Executive Officer | VIDA Rail

VIDA Rail oversees a number of the largest rail infrastructure projects in Victoria including removal of 110 level crossings, delivery of Regional Rail Revival and Melbourne Airport Rail.



Paul Roth
Interim Chief Executive Officer | VIDA Roads

VIDA Roads 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.



Kieran Mclvor
Chief Operating Officer | VIDA Metro

VIDA Metro is responsible for the delivery of the Metro Tunnel Project, the biggest transformation of Melbourne's public transport system in 40 years. The Metro Tunnel opened on 30 November 2025, doubling the size of Melbourne's underground rail network.



Priscilla Radice
Chief Executive Officer | VIDA Health

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



Sonia Meloni
Chief Executive Officer | VIDA Community Safety

VIDA Community Safety is responsible for the planning and delivery of the Victorian Government's community safety infrastructure program.

GOVERNANCE

Our governance structure

The Department's governance structure ensures effective oversight, strategic direction and operational efficiency. The DTP Executive Committee is the peak governance body providing overarching stewardship for the Department. Their role is to ensure the Department's strategic priorities are on track, and the Secretary is provided with a whole-of-department (and portfolio, where relevant) perspective on the integrated approach to delivering transport and planning priorities.

Supporting the DTP Executive Committee are a number of committees, each with a different strategic focus. These committees advise the Executive or the Secretary on issues impacting different policy domains and, where consistent with delegations and their remit, make decisions. 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, issued by the Minister for Finance under the *Financial Management Act 1994*, require the Secretary to appoint an audit committee and to establish and maintain an internal audit function respectively, 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 considers recommendations from internal and external auditors. The Secretary appoints all members, including the Chair. The Chief Finance Officer, Chief Risk Officer and lead executives for governance and strategic planning, integrity and internal audit 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 2026

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

Victorian Planning Authority

The Victorian Planning Authority 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.

Jeroen Weimar served as Sole Commissioner for the period from 1 July 2025 to 30 June 2026.

Direction from the Minister for Planning

The Victorian Planning Authority 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.

For further details, refer to Appendix 16.

The Minister issued the following ministerial directions in 2025–26:

- Direct the VPA, under section 36 of the *Victorian Planning Authority Act 2017* (VPA Act), to provide advice and use a streamlined planning process in progressing the Ballarat North Precinct Structure Plan (PSP), Development Contributions Plan (DCP), and draft Amendment (C256ball).

(Approved 22 August 2025)

- Direct the VPA, under section 36 of the *Victorian Planning Authority Act 2017* (VPA Act), to provide advice and use a streamlined planning process in progressing the East of Aberline Precinct Structure Plan (PSP), Development Contributions Plan (DCP), and draft Amendment (C217warr).

(Approved 28 August 2025)

- Direct the VPA, under section 36 of the *Victorian Planning Authority Act 2017* (VPA Act), to provide advice and use a streamlined planning process to progress the Inner West Employment Zoning project by preparing a draft amendment to the Maribyrnong and Hobsons Bay planning schemes.

(Approved 1 September 2025)

- Direct the Department of Transport and Planning (DTP), pursuant to section 36 of the *Victorian Planning Authority Act 2017* (VPA Act), to use a streamlined planning process for draft Amendment (C296gben) to the Greater Bendigo Planning Scheme to facilitate the development of the Bendigo Regional Employment Precinct (BREP).

(Approved 9 November 2025)

- Direct DTP, pursuant to section 36 of the *Victorian Planning Authority Act 2017* to use a streamlined planning process for projects identified in the 2025-26 VPA Business Plan that are anticipated to proceed to public consultation before 31 December 2026, being:

- Northern Freight Precinct (packages 2 and 3).

- Merrimu Precinct Structure Plan.

- Cardinia Creek South (Part 2) Precinct Structure Plan.

- Kororoit (Part 2) Precinct Structure Plan.

- Parwan (Employment) Precinct Structure Plan.

(Approved 4 February 2026)

- Direct the Department of Transport and Planning (DTP), under section 36 of the *Victorian Planning Authority Act 2017* (VPA Act), to provide advice and use a streamlined planning process in progressing the Merrifield North Precinct Structure Plan, Infrastructure Contributions Plan and associated draft amendment (GC295) to the Hume and Mitchell Shire Planning Schemes.

(Approved 31 May 2026)

- Direct DTP to prepare the four remaining PSPs in the Northern and Western Geelong Growth Areas (NWGGA) being Batesford North, McCanns Lane/Merrawarp Road, Batesford South and Heales Road East.

(Approved 18 June 2026)

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.

Departmental objectives describe the outcomes and impacts the Department seeks to achieve for Victorians, communities and other stakeholders. Progress towards these objectives is assessed through objective indicators, which measure achievement against intended outcomes while recognising that results may be influenced by factors beyond the Department's direct control. Outputs comprise the programs, services and activities delivered by the Department in pursuit of its objectives, with output performance measures providing information on the quantity, quality and timeliness of output delivery

The Department's objectives, associated indicators and outputs for 2025–26 are summarised in the table below.

Department objectives, indicators and outputs for 2025–26

Department objectives (i)	Indicators	Outputs
Reliable and people-focused transport services	• Reliable travel • User satisfaction with the transport system	• 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	• Increased use 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 and Suburbs • Transport Infrastructure

Note:
(i) Medium-term Department objectives, indicators and outputs are set out in the 2025–26 Department Performance Statement.

Changes to department outputs during 2025–26

2024–25 outputs	Reason for change	2025–26 outputs
Precincts Suburbs	The outputs have been aggregated to better reflect the services being provided.	Precincts and Suburbs

Objective 1: Reliable and people-focused transport services

Context

This objective 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	2025–26 progress summary
Registration Rebate	From 1 June 2026, eligible vehicle owners were able to claim a 20 per cent rebate on their 2025–26 vehicle registration fees through Service Victoria. Over 3.1 million applications have been made for the Registration Rebate, providing cost-of-living relief to Victorians.
Free public transport for kids	Since 1 January 2026, Victorians under 18 have been able to travel free on public transport across the state using a dedicated Youth myki card. More than 570,000 Youth myki cards have been issued since the launch, including via Aboriginal Community Controlled Organisations direct to young First People, supporting more than 6.5 million trips and helping reduce transport costs for Victorian families.
Tap and go on public transport	Full-fare passengers can now pay for public transport using a bank card, smartphone or smartwatch on trams and at myki-enabled train stations, with tap and go expanding to myki-enabled bus services from July 2026. More than 2.3 million tap and go journeys have been taken since trials began, making public transport easier and more convenient for Victorians.
Road maintenance and safety	The Department repaired 252,929 potholes, 37,981 signs and 3,910 safety barriers, mowed 54,900 kilometres of grass and cleared 240,756 square metres of graffiti. This supported reliable and safe travel across Victoria. More than 111 kilometres of road surfaces were rebuilt or resurfaced, using approximately 24,320 tonnes of recycled materials, 9,204 tonnes of recycled asphalt products and 368 tonnes of recycled tyres.
More services, more often	Public transport was expanded by adding around 200 extra weekend regional train services each week and completing the Gippsland Line Upgrade, scheduling trains every 40 minutes during interpeak periods and weekends.
Public transport network improvements	The Department expanded and improved public transport infrastructure, delivering 250 new bus stops, upgrading 29 existing stops to meet accessibility standards and installing 14 new bus shelters across metropolitan Melbourne. Two new level-access tram stops were also delivered at Queen Victoria Market and Royal Melbourne Showgrounds, bringing the total number of accessible platform stops to 102 and improving access for passengers across the network.
Continued transition to zero emission buses	The Department continued to deliver Victoria's Zero Emission Bus Transition Plan to enable conversion of 252 buses to zero emissions over four years. A total of 108 zero emission buses are now operating across Victoria: 102 in metropolitan Melbourne and six in regional areas. DTP is also supporting regional operators to trial zero emission bus technology and progressing depot electrification, with Preston and Bundoora depots now complete to support the transition. An additional 600 zero emission buses will be introduced across the metropolitan network over 10 years through the Metropolitan Zero Emission Bus Franchises, which commenced operations on 1 July 2025.

Key initiative	2025–26 progress summary
Victoria's Active Transport Plan 2026	In March the Department released Victoria's Active Transport Plan 2026, making walking, riding and other forms of active transport easier, safer and more accessible across the state. The Plan is a strategic framework that focuses on the role of State Government in supporting local councils to create vibrant, accessible and connected communities by embedding active transport into planning, infrastructure and behaviour change efforts. Key advocates and partners including Victoria Walks, Bicycle Network, Heart Foundation, Municipal Association of Victoria and the Royal Automobile Club of Victoria (RACV) were engaged through a series of stakeholder roundtables to inform the Plan's development and celebrate its release.

Indicator: Reliable travel

Indicator	Unit of measure	2022–23	2023–24	2024–25	2025–26
Road length meeting cracking standard: metropolitan	per cent	87.4	84.8	87.6	84.9
Road length meeting cracking standard: regional	per cent	98.4	98.1	98.4	97.9
Road length meeting roughness standard: metropolitan	per cent	92.4	92.3	92.3	91.4
Road length meeting roughness standard: regional	per cent	95.7	95.5	95.3	95.0
Road length meeting rutting standard: metropolitan	per cent	96.5	95.7	97.8	96.8
Road length meeting rutting standard: regional	per cent	98.3	97.9	97.7	97.3
Service punctuality for: metropolitan bus services	per cent	91.2	89.7	89.6	88.7
Service punctuality for: metropolitan train services	per cent	92.4	93.0	93.5	94.1
Service punctuality for: regional bus services	per cent	93.8	93.2	90.6	95.9
Service punctuality for: regional train services	per cent	89.1	87.3	88.5	87.2
Service punctuality for: tram services	per cent	82.6	81.2	82.7	83.8
Scheduled services delivered: metropolitan bus	per cent	99.9	99.9	99.8	99.6
Scheduled services delivered: metropolitan train	per cent	98.6	98.7	98.8	98.9
Scheduled services delivered: regional bus	per cent	99.0	100.0	99.9	99.8
Scheduled services delivered: regional train	per cent	96.3	96.7	97.5	96.5
Scheduled services delivered: school bus	per cent	99.0	98.7	99.0	98.0
Scheduled services delivered: tram	per cent	98.4	98.6	98.3	98.47
Scheduled services not delayed by infrastructure faults: regional train network	per cent	99.4	98.9	98.7	98.0

Indicator: User satisfaction with the transport system

Indicator	Unit of measure	2022–23	2023–24	2024–25	2025–26
Customer experience index: metropolitan bus services	score	74.7	74.5	76.7	79.7
Customer experience index: metropolitan train services	score	76.4	78.2	78.7	80.7
Customer experience index: regional coach services	score	75.6	73.7	80.6	81.5
Customer experience index: regional town bus	score	nm	78.7	79.4	80.9
Customer experience index: regional train services	score	78.5	78.6	78.3	79.9
Customer experience index: tram services	score	77.1	76.8	79.2	82.1

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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Passengers carried: metropolitan bus services	number (million)	114.5	116.6	-1.8	○
Payments made for: metropolitan bus services	$ million	965.7	944.4	2.3	✓
Scheduled services delivered: metropolitan bus	per cent	99.6	99.9	-0.3	○
Total kilometres scheduled: metropolitan bus	km (million)	133.8	133	0.6	✓
Quality					
Customer experience index: metropolitan bus services	score	79.7	77.5	2.8	✓
Metropolitan fare compliance rate: bus services	per cent	90.2	94	-4.0	○
Timeliness					
Service punctuality for: metropolitan bus services	per cent	88.7	86	3.1	✓
Cost					
Total output cost	$ million	1,101.01	1,093.8	0.7	✓

✓ 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

Bus services – regional

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Passengers carried: regional bus services	number (million)	12	12.3	-2.4	○
Payments made for: regional bus services	$ million	184.3	175.6	5.0	✓
The 2025–26 result is higher than the 2025–26 target due to geopolitical impacts on fuel prices and associated payments.					
Scheduled services delivered: regional bus	per cent	99.8	99	0.8	✓
Total kilometres scheduled: regional bus	km (million)	31.1	29.2	6.6	✓
The 2025–26 result is higher than the 2025–26 target due to the delivery of regional bus service uplifts.					
Quality					
Customer experience index: regional coach services	score	81.5	78	4.5	✓
Customer experience index: regional town bus	score	80.9	77.5	4.4	✓

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Timeliness					
Service punctuality for: regional bus services	per cent	95.9	92	4.2	✓
Cost					
Total output cost	$ million	168.2	167.5	0.4	✓

✓ 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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Number of bus routes upgraded	number	31	20	55.0	✓
The 2025–26 result is higher than the 2025–26 target due to the identification and delivery of additional works.					
Number of new zero emission buses added to the network	number	18	74	-75.7	■
The 2025–26 result is lower than the 2025–26 target due to delays in approvals for the fleet replacement program, which resulted in delays to the delivery and commissioning of zero emission buses.					
Scheduled services delivered: school bus	per cent	98	99	-1.0	O
Total kilometres scheduled: school bus	km (million)	29.2	31.2	-6.3	■
The 2025–26 result is lower than the 2025–26 target due to changes to School Bus Services contracts resulting from School Bus Reform.					
Quality					
Myki: Fare payment device speed – number of touch on/offs per minute (Bus/Tram)	number	51.5	28	83.9	✓
The 2025–26 result is higher than the 2025–26 target due to ongoing maintenance changes implemented to improve reader hardware and software performance.					
Cost					
Total output cost	$ million	348.7	352.9	-1.2	O

✓ 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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Bridges maintained: metropolitan	number	1,046	983	6.4	✓
The 2025–26 result is higher than the 2025–26 target due to completion of metropolitan bridges that have been added to the system.					
Bridges maintained: regional	number	2,231	2,231	0.0	✓
Road area major patched: roads in inner metropolitan Melbourne	m^2 (000)	13	9	44.4	✓
The 2025–26 result is higher than the 2025–26 target due to cost-effective treatments at some locations resulting in more road area treated.					
Road area major patched: roads in outer metropolitan Melbourne	m^2 (000)	40	14	185.7	✓
The 2025–26 result is higher than the 2025–26 target due to procurement efficiencies from packaging larger quantities of work, enabling more competitive quotations and lower costs than individual job pricing.					
Road area major patched: roads in regional Victoria	m^2 (000)	181	70	158.6	✓
The 2025–26 result is higher than the 2025–26 target due to cost-effective treatments at some locations resulting in more road area treated.					
Road area resurfaced or rehabilitated: roads in inner metropolitan Melbourne	m^2 (000)	355	330	7.6	✓
The 2025–26 result is higher than the 2025–26 target due to the reprioritisation of resurfacing projects requiring significant preparatory works into future rehabilitation projects, enabling a greater quantity of works to be delivered.					
Road area resurfaced or rehabilitated: roads in outer suburban Melbourne	m^2 (000)	611	496	23.2	✓
The 2025–26 result is higher than the 2025–26 target due to the reprioritisation of resurfacing projects requiring significant preparatory works into future rehabilitation projects, enabling a greater quantity of works to be delivered.					
Road area resurfaced or rehabilitated: roads in regional Victoria	m^2 (000)	3,793	2,707	40.1	✓
The 2025–26 result is higher than the 2025–26 target due to the reprioritisation of resurfacing projects requiring significant preparatory works into future rehabilitation projects, enabling a greater quantity of works to be delivered.					
Road network maintained: inner metropolitan	m^2 (000)	24,293	24,135	0.7	✓
Road network maintained: outer suburban	m^2 (000)	32,130	32,130	0.0	✓
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	99.8	0.0	✓
Bridges that are acceptable for legal load vehicles: regional	per cent	99.6	99.6	0.0	✓
Road length meeting cracking standard: metropolitan	per cent	84.9	84.5	0.5	✓

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Road length meeting cracking standard: regional	per cent	97.9	98	-0.1	O
Road length meeting roughness standard: metropolitan	per cent	91.4	91.2	0.2	✓
Road length meeting roughness standard: regional	per cent	95	95	0.0	✓
Road length meeting rutting standard: metropolitan	per cent	96.8	96.8	0.0	✓
Road length meeting rutting standard: regional	per cent	97.3	97.3	0.0	✓
Traffic signal operational availability	per cent	99.97	99.96	0.0	✓
Traffic signal performance – communications ('DA Alarm'): vehicle detector connectivity to signals	per cent	98.9	97	2.0	✓
Traffic signal performance – communications ('Stop Talk'): connectivity between different traffic signals	per cent	99.8	99.6	0.2	✓
Timeliness					
Annual road maintenance program completed within agreed timeframes: metropolitan	per cent	100	100	0.0	✓
Annual road maintenance program completed within agreed timeframes: regional	per cent	100	100	0.0	✓
Cost					
Total output cost	$ million	731.8	723.5	1.2	✓

✓ 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

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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Road vehicle and driver regulation: driver licences renewed	number (000)	1,038	1,030	0.8	✓
Road vehicle and driver regulation: new driver licences issued	number (000)	206	235	-12.3	■
The 2025–26 result is lower than the 2025–26 target due to reduced public demand for driving tests.					
Road vehicle and driver regulation: new vehicle registrations issued	number (000)	614	650	-5.6	■
The 2025–26 result is lower than the 2025–26 target due to minor application processing delays and lower than forecast new car sales.					
Road vehicle and driver regulation: vehicle and driver information requests, including toll operator and council requests, processed	number (000)	3,505	3,700	-5.3	■
The 2025–26 result is lower than the 2025–26 target due to demand in vehicle and driver information requests.					
Road vehicle and driver regulation: vehicle registration transfers	number (000)	904	935	-3.3	○
Road vehicle and driver regulation: vehicle registrations renewed	number (000)	11,129	11,200	-0.6	○
Quality					
Road vehicle and driver regulation: currency of vehicle registration and driver licensing records	per cent	99	99	0.0	✓
Road vehicle and driver regulation: per cent of customers served at registration and licencing call centres within 240 seconds	per cent	71	70	1.1	✓
Road vehicle and driver regulation: user satisfaction with vehicle registration and driver licensing	per cent	85	85	0.0	✓
Timeliness					
Road vehicle and driver regulation: customers served within 10 minutes in registration and licensing customer service centres	per cent	86	85	1.2	✓
Cost					
Total output cost	$ million	592.3	625.5	-5.3	■
The 2025–26 result is lower than the 2025–26 target primarily due to lower contractual payments to VicRoads, reflecting lower demand for custom plates and timing of project implementation.					

✓ 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 – road safety

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
High risk driver reviews completed	number (000)	139	131	6.1	✓
The 2025–26 result is higher than the 2025–26 target due to an increased volume of reviews and operational improvements.					
Road safety initiatives completed	number	54	52	3.8	✓
Road vehicle safety certificates issued	number (000)	849	845	0.4	✓
Vehicle safety inspections	number	1,431	1,350	6.0	✓
The 2025–26 result is higher than the 2025–26 target due to the additional Licensed Vehicle Testers reviews completed.					
Quality					
Road safety projects completed within agreed scope and standards	per cent	100	100	0.0	✓
Timeliness					
Road safety programmed works completed within agreed timeframes	per cent	104	80	30.0	✓
The 2025–26 result is higher than the 2025–26 target due to the identification and delivery of additional works.					
Cost					
Total output cost	$ million	78.5	147.7	-46.9	■
The 2025–26 result is lower than the 2025–26 target primarily due to rephasing of funding to better align with the scheduled program of works for road safety programs and the revised delivery schedule of the Black Spot program, a Commonwealth grant program under which payments to councils are made upon the 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

Road operations – road network performance

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Active transport projects completed	number	22	21	4.8	✓
Bridge strengthening and replacement projects completed: metropolitan	number	3	2	50.0	✓
The 2025–26 result is higher than the 2025–26 target due to the early completion of structural improvement works on the West Gate Bridge.					
Bridge strengthening and replacement projects completed: regional	number	22	22	0.0	✓
Congestion management and minor road improvements completed: metropolitan	number	9	6	50.0	✓
The 2025–26 result is higher than the 2025–26 target due to the identification and delivery of additional works.					
Congestion management and minor road improvements completed: regional	number	7	5	40.0	✓
The 2025–26 result is higher than the 2025–26 target due to the identification and delivery of additional works.					
Quality					
Road projects completed within agreed scope and standards: metropolitan	per cent	100.0	100	0.0	✓
Road projects completed within agreed scope and standards: regional	per cent	100.0	100	0.0	✓
Timeliness					
Average incident response time within agreed timeframes: metropolitan	per cent	87.4	80	9.3	✓
The 2025–26 result is higher than the 2025–26 target due to operational efficiencies realised through a patrol and monitoring-based model.					
Programmed works completed within agreed timeframes: metropolitan	per cent	150	80	87.5	✓
The 2025–26 result is higher than the 2025–26 target due to the identification and delivery of additional works.					
Programmed works completed within agreed timeframes: regional	per cent	107	80	33.8	✓
The 2025–26 result is higher than the 2025–26 target due to the identification and delivery of additional works.					
Cost					
Total output cost	$ million	2,097.6	1,526.8	37.4	✓
The 2025–26 result is higher than the 2025–26 target primarily due to increased depreciation from the expansion and uplift in the value of the road network due to the revaluation of road infrastructure assets, including the West Gate Tunnel, CityLink and EastLink.					

✓ 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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Number of new metropolitan trains added to the network	number	1	3	-66.7	■
The 2025–26 result is lower than the 2025–26 target due to delays to the program delivery schedule to accommodate an extended and comprehensive testing period and global supply chain constraints and interruptions.					
Passengers carried: metropolitan train services	number (million)	202.3	192.9	4.9	✓
Payments made for: metropolitan train services	$ million	1,423.4	1,304.7	9.1	✓
The 2025–26 result is higher than the 2025–26 target due to completion of the Metro Tunnel and additional funding for discounted and free public transport.					
Scheduled services delivered: metropolitan train	per cent	98.9	98.5	0.4	✓
Total kilometres scheduled: metropolitan train	km (million)	25.9	25.9	0.0	✓
Quality					
Availability of rolling stock: metropolitan trains	per cent	94	94	0.0	✓
Customer experience index: metropolitan train services	score	80.7	77.5	4.1	✓
Metropolitan fare compliance rate: train services	per cent	96.2	97	-0.8	○
Timeliness					
Major periodic maintenance works completed against plan: metropolitan train network	per cent	100	100	0.0	✓
Service punctuality for: metropolitan train services	per cent	94.1	92	2.3	✓
Cost					
Total output cost	$ million	1,923	1,720.3	11.8	✓
The 2025–26 result is higher than the 2025–26 target due to completion of the Metro Tunnel, which is now operational and additional funding for discounted public transport fares.					

✓ 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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Number of new regional trains added to the network	number	8	9	-11.1	■
The 2025–26 result is lower than the 2025–26 target due to delays to the program delivery schedule to accommodate an extended and comprehensive testing period and global supply chain constraints and interruptions.					
Passengers carried: regional train and coach services	number (million)	28.5	27.5	3.6	✓
Payments made for: regional train and coach services	$ million	981.2	911.8	7.6	✓
The 2025–26 result is higher than the 2025–26 target due to additional funding for discounted and free public transport and farebox revenue shortfalls.					
Scheduled services delivered: regional train	per cent	96.5	98.5	-2.0	○
Total kilometres scheduled: regional train and coach	km (million)	29.9	28.1	6.4	✓
The 2025–26 result is higher than the 2025–26 target due to additional services provided by the 'Big Switch' and other timetable adjustments.					
Quality					
Availability of rolling stock: VLocity fleet	per cent	94.6	92.5	2.3	✓
Customer experience index: regional train services	score	79.9	80	-0.1	○
Regional fare compliance rate: V/Line train services	per cent	96.3	95.5	0.8	✓
Scheduled services not delayed by infrastructure faults: regional train network	per cent	98	97	1.0	✓
Timeliness					
Major periodic maintenance works completed against plan: regional train network	per cent	100	100	0.0	✓
Service punctuality for: regional train services	per cent	87.2	92	-5.2	■
The 2025–26 result is lower than the 2025–26 target due to infrastructure faults, rolling stock faults and trespassers entering the rail corridor.					
Cost					
Total output cost	$ million	1,085.7	1,039.3	4.5	✓

✓ 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 – statewide

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Minor public transport network improvement projects completed	number	6	9	-33.3	■
The 2025–26 result is lower than the 2025–26 target due to reset delivery timeframes to align with other projects.					
Public railway crossings upgraded	number	23	22	4.5	✓
Quality					
Minor public transport network improvement projects completed within agreed scope and standards	per cent	100	100	0.0	✓
Myki device availability	per cent	99.3	99.5	-0.2	○
Myki: Fare payment device speed – number of touch on/offs per minute (Train)	number	39.7	37	7.3	✓
The 2025–26 result is higher than the 2025–26 target due to ongoing maintenance changes implemented to improve reader hardware and software performance.					
Timeliness					
Calls to the public transport call centre answered within 30 seconds	per cent	80.3	80	0.4	✓
Minor public transport network improvement projects completed within agreed timeframes	per cent	67	80	-16.3	■
The 2025–26 result is lower than the 2025–26 target due to reset delivery timeframes to align with other projects.					
Cost					
Total output cost	$ million	185.6	180.9	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

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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Number of new trams added to the network	number	0	5	-100.0	■
The 2025–26 result is lower than the 2025–26 target due to delays to the program delivery schedule to accommodate an extended and comprehensive testing period and global supply chain constraints and interruptions.					
Number of tram routes upgraded	number	0	0	0.0	✓
Passengers carried: tram services	number (million)	155.3	166.6	-6.8	■
The 2025–26 result is lower than the 2025–26 target due to changes in forecasting methodology.					
Payments made for: tram services	$ million	747.8	739.6	1.1	✓
Public transport accessibility: level access tram stops upgraded	number	4	2	100.0	✓
The 2025–26 result is higher than the 2025–26 target due to the delivery of additional level access stops.					
Scheduled services delivered: tram	per cent	98.47	98.5	0.0	✓
Total kilometres scheduled: tram	km (million)	24.4	24.3	0.3	✓
Quality					
Availability of rolling stock: trams	per cent	100	99	1.0	✓
Customer experience index: tram services	score	82.1	78	5.3	✓
The 2025–26 result is higher than the 2025–26 target due to improved customer perceptions, particularly during the free and discounted travel period.					
Metropolitan fare compliance rate: tram services	per cent	91.3	96	-4.9	○
Timeliness					
Major periodic maintenance works completed against plan: tram network	per cent	79	100	-21.0	■
The 2025–26 result is lower than the 2025–26 target due to rescheduling the program to better align with the capital works program, reduce customer impacts from network disruptions and prioritise network availability during special events.					
Service punctuality for: tram services	per cent	83.8	82	2.1	✓
Cost					
Total output cost	$ million	833.1	775.7	7.4	✓
The 2025–26 result is higher than the 2025–26 target primarily due to higher contractual works delivered across the tram contracts.					

✓ 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 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	2025–26 progress summary
Victorian Road Safety Strategy 2021–2030	Improving road safety and reducing serious injuries and fatalities remain priorities for Victoria. In 2025–26, our Road Safety Partners (TAC, Department of Justice and Community Safety, Victoria Police and Department of Health) continued to deliver more than $1.1 billion in investment under the Road Safety Action Plan 2, including $350 million in new funding, to support safer roads, safer behaviours and improved road safety outcomes.
Safe Local Roads and Streets Program	The Safe Local Roads and Streets Program is a four-year, $214 million partnership between DTP, TAC and all Victorian councils to deliver safer local roads, intersections and precincts. In 2025–26, the program funded 275 projects across 73 local government areas, bringing the total number of funded projects since commencement to 452 across all 79 councils. More than 80% of councils secured their full $2 million allocation under the first stage of the program, with 59 councils receiving funding under the second stage to deliver further road safety improvements for communities.
Community Road Safety Grants Program	The Community Road Safety Grants Program empowers local communities to prevent and reduce road trauma through targeted road safety education initiatives. In 2025–26, the program funded 92 organisations to deliver more than 174 projects, supporting local governments, schools, road safety groups, neighbourhood houses and sporting clubs to improve road safety outcomes.
Supporting learner drivers	The TAC L2P Program supports learner drivers aged 16 to 21 (and some up to 23) without access to a supervising driver or vehicle, complete the 120 supervised driving hours required for a probationary licence. Since 2009, more than 24,800 young Victorians have received free driving support, completing over 1.1 million supervised driving hours, with over 12,700 participants obtaining their probationary licence. The initiative is delivered through 49 local programs across 97% of Victoria's local government areas in partnership with councils, community organisations, DTP and TAC. The myLearners Free Lesson Program provides eligible learner drivers aged 16 to 21 and their supervisors with a free 60-minute coaching session from an accredited driving instructor to support safer driving behaviours. In 2025–26, the program registered 8,089 learners, delivered 2,972 lessons and accredited 214 instructors across Victoria.
School Crossing Supervisor Program	The School Crossing Supervisor Program supported over 3,063 sites and 3,278 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.
Motorcycle Safety Levy Program	Victoria continues to invest Motorcycle Safety Levy funds in rider safety initiatives during 2025–26 supporting programs focussed on rider education, research, infrastructure improvements and safer motorcycle routes. Key initiatives included awarding $4 million to 17 projects through the Safer Motorcycling Grants Program and $5.8 million committed to Motorcycle Safety Infrastructure Program projects. Continued delivery of other initiatives such as innovative line-marking trials in Gippsland and Motorcycle Enhanced Maintenance Scheme Trial to improve safety on key rural routes.
Train Station Safety Upgrades	Improving passenger safety remains a priority for Victoria. In 2025–26 we have continued to deliver more train station safety upgrades such as the installation of Tactile Ground Safety Indicators (TGSIs) on platform edges to support passengers with vision impairment.

Indicator: Safety of the transport system

Indicator	Unit of measure	2022–23	2023–24	2024–25	2025–26
Fatalities on the transport network[(i)(iii)]	number	317	298	301	273
Victorian road fatality per 100,000 population[(i)]	number	4.12	4.29	4.46	3.75
Serious injuries on the transport network[(ii)(iii)]	number	5,624	5,845	6,193	N/A
Victorian road serious injury rate per 100,000 population[(ii)]	number	83.70	81.07	85.82	N/A

(i) The count of road fatalities in 2025–26 is provisional and subject to change.

(ii) A count of road serious injuries in 2025–26 will be available in the first quarter of 2027.

(iii) Fatality and serious injury counts are exclusive of suspected self-harm, injury/illness. duty of care incidents**,** off-road crashes, or medical condition.

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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Completed driver accreditation applications processed	number	30,944	35,000	-11.6	■
The 2025–26 result is lower than the 2025–26 target due to reduced demand for driver accreditation applications.					
Multi-Purpose Taxi Program: number of trips subsidised	number (000)	5,721	5,000	14.4	✓
The 2025–26 result is higher than the 2025–26 target due to higher demand for subsidised trips.					
Multi-Purpose Taxi Program: number of wheelchair and scooter lifting fees paid	number (000)	2,224	1,750	27.1	✓
The 2025–26 result is higher than the 2025–26 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	6	6.5	7.7	✓
The 2025–26 result is higher than the 2025–26 target due to strong supply of vehicles, which resulted in shorter observed wait times.					
Average wait time for wheelchair accessible commercial passenger vehicles booked to arrive during daytime periods of demand	minutes	9.5	10.1	5.9	✓
The 2025–26 result is higher than the 2025–26 target due to strong supply of vehicles, which resulted in shorter observed wait times.					
Calls to Safe Transport Victoria resolved at the first point of contact	per cent	91.3	80	14.1	✓
The 2025–26 result is higher than the 2025–26 target due to continued improvement in rostering and cross-functional training for staff.					
Commercial passenger vehicle service providers that meet expected safety requirements	per cent	75	75	0.0	✓
Commercial passenger vehicles inspected by Safe Transport Victoria that meet safety standards	per cent	89	85	4.7	✓
Overall satisfaction with level of commercial passenger vehicle regulatory service provided by Safe Transport Victoria	per cent	73.4	80	-8.2	■

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
The 2025–26 result is lower than the 2025–26 target due to industry's adjustment to recent reforms that strengthen accountability, enhance public safety and promote higher industry standards.					
Timeliness					
Commercial passenger vehicle service complaints and intelligence reports investigated and closed within 45 days	per cent	90.6	92	-1.5	○
Multi-Purpose Taxi Program: applications assessed and completed within 14 days	per cent	94.9	97	-2.2	○
Road vehicle and driver regulation: new and renewed driving instructor authority applications processed within 20 business days	per cent	87.9	90	-2.3	○
Valid driver accreditation applications determined within 20 business days in accordance with statutory requirements	per cent	87.5	85	2.9	✓
Cost					
Total output cost	$ million	185.7	117.1	58.6	✓
The 2025–26 result is higher than the 2025–26 target due to an increase in demand relating to the Multi-Purpose Taxi Program, which enables over 91,000 members with a disability and limited mobility to travel independently each year.					

✓ 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

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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Safety audits of bus safety duty holders conducted in accordance with risk-based plan	per cent	100	100	0.0	✓
Sector Resilience Plans developed	number	1	1	0.0	✓
Resilience Improvement Cycle exercises reviewed by the Department	number	12	12	0.0	✓
Transport and marine safety investigations: proportion of notified accidents with passenger fatalities and/or multiple serious passenger injuries investigated	per cent	100	100	0.0	✓
Quality					
Compliance inspections of commercial maritime duty holders other than vessel owners and operators audited in	per cent	100	100	0.0	✓

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
accordance with legislative requirements and timelines					
Prosecutions that meet model litigant guidelines and court procedures and requirements	per cent	100	95	5.3	✓
The 2025–26 result is higher than the 2025–26 target due to all prosecutions meeting model litigant guidelines and court requirements.					
Timeliness					
Applications for bus operator accreditation processed on time in accordance with Bus Safety Act 2009 requirements	per cent	100	100	0.0	✓
Initiate marine pollution response action within 60 minutes of incident notification	per cent	100	100	0.0	✓
Transport and marine safety investigations: accidents/incidents assessed within two days of notification to determine need for detailed investigation	per cent	100	100	0.0	✓
Transport and marine safety investigations: Investigations completed within agreed timeframes	per cent	50	75	-33.3	■
The 2025–26 result is lower than the 2025–26 target due to complex systemic investigations requiring more time to complete.					
Cost					
Total output cost	$ million	28.2	27.7	1.8	✓

✓ 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 3: A safe and quality-built environment

Context

This objective aims 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.

It provides leadership and advice on heritage protection and the built environment and delivers streamlined, fair and transparent planning, building and heritage systems.

Progress towards achieving this objective

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.

Key initiative	2025–26 progress summary
Better Apartment Program	In March 2026, Victoria introduced the Mid-Rise Code, with new planning controls for four to six storey apartments to make them more comfortable, liveable and sustainable. DTP is updating the Better Apartments Design Standards (BADS) and Apartment Design Guidelines for Victoria. This follows a comprehensive inquiry into apartment design standards by the Legislative Assembly Environment and Planning Committee, which tabled recommendations to improve liveability across the state.
Environment Effects Statement (EES) reforms	DTP progressed reforms to make EES processes faster, more focused and transparent while maintaining rigorous environmental assessment. Key improvements included a targeted, risk-based EES scoping model, streamlined agency engagement, expanded use of Environment Reports as a quicker assessment pathway, updated guidance for proponents and continued digital transformation.
Development Facilitation Program	The Development Facilitation Program continued to accelerate significant housing, renewable energy and economic development projects across Victoria through expedited planning pathways and facilitation support. In 2025–26, the program facilitated approvals for more than 110 projects with a combined estimated development cost of almost $15 billion, including major residential developments and planning scheme amendments that supported additional housing supply.
Establishing Building and Plumbing Commission (BPC) and enhancing enforcement powers	BPC is Victoria's single regulator for building and plumbing regulation, domestic building insurance and dispute resolution. The *Building and Plumbing Administration and Enforcement Act 2026*, enacted on 19 May 2026, formally established the BPC and strengthened its compliance, investigation and enforcement powers to protect consumers from harm caused by defects and non-compliance. The reforms build on recent measures, including rectification orders, integrated dispute resolution, a first-resort warranty scheme, developer bond protections for apartment owners, and security of payment reforms. The statutory framework for voluntary decennial insurance for apartment owners was completed in June 2026. The scheme will help improve building quality, restore consumer and investor confidence, and reduce complex disputes over serious building defects.
Supporting energy transition through the planning system	DTP continued to support Victoria's energy transition by streamlining assessment pathways for renewable energy, storage and transmission projects and progressing key planning reforms. DTP also continued supporting environmental and planning assessments for major energy, transmission and offshore wind projects.

Key initiative	2025–26 progress summary
	Reforms progressed to better support energy infrastructure delivery include incorporating the Victorian Transmission Plan and renewable energy zones into the Victoria Planning Provisions, enabling smaller lots for battery and transmission infrastructure, and clarified approval pathways for neighbourhood batteries.
Train and Tram Zone Activity Centres	DTP continued planning for more than 300,000 new homes in and around 60 Train and Tram Zone Activity Centres, supporting housing growth close to public transport, jobs and services. During 2025–26, final plans were completed for a further 25 locations. Extensive community engagement has supported the program, with more than 27,000 submissions received, over 170 engagement events held and 27 Community Reference Groups established. Infrastructure Contributions Plans are also being prepared to support delivery of the infrastructure needed for these growing communities.
Plan for Victoria implementation	Plan for Victoria, the Victorian Government's 25-year land use and growth strategy, was released in February 2025 to guide future growth through five pillars and 22 actions. Implementation is progressing strongly, with 14 actions completed or substantially completed and a further six on track for delivery by the end of 2026. Key achievements included updating planning schemes to introduce housing targets and assess housing capacity through a new Housing Capacity Assessment Platform and publishing new guidance on settlement boundaries. These reforms support better planning for housing growth, jobs and services across Victoria.
10-year greenfield and industrial land plans	The 10-year plan for Melbourne's greenfields provides a framework to support delivery of 180,000 homes and achieve the Victorian Government's target for 30% of new homes to be delivered in greenfield areas. In 2025–26, three Precinct Structure Plans were gazetted for Beveridge North West, Greenvale North (Part 2) and Croskell, supporting future housing growth. The Victorian Government also released a 10-year plan for industrial land in November 2025, providing greater certainty for businesses on the future supply and release of industrial land and supporting Victoria's economic growth.
Planning and Environment Act review implementation	The *Planning Amendment (Better Decisions Made Faster) Act 2026* was enacted in February 2026, delivering the most significant reform to Victoria's planning system in more than 30 years. The reforms will establish faster, more proportionate planning scheme amendment and planning permit processes based on the complexity, risk and impact of proposals, reducing time and costs while supporting better decision-making.
Treaty reform: Place naming of specified geographical features, to increase opportunities for the use of traditional or language place names	The Statewide Treaty is Australia's first Treaty negotiated between the Victorian Government and the First Peoples' Assembly of Victoria. The Statewide Treaty Act 2025 established Gellung Warl on 1 May 2026 as an ongoing democratic, representative and deliberative body for First Peoples in Victoria. The Statewide Treaty recognises Gellung Warl as a naming authority for specified geographic features on Crown land, including National and State parks, waterways and waterfalls. To reflect Gellung Warl's place naming functions, DTP will partner with Gellung Warl to support implementation of this commitment, including working together to amend the 'Naming rules for places in Victoria'.
Treaty reform: Appointment to First Peoples' designated roles in the Victoria Aboriginal Heritage Council and the Heritage Council	The Statewide Treaty Act 2025 empowers the First Peoples' Assembly of Victoria to appoint a designated First Peoples member to the Heritage Council. In June 2026, the First Peoples' Assembly formally exercised its appointment power, reappointing Michael McMahon as the First Peoples' Assembly Heritage Council member. DTP worked closely with Gellung Warl to support this appointment.

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

Indicator	Unit of measure	2022–23	2023–24	2024–25	2025–26
Diversity of housing in growth areas (share of new lots under 300m^2)	per cent	31	32	35	39
Proportion of major infill development in areas close to services and transport (within 800m of an activity centre or train station)	per cent	84	84	80	78

Indicator: Effective protection of cultural and natural heritage

Indicator	Unit of measure	2022–23	2023–24	2024–25	2025–26
Incidents of unauthorised works to state-listed heritage places and objects	number	53	37	22	15
Total number of registered places and objects in the Victorian Heritage Register	number	2,395	2,415	2,418	2,429

Output performance measures

Building

This output addresses risks associated with Victoria's building, plumbing and architecture industries and ensures that Victoria's building system delivers a safe and quality-built environment. It also provides strategic leadership, oversight and advice on the built environment and, relevant industry policies and reform initiatives. Through this output, the Department administers the statutory responsibilities of the Minister for Housing and Building and provides for fair, transparent and safe building systems, and strong consumer protection.

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Formal advice issued by the Office of the Victorian Government Architect on significant projects in the built environment	number	95	70	35.7	✓
The 2025–26 result is higher than the 2025–26 target due to projects progressing through the Great Design Fast Track pathway of the Development Facilitation Program requiring a high level of engagement and advice.					
In-scope privately-owned residential buildings that have completed cladding rectification works	number	37	45	-17.8	■
The 2025–26 result is lower than the 2025–26 target due to the cladding rectification program nearing completion, fewer in-scope buildings than anticipated required rectification or acquittal, resulting in fewer completed projects than targeted.					
Number of sites with detected high or medium risk noncompliance addressed through inspection activities	number	2,667	2,500	6.7	✓
The 2025–26 result is higher than the 2025–26 target due to improved intelligence, which increased detection of high and medium risk non-compliances on site.					
Quality					
Consumer building and plumbing enquiries resolved at first point of contact	per cent	84	80	5.3	✓
The 2025–26 result is higher than the 2025–26 target due to enhancements in operational processes and improved consistency in the application of resolution principles.					
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	90	80	12.5	✓
The 2025–26 result is higher than the 2025–26 target due to enhancements in operational processes and service delivery, supported by effective stakeholder engagement.					
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	87	85	2.4	✓
Cost					
Total output cost	$ million	66.5	45.6	45.8	✓

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
The 2025–26 result is higher than the 2025–26 target due to the establishment of the Building and Plumbing Commission (BPC) as a consumer-focused regulator, which consolidates key building dispute and insurance functions. This includes the introduction of the Trusted Regulator program, supporting increased enforcement to protect consumers most at risk of harm.					

✓ 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

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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Local governments undertaking work to support strategic planning for coastal settlements and areas	number	4	15	-73.3	▪
The 2025–26 result is lower than the 2025–26 target due to the completion of activities for local councils.					
Metropolitan Precinct Structure Plans where preparation of the plan is completed annually	number	2	2	0.0	✓
Places or objects assessed for the Victorian Heritage Register	number	31	40	-22.5	▪
The 2025–26 result is lower than the 2025–26 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	65	70	-7.1	▪
The 2025–26 result is lower than the 2025–26 target due to increased investment in training and resources to deliver long-term improvements, including a new digital system and reforms supporting better integration of environmental assessment within the planning system.					
Timeliness					
Average number of days to issue an archaeological consent	days	20	20	0.0	✓
Average number of days to issue heritage certificates	days	7	7	0.0	✓
Heritage permits issued within statutory timeframes	per cent	90	90	0.0	✓
Median number of days taken by the Department to assess a planning scheme amendment	days	39	40	2.5	✓
Planning permit applications for energy generation, storage and transmission projects (excluding call ins) are prepared for determination within 45 days of the completion of public notice or receipt of council response to public notice	per cent	74	70	5.7	✓
The 2025–26 result is higher than the 2025–26 target due to improved operational performance and staffing stability, supporting timely preparation of energy applications.					
State population projections completed to inform State Budget delivery	date	Feb-26	Feb-26	0.0	✓

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Urban Development Program Report on analysis of supply, consumption and adequacy of residential and industrial land completed	date	Oct-26	Jun-26	N/A	N/A*
The 2025–26 result is lower than the 2025–26 target due to scope changes and expanded project requirements impacting resources. Note one-off delay in Urban Development Program Delivery due to changes in scope and conduct of review into Industrial stream under Economic Growth Statement. Major Redevelopment Stream to be completed for increase focus on policy precincts by August, full dataset complete by October.					
Victoria in Future population projection data to support infrastructure and service delivery planning completed	date	Jun-26	Jun-26	0.0	✓
Cost					
Total output cost	$ million	136.5	166.1	-17.8	■
The 2025–26 result is lower than the 2025–26 target primarily due to delays in Growth Area Infrastructure Contribution (GAIC) program funding, impacted by the timing of land acquisition and other external factors. Funding under the Building New Communities Fund (BNCF) is provided to local government and delivery partners only upon completion of approved 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

N/A* Performance variation cannot be calculated due to the 2025–26 target not being finalised at the time of the 2025–26 Budget publication

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	2025–26 progress summary
Digital Twin Victoria	Digital Twin Victoria continued to grow as a trusted platform for spatial insights, open data and data visualisation, attracting more than 53,000 new users in 2025–26 and maintaining average monthly sessions of more than 9,000. The platform expanded access to high-quality spatial information through enhanced integration with Victoria's open data discovery platform and continued delivery of secure data-sharing environments for public sector partners. Digital Twin Victoria also supported a growing range of government uses, including transport, planning, built-form visualisation, asset management and Vicmap data.
Unlocking government-owned land	The Department led reforms to the *Victorian Government Landholding Policy and Guidelines*, approved by the Minister for Finance in October 2025, introducing 11 directives to improve identification and management of under-utilised and surplus government land. The reforms support a more coordinated approach to unlocking government land for sale and use by other government agencies, communities and businesses. Following the success of the Small Sites pilot program, ten more sites across metropolitan and regional Victoria were announced. More than 1,000 homes are expected to be delivered across the program.
Strategic assessment of government landholdings	The Department delivered 20 strategic assessments to maximise the value of Victoria's $300 billion government landholdings, supporting better land use decisions, public value outcomes and priority government programs. Assessments identified opportunities for housing, community infrastructure, schools, emergency services, social housing and activity centre development, while also supporting future uses of surplus government land, Commonwealth Defence sites and Traditional Owner land aspirations.
Vicmap spatial upgrade	The Vicmap team continued modernising access to Victoria's statewide spatial data, improving Vicmap Basemaps to deliver faster, consistently updated map layers across government web-mapping platforms. Property automation expanded, with around 85% of subdivision plans now updated into Vicmap Property through automated processes. Vicmap data also grew by an average of 50,000 objects each week, bringing the portfolio to more than 120 million objects. New aerial imagery was captured across approximately one-third of Victoria; Light Detection and Ranging (LiDAR) was collected across outer east Melbourne; and Vicmap supported emergency responses including the Porepunkah and West Grampian events.

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

Indicator	Unit of measure	2022–23	2023–24	2024–25	2025–26
Increase in utilisation of Land Use Victoria's mapping and spatial data products relative to 2016–17: downloads and hard copies	per cent	4	3	-19	-46
Increase in utilisation of Land Use Victoria's mapping and spatial data products relative to 2016–17: live hits	per cent	141	243	591	642

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.

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Advice provided on government infrastructure and housing projects with land requirements	number	51	30	70.0	✓
The 2025–26 result is higher than the 2025–26 target due to increased engagement across government, leading to the identification of several surplus or underutilised sites.					
Revenue from sale of surplus Government land including Crown land	$ million	104	150	-30.7	▪
The 2025–26 result is lower than the 2025–26 target due to the deferred sale of several high-value sites, and residential properties being passed in at auction.					
Strategic government land assessments completed	number	20	20	0.0	✓
Quality					
Audited Vicmap digital map base not requiring correction	per cent	98.7	98	0.7	✓
Government-owned properties sold, bought or leased within 10 per cent of valuation	per cent	97	80	21.3	✓
The 2025–26 result is higher than the 2025–26 target due to increased capability and enhanced data quality supporting more accurate valuations and additional assessment of proposed transactions.					
Land dealings accurately registered	per cent	100	99	1.0	✓
Successful objection rate for rating authority valuations	per cent	52	50	4.0	✓
Timeliness					
Decisions made on submissions to the Victorian Government Land Monitor are within 7 business days for compensation and 10 business days for all other submissions	per cent	100	85	17.6	✓
The 2025–26 result is higher than the 2025–26 target due to operational improvements.					
Delivery of updated Vicmap foundation data within five business days	per cent	99	98	1.0	✓
Land dealings registered within five business days	per cent	100	99	1.0	✓
New titles (subdivisions) created within 15 business days	per cent	99	95	4.2	✓
Surveying plan requests processed within 90 days from lodgement	per cent	89	85	4.7	✓

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Update transactions for the Vicmap digital map base processed within the required timeframes	per cent	100	98	2.0	✓
Cost					
Total output cost	$ million	431.3	352.8	22.3	✓

The 2025–26 result is higher than the 2025–26 target due to higher market activity in land title lodgement and search services leading to increased operator payments as well as the transfer of land.

✓ 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 Victorian's travel and experience inclusive, prosperous and sustainable communities.

Progress towards achieving this objective

Key initiative	2025–26 progress summary
Metro Tunnel Project	The Metro Tunnel opened to passengers on 30 November 2025, marking the biggest transformation of Melbourne's rail network in 40 years. The project's twin 9-kilometre tunnels and five underground stations doubled the size of Melbourne's underground rail network, connecting passengers to new destinations, including Parkville and St Kilda Road for the first time. The new end-to-end rail line connects Sunbury in the west with Cranbourne and East Pakenham in the south-east, enabling travel between Arden and Anzac stations in just 12 minutes. The staged opening was delivered through extensive planning, testing, passenger communications, staff training and operational readiness activities. More than 620,000 people visited Metro Tunnel HQ throughout the project, while open days, tours and digital engagement helped prepare passengers for the new stations and network changes. The Metro Tunnel was fully integrated into the broader public transport network on 1 February 2026 through the Metro Tunnel Big Switch, introducing more than 1,200 additional weekly train services, with trains now arriving at each Metro Tunnel station up to every 3 minutes in the peaks, and trains running at least every 10 minutes between West Footscray and Dandenong station in both directions for most of the day, 7 days a week. The successful opening and integration of the Metro Tunnel has increased capacity across Melbourne's rail network, improved access to key destinations and created a more connected public transport system for Victorians.
West Gate Tunnel Project	The West Gate Tunnel commenced operation in December 2025 following extensive commissioning, testing and readiness activities. A comprehensive road user and industry education campaign supported the transition to the new road, including more than 42,000 face-to-face interactions across more than 140 event days, interactive online tools, industry briefings and targeted communications. Feedback from industry showed strong awareness of the new connection and confidence in how to use the road ahead of opening.
Level Crossing Removal Project	In 2025–26, the level crossing removal program reached significant milestones, with five dangerous and congested level crossings removed at Calder Park Drive in Calder Park, Watsons Road in Diggers Rest, Hopkins Road in Truganina, McDonald Street in Mordialloc and Station Street in Aspendale. Three additional level crossings were permanently closed at Holden Road in Calder Park, Bear Street in Mordialloc and Champion Road in Newport, making the Sunbury, Cranbourne and Pakenham lines fully boom-gate free. Major transport upgrades were also delivered, including the opening of the new Mordialloc Station, completion of the Ballarat Station Upgrade including an accessible pedestrian overpass, and continued works in Melton to deliver a new station, level crossing removals and rail upgrades.
North East Link Project	The North East Link Project is delivering three major road projects to complete the missing link in Melbourne's freeway network. The 6.5-kilometre tunnels from Watsonia to Bulleen will remove around 15,000 trucks a day from local roads and reduce travel times by up to 35 minutes. Upgrades to the Eastern Freeway and M80 Ring Road will deliver new lanes, smart technology and improved connections to the tunnels, alongside more

Key initiative	2025–26 progress summary
	than 34 kilometres of new and upgraded walking and cycling paths. The program remains on track for completion in 2028.
Suburban Rail Loop	Suburban Rail Loop (SRL) East continues to progress, with precinct structure plans approved in June 2026 for the six precincts at Box Hill, Burwood, Cheltenham, Clayton, Glen Waverley and Monash, which will support the delivery of 70,000 new homes. Nine tunnel-boring machines (TBM) have been ordered to deliver the 26-kilometre twin tunnels, with tunnelling to commence from sites under construction at Burwood and Clarinda, including a world-first all-women TBM crew. The Victorian Government welcomed the Commonwealth's additional $3.8 billion commitment to SRL East through the 2025–26 Federal Budget, bringing the total Commonwealth investment to $6 billion.
Regional Rail Revival	The Regional Rail Revival program has completed upgrades across every regional rail line in Victoria, improving accessibility and enabling almost 400 additional and extended train services each week. Key milestones in 2025–26 included completing the Gippsland Line Upgrade, delivering more than 80 additional weekly services and a more frequent timetable; completing Stage 3 of the Shepparton Line Upgrade, enabling nine weekday return services; and upgrading Warrnambool Station's stabling yard allowing V/Locity trains to be housed overnight to improve journey reliability. The Murray Basin Rail Project commissioning was also completed, improving capacity, reliability and journey times for freight operators in Victoria's north-east.
Big Build Roads	Victoria continued to deliver targeted road upgrades to improve safety, reliability and connectivity for communities across the state. In 2025–26, projects included the Bellarine Highway Safety Improvements, Coolart Road and Myers Road Roundabout, Epping Road Upgrade, Melton Highway Infill Duplication and Pakenham Road Upgrade. These upgrades are helping reduce crash risks, improve travel times and support more reliable journeys for motorists, pedestrians and cyclists. Works included intersection upgrades, safety barriers, lighting improvements, road duplications and new shared paths to better support growing communities.
Melbourne Airport Rail Stage 1: West Footscray to Albion Rail Upgrade	The Melbourne Airport Rail Stage 1: West Footscray to Albion Rail Upgrade progressed through key design and construction milestones in 2025–26. Early designs were released for the Sunshine Station transport superhub, including new station forecourts, open spaces, an upgraded bus interchange, improved pedestrian and cycling connections and expanded platforms and concourse. Early designs were also released for the new Tottenham and Albion Stations being funded by the Victorian Government, as part of this project. Works commenced to relocate underground utilities at Sunshine Station and realign a jet-fuel pipeline between Albion and Sunshine. Two multi-national construction firms were shortlisted for the project's final works package to deliver rail corridor widening and station upgrades to support two new regional platforms at Sunshine Station.

Indicator: Improved transport infrastructure and planning

Indicator	Unit of measure	2022–23	2023–24	2024–25	2025–26
Level Crossing Removal Project: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	100	100
Metro Tunnel Project: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	100	100
Major road improvement projects completed: metropolitan	number	3	1	2	2
Major road improvement projects completed: regional	number	3	2	2	0
North-East Link and associated major projects: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	100	100
Road network permitted for use by high-productivity freight vehicles	per cent	34	34	34	34
Transport projects completed within agreed scope, timeframes and budget[(i)]	per cent	73	62	63	47
West Gate Tunnel Project: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	100	100

(i) The "Transport projects completed within agreed scope, timeframes and budget" measure includes four major regional rail infrastructure projects, three of which (Gippsland Line Upgrade, Shepparton Line Upgrade Stage 3, and Warrnambool Line Upgrade Stage 2) were completed on time and within budget. The measure also includes fourteen minor regional level crossing upgrades, six of which were completed on time and within budget. Project delivery outcomes may be affected by external factors, including market conditions, supply chain availability, regulatory requirements, site conditions, and other circumstances arising during project delivery.

Indicator: Precincts developed and delivered

Indicator	Unit of measure	2022–23	2023–24	2024–25	2025–26
Key stakeholders satisfied with the services provided in relation to precincts	per cent	90	88	75	85.7
Precincts in the design or delivery phase	number	4	7	7	7

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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Accessible local ports	number	14	14	0.0	✓
Containers transported under the Mode Shift Incentive Scheme	number	29,728	42,508	-30.1	■
The 2025–26 result is lower than the 2025–26 target due to rail line occupations, drought conditions and weaker global trading conditions.					
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	82	89	-7.9	■
The 2025–26 result is lower than the 2025–26 target due to adjustments to contractual payments to third parties in response to their expected timing for project delivery, noting that government has completed its obligations for project delivery.					
Structures assessed by new automated system for Class 1 Heavy Vehicle Applications	per cent	30	20	50.0	✓
The 2025–26 result is higher than the 2025–26 target due to increased activity related to assessment processes and structural data collection.					
Quality					
Road network permitted for use by high productivity freight vehicles	per cent	34	34	0.0	✓
Cost					
Total output cost	$ million	89.4	85.3	4.8	✓

✓ 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 and suburbs

This output delivers activities to build vibrant and prosperous communities that drive economic growth, create jobs and improve liveability for all Victorians. The Department works collaboratively with government, industry, local councils, business, community organisations and other stakeholders to identify opportunities for the development and delivery of infrastructure, services and initiatives.

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Precincts in the design or delivery phase	number	7	7	0.0	✓
Projects completed in accordance with approved milestones within the Growing Suburbs Fund funding agreements	number	71	80	-11.3	■

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
The 2025–26 result is lower than the 2025–26 target due to project delays impacted by cost escalation, funding negotiations and stakeholder engagement, resulting in additional approval requirements.					
Quality					
Key stakeholders satisfied with the services provided in relation to precincts	per cent	85.7	80	7.1	✓
The 2025–26 result is higher than the 2025–26 target due to strong stakeholder perceptions resulting from effective engagement, continuity of project staff and successful project delivery.					
Timeliness					
Delivery of financial obligations for departmental Public Private Partnership projects in accordance with contractual timelines	per cent	100	85	17.6	✓
The 2025–26 result is higher than the 2025–26 target due to reduced complexity in the payment validation process.					
Cost					
Total output cost	$ million	85.2	125.1	-31.9	■
The 2025–26 result is lower than the 2025–26 target due to the revised delivery schedule of Commonwealth Housing Support Package works, which funds critical infrastructure works for housing supply.					

✓ 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	2025–26 actual	2025–26 target	Performance variation (%)	Result
Quantity					
Major rail improvement projects completed: regional	number	3	2	50.0	✓
The 2025–26 result is higher than the 2025–26 target due to the identification and delivery of additional works.					
Major road improvement projects completed: metropolitan	number	2	2	0.0	✓
Major road improvement projects completed: regional	number	0	0	N/A	N/A*
Planning projects for other major transport infrastructure	number	5	4	25.0	✓
The 2025–26 result is higher than the 2025–26 target due to the identification and delivery of additional works.					
Quality					
Level Crossing Removal Project: Milestones delivered in accordance with agreed budget and timelines	per cent	100	100	0.0	✓

Performance measures	Unit of measure	2025–26 actual	2025–26 target	Performance variation (%)	Result
Metro Tunnel Project – delivery: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	0.0	✓
North-East Link and associated major projects: milestones delivered in accordance with agreed budget and timelines	per cent	100	100	0.0	✓
Suburban Rail Loop Initial and Early Works: Milestones delivered in accordance with agreed budget and timelines	per cent	100	100	0.0	✓
West Gate Tunnel Project: Milestones delivered in accordance with agreed budget and timelines	per cent	100	100	0.0	✓
Cost					
Total output cost	$ million	689.0	347.3	98.4	✓

The 2025–26 result is higher than the 2025–26 target primarily due to the release of planned funding for main works on the Suburban Rail Loop, Level Crossing Removals and the contract award for the North-East Link Project and development of future infrastructure plans.

✓ 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 2025–26 target not being finalised at the time of the 2025–26 Budget publication

Section 4

Financial statements



Contents

The Department of Transport and Planning (the Department) presents its audited general purpose financial statements for the financial year ended 30 June 2026 providing users with information about the Department's stewardship of resources entrusted to it. It is presented in the following structure:

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ACCOUNTABLE OFFICER'S AND CHIEF FINANCIAL 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 2026 and the financial position of the Department of Transport and Planning as at 30 June 2026.

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 24 September 2026.



Fiona Adamson

Secretary

Department of Transport and Planning

24 September 2026

Melbourne



Xavier Hinckson

Chief Financial Officer

Department of Transport and Planning

24 September 2026

Melbourne

Independent Auditor's Report

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 2026 • 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 financial 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 2026 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 matter was 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 this matter.

Level 31 / 35 Collins Street, Melbourne Vic 3000
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

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 – $23.2B

Service concession GORTO liability – $9.4B

Service concession financial liabilities – $5.0B

Administered service concession assets – $3.7B

Administered service concession GORTO liabilities – $10.3 billion

The department, as grantor on behalf of the State of Victoria (the State), has the following material service concession arrangements (SCA) as at 30 June 2026:

- where the State has granted the operators the right to charge the public directly for the use of the following assets:
  - CityLink (asset - $4.6B, GORTO liability - $1.6B)
  - Eastlink (asset - $3.9B, GORTO liability - $1.7B)
  - VicRoads modernisation (administered asset - $3.1B, administered GORTO liability - $8.0B)
- 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:
  - Metro Tunnel - Tunnel and Stations – (liability - $2.3B, commitment nominal value - $1.7B)
  - High-Capacity Metro Trains (liability - $1.3B, commitment nominal value - $2.7B)
  - Metropolitan Tram Service (commitment nominal value - $6.3B)
  - Metropolitan Zero Emission Buses (commitment nominal value - $3.1B)
  - Metropolitan Bus Contracts (commitment nominal value - $2.2B)
- a hybrid - where the State grants the operator the right to charge the public directly and the State has obligations to make payments and other contributions to the operator:
  - West Gate Tunnel Project (asset - $10.2B, GORTO liability - $6.1B)

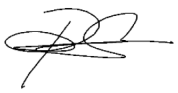
I considered SCAs to be a key audit matter because:

- 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
- commissioning SCA projects require complete and accurate recognition, measurement and presentation of the related assets and liabilities
- the required financial report disclosures are extensive.

My key procedures included:

- reviewing all contract amendments, supporting schedules, financial models and technical accounting papers prepared by the department
- engaging an auditor's expert to verify the completeness and accuracy of the Metropolitan Zero Emission Buses SCA commitments against the contract and the underlying financial model
- confirming financial models and judgements applied to our independent expert reports obtained in prior years
- assessing the completeness and accuracy of service concession assets, liabilities and commitments against the contracts and underlying financial models for each project
- testing commissioned SCA assets during the year, by:
  - assessing management's controls and judgements over the capitalisation process, including asset attribute identification, collation and cost allocation
  - testing the asset attribute information, asset categories and useful lives for a sample of assets
- 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.

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.
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
30 September 2026

Roberta Skliros
as delegate for the Auditor-General of Victoria

COMPREHENSIVE OPERATING STATEMENT

For the financial year ended 30 June 2026

		($ thousand)	
	Note	2026	2025
Revenue and income from transactions			
Output appropriations	2.1.1	7,705,530	6,589,444
Special appropriations	2.1.1	576,234	633,005
Grant income	2.2	339,523	320,099
Other revenue and income	2.3	1,470,265	1,735,021
Total revenue and income from transactions		**10,091,552**	**9,277,569**
Expenses from transactions			
Grant expenses	3.2	(1,637,298)	(1,656,269)
Employee benefits expense	3.1.1	(852,127)	(931,821)
Depreciation and amortisation	5.1.2	(1,808,808)	(1,246,263)
Interest expense	7.1.2	(380,507)	(358,233)
Payments to public transport service providers[(i)]	3.3	(3,862,847)	(3,461,591)
Supplies and services expense	3.4	(2,259,555)	(2,039,359)
Other operating expenses	3.5	(136,530)	(26,342)
Total expenses from transactions		**(10,937,672)**	**(9,719,878)**
Net result from transactions		**(846,120)**	**(442,310)**
Other economic flows included in net result			
Net (loss)/ gain on non-financial assets	9.2	(8,328)	(55,404)
Net loss on financial instruments	9.2	(15,050)	(42,633)
Other gain/(loss) from other economic flows	9.2	37,034	(18,599)
Total other economic flows included in net result		**13,656**	**(116,636)**
Net result		**(832,464)**	**(558,946)**
Items that will not be reclassified to net result			
Changes in physical asset revaluation surplus		210,871	7,609,011
Total other economic flows - other comprehensive income		**210,871**	**7,609,011**
Comprehensive result		**(621,593)**	**7,050,065**

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

(i) Refer to Note 9.6, prior year comparative for payments to public transport service providers has been restated from ($3,311,636) to correct a prior period error.

BALANCE SHEET

As at 30 June 2026

		($ thousand)	
	Note	2026	2025
Assets			
Financial assets			
Cash and cash equivalents	7.3	2,668,936	1,854,324
Receivables	6.1	4,748,360	4,436,242
Total financial assets		**7,417,296**	**6,290,566**
Non-financial assets			
Property, plant and equipment[(i)]	5.1	137,292,663	154,586,022
Non-financial assets held for sale	9.3	96,818	27,394
Prepayments	6.4	55,503	67,877
Other non-financial assets	6.4	209,276	195,557
Total non-financial assets		**137,654,260**	**154,876,850**
Total assets		**145,071,556**	**161,167,416**
Liabilities			
Payables	6.2	2,504,981	2,071,418
Borrowings	7.1	5,500,944	5,799,038
Employee benefits provision	3.1.2	335,863	342,717
Other liabilities	6.3	9,578,972	9,767,051
Other provisions	6.5	747,317	905,153
Total liabilities		**18,668,077**	**18,885,377**
Net assets		**126,403,479**	**142,282,039**
Contributed capital		94,141,044	109,398,011
Accumulated deficit		(4,613,032)	(3,780,568)
Physical asset revaluation surplus		36,875,467	36,664,596
Net worth		**126,403,479**	**142,282,039**

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

(i) Refer to Note 9.6, prior year comparative for Property plant and equipment has been restated from $155,598,093 due to correction of prior period errors.

(ii) Refer to Note 9.6, prior year comparative for Accumulated surplus has been restated from ($2,768,497) due to correction of prior period errors.

STATEMENT OF CHANGES IN EQUITY

For the financial year ended 30 June 2026

		($ thousand)			
	Note	Contributed capital	Accumulated deficit	Physical asset revaluation surplus	Total
Balance at 1 July 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
Correction of prior period error[(ii)]	9.6	-	(862,115)	-	(862,115)
Net result for the year[(iii)]		-	(558,946)	-	(558,946)
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**	**(3,780,568)**	**36,664,596**	**142,282,039**
Net result for the year		-	(832,464)	-	(832,464)
Revaluation increment/(decrement)		-	-	210,871	210,871
Capital appropriations		12,424,897	-	-	12,424,897
Capital funding to agencies within the portfolio		(4,066,516)	-	-	(4,066,516)
Net assets transferred (to)/from other government entities	9.4	(23,615,348)	-	-	(23,615,348)
Balance at 30 June 2026		**94,141,044**	**(4,613,032)**	**36,875,467**	**126,403,479**

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,* the Victorian Planning Authority's financial performance and positions are consolidated into the Department's financial statements from 1 July 2024.

(ii) Refer to Note 9.6, prior year comparative for opening accumulated deficit which has been restated to correct prior period error.

(iii) Refer to Note 9.6, prior year comparative for FY25 net result for the year, which has been restated due to correction of prior period error.

CASH FLOW STATEMENT

For the financial year ended 30 June 2026

		($ thousand)	
	Note	2026	2025
Cash flows from operating activities			
Receipts			
Receipts from Victorian Government		8,024,492	7,183,965
Receipts from other entities		556,452	448,494
Goods and services tax recovered from the ATO [(i)]		1,773,995	1,414,143
Sale of services		983,264	1,226,234
Interest received		36,433	36,319
Receipts as project delivery agent[(ii)]		1,895,825	1,475,867
Total receipts		**13,270,461**	**11,785,022**
Payments			
Payments of grants and other transfers		(1,536,241)	(1,656,278)
Payments to suppliers and employees		(4,283,845)	(4,027,697)
Payments to public transport service providers[(iv)]		(4,520,795)	(4,213,817)
Interest and other financing costs		(335,101)	(241,016)
Payments as project delivery agent[(ii)]		(1,895,825)	(1,475,867)
Total payments		**(12,571,807)**	**(11,614,675)**
Net cash flows from/ (used in) operating activities	7.3.1	**698,654**	**170,347**
Cash flows from investing activities			
Proceeds from sale of non-financial assets		3,957	8,285
Payments for property, plant and equipment[(v)]		(7,538,698)	(8,014,053)
Payments for intangible assets		(35,848)	(25,752)
Repayment of loans from other parties		22,775	142,619
Net cash flows from/ (used in) investing activities		**(7,547,814)**	**(7,888,901)**
Cash flows from financing activities			
Owner contributions by Victorian Government		12,424,897	12,778,179
Receipt/ (payments) of loans and advances		43,890	71,732
Cash transferred in - Machinery of Government		1,771	10,527
Payments of capital contribution funding to portfolio entities		(4,066,516)	(3,986,074)
Repayment of principal portion of borrowings [(iii)]		(740,270)	(862,095)
Net cash flows from/ (used in) financing activities		**7,663,772**	**8,012,269**
Net increase/(decrease) in cash and cash equivalents		814,612	293,715
Cash and cash equivalents at the beginning of the financial year		1,854,324	1,560,609
Cash and cash equivalents at the end of the financial year	7.3	**2,668,936**	**1,854,324**

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

(i) Goods and Services Tax (GST) recovered/(paid) to the Australian Taxation Office 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.

(iv) Refer to Note 9.6, prior year comparative for payments to public transport service providers has been restated from ($4,063,861)

(v) Refer to Note 9.6, prior year comparative for payments for property, plant and equipment has been restated from ($8,164,009)

1. ABOUT THIS REPORT

The Department 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 2026.

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)**
  established under the *Victorian Planning Authority Act 2017*.

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.

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 **Community Safety Building Authority (CSBA)** which was transferred into the Department financially on 1 April 2026. 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 9.16 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 and land 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**	**76**
2.2	**Grant income**	**80**
2.3	**Other revenue and income**	**81**

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 producing 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 2.1.3 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 [iii]	Section 29	Section 30	Section 32			
2026									
Controlled									
Provision of outputs	5,908,310	(37,658)	904,461	560,192	411,846	111,225	7,858,377	7,705,530	152,847
Additions to net assets base	10,221,149	(1,487,299)	-	4,910,374	(411,846)	752,419	13,984,797	12,418,848	1,565,949
Administered									
Provision of outputs	-	-	750,200	-	-	-	750,200	750,200	-
Payments made on behalf of the State	151,208	(1,710)	-	-	-	-	149,498	144,847	4,651
Total	**16,280,667**	**(1,526,667)**	**1,654,661**	**5,470,566**	**-**	**863,644**	**22,742,872**	**21,019,425**	**1,723,447**
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**

(i) As published in the Victorian Budget 2025-26 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) Advance from Treasurer authority includes funding releases from central contingency into the current financial year.

Explanatory commentary on annual parliamentary appropriations

Controlled variance

Operating

Budgeted output appropriation exceeds actuals by $153 million primarily due to the timing of scheduled works for a range of projects and programs across financial periods, including Regional Rail, Road Maintenance and Renewal and Big Build projects.

Capital

Budgeted capital appropriation exceeds actuals by $1,566 million primarily due to the timing of scheduled works across the life of the projects, primarily for North East Link, Suburban Rail Loop and West Gate Tunnel. The variance also reflects the timing difference between cash received from the Commonwealth and project related cashflows.

2.1.2 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**	
		2026	**2025**
Operating			
Section 213A (4) of the *Transport (Compliance and Miscellaneous) Act 1983*	Refund to public transport operators for administrative costs associated with ticket infringements.	539	678
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.	43,131	19,832
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.	366,254	464,890
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.	166,078	147,605
Section 54(2) of the *West Gate Tunnel (Truck Bans and Traffic Management) Act No. 8 of 2019*	Reflects infringement fines revenue relating to truck ban offences on inner-west local roads.	232	-
Total operating		**576,234**	**633,005**
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.	6,049	5,425
Total capital		**6,049**	**5,425**

2.1.3 Annotated income agreements[(i)]

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)	
	2026	**2025**
User charges, sale of goods and services		
Advertising panels at bus shelters	5,116	4,985
Australian Rail Track Corporation (ARTC) Inland Rail	7,017	3,122
Fitzroy Gasworks Sport Centre	-	3,000
Integrated Development Opportunities	3,437	-
Joint Venture Transition of Services	4,952	7,273
Land Registration Services	18,249	18,674
Land Use Victoria (private operator service payment)	158,024	144,834
Mapping	63	64
Sales Revenue and Fees Received	52,794	32,522
Third Party Revenue and Developer Contributions [(ii)]	172,063	77,774
Voluntary Purchase Scheme	3,736	-
Water Register - Planning	521	551
Total user charges, sale of goods and services	**425,972**	**292,799**
Commonwealth payments		
Commonwealth Active Transport [(iii)]	1,959	-
Commonwealth Road Safety Program	2,852	5,849
Federal Blackspots	23,987	28,664
Housing Support Program	2,722	28,194
Improving Transport Connections to Fishermans Bend	122	333
Infrastructure Investment Program – Rail	2,835,326	272,174
Infrastructure Investment Program – Roads	1,980,053	833,968
Next Generation Rapid Transport for Melbourne's South East	5,523	4,008
Ridges and Rivers Program [(iii)]	3,000	-
Road maintenance	79,146	73,587
Safer Local Roads and Infrastructure Program	25,067	20,496
Targeted Road Safety Program	4,962	7,078
Total Commonwealth payments	**4,964,719**	**1,274,351**
Total annotated income agreements	**5,390,691**	**1,567,150**

(i) Financial details at Note 2.1.3 Annotated Income Agreements represent the actual drawdowns or expenditures of Section 29 appropriations for the 2025–26 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 2025–26.

(ii) Includes new Section 29 Annotated Income Agreements approved in 2025-26 for Cladding Rectification Program and Building Policy and Reform relating to third party cladding rectification levy collections by the Building and Plumbing Commission (BPC).

(iii) New Section 29 Annotated Income Agreement approved in 2025-26.

2.2 Grant income

	($ thousand)	
	2026	2025
Income recognised as income of not-for-profit entities		
General purpose	242,803	233,465
Specific purpose grants for on passing	1,107	1,075
Other specific purpose grants to acquire a recognisable non-financial asset	28,888	28,836
Other specific purpose grants	66,725	56,723
Total grant income	**339,523**	**320,099**

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 6.3), 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)	
	2026	2025
Revenue		
Supply of transport services [(i)]	319,263	361,064
Sales of goods and services	343,077	323,760
Revenue related to service concession arrangement	367,176	210,214
Fair value of assets and services received free of charge [(ii)]	169,331	561,608
Regulatory charges and fees	100,526	107,537
Commission revenue	53,190	67,844
Rental revenue	63,182	61,072
Total Revenue	**1,415,745**	**1,693,099**
Income		
Trust income	5,481	12
Interest income	36,433	36,319
Miscellaneous income	12,606	5,591
Total Income	**54,520**	**41,922**
Total other revenue and income	**1,470,265**	**1,735,021**

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

(ii) Relates to additional costs borne by Project Co to resolve contract matters arising during delivery for the Metro Tunnel – Tunnel and Stations.

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 6.3 Other Liabilities 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

3.1	Employee benefits	83
3.2	Grant expenses	85
3.3	Payments to public transport service providers	85
3.4	Supplies and services	86
3.5	Other operating expenses	86

3.1 Employee benefits

3.1.1 Employee benefits in the comprehensive operating statement

	($ thousand)	
Employee benefits	**2026**	**2025**
Salaries and wages, annual leave, long service leave and on-costs	(732,782)	(798,255)
Defined contribution superannuation expense	(92,041)	(120,799)
Defined benefit superannuation expense	(2,271)	(2,619)
Termination benefits	(25,033)	(10,148)
Total employee benefits expense	**(852,127)**	**(931,821)**

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)	
	2026	2025
Current provisions		
Annual leave		
- Unconditional and expected to wholly settle within 12 months [(i)]	68,004	67,932
- Unconditional and expected to wholly settle after 12 months [(ii)]	28,060	28,760
Long service leave		
- Unconditional and expected to wholly settle within 12 months [(i)]	11,044	11,281
- Unconditional and expected to wholly settle after 12 months [(ii)]	132,446	134,221
Provisions for on-costs		
- Unconditional and expected to wholly settle within 12 months [(i)]	15,763	16,883
- Unconditional and expected to wholly settle after 12 months [(ii)]	31,883	33,637
Other current employee provisions	1,090	1,262
Total current provisions	**288,290**	**293,976**
Non-current provisions		
Employee benefits[(ii)]	39,703	40,674
Provisions for on-costs[(ii)]	7,870	8,067
Total non-current provisions	**47,573**	**48,741**
Total provisions for employee benefits	**335,863**	**342,717**

(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)	
	2026	2025
Grants to portfolio agencies		
V/Line	(982,432)	(889,111)
Safe Transport Victoria	(160,444)	(155,486)
VicTrack	(4,564)	(10,593)
Suburban Rail Loop Authority	(132,803)	(110,603)
Grants to other portfolio agencies [(i)]	(106,551)	(55,062)
Total grants to portfolio agencies	**(1,386,794)**	**(1,220,855)**
Grants to entities outside portfolio		
Local government	(132,076)	(192,749)
Other government departments and associated entities	(91,964)	(212,459)
Other non-government agencies	(26,464)	(30,206)
Total grants to entities outside portfolio	**(250,504)**	**(435,414)**
Total grant expenses	**(1,637,298)**	**(1,656,269)**

(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)	
	2026	2025
Rail system (train and tram) operation and related services [(i)]	(2,368,812)	(2,054,051)
Bus services	(1,394,953)	(1,318,772)
Ticketing service operating costs	(99,082)	(88,768)
Total payments to public transport service providers	**(3,862,847)**	**(3,461,591)**

(i) Refer to Note 9.6, prior year comparative for rail system (train and tram) operation and related services has been restated from 1,904,096 to correct a prior period error.

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, development, maintenance and asset renewal 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)	
	2026	2025
Supplies and services		
Professional services and contractors	(716,971)	(665,689)
Joint venture service fees	(500,018)	(483,854)
Road network and services costs	(162,689)	(160,725)
Land Use Victoria payments	(157,957)	(146,348)
Computer services and equipment	(211,016)	(182,450)
Accommodation	(129,090)	(114,813)
Administrative expenses	(381,814)	(285,480)
Total supplies and services	**(2,259,555)**	**(2,039,359)**

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

Professional services and contractors include costs associated with external contractors, consultants, and professional advisors providing specialist advisory, technical, and project management services as part of the Department's operation.

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

Road network and services costs are recognised as expenses incurred to operate, maintain and repair roads controlled by the State.

Land Use Victoria payments include service payments to the operator. Refer to Note 7.6 Service Concession Arrangements for further details of the Department's services concession arrangements.

3.5 Other operating expenses

	($ thousand)	
	2026	2025
Variable lease payments	(12,616)	(8,910)
Short-term lease expenses	(131)	(114)
Low-value assets	(32,756)	(8,710)
Cost of goods sold/distributed	-	(4,411)
Fair value of assets and services provided free of charge	(91,027)	(4,197)
Total other operating expenses	**(136,530)**	**(26,342)**

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 2026 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, Public and Active Transport, Development Victoria and Precincts, Ports and Freight, the Suburban Rail Loop, Housing and Building, Roads and Road Safety, and Planning.

Departmental mission statement (Budget Paper 3)

The Department'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 2026 are summarised in Note 9.15 Departmental objectives, outputs and descriptions.

Community Safety Building Authority (CSBA)

CSBA was transferred into the Department as part of a MoG change on 1 April 2026, which took effect financially on 1 April 2026.

The MoG transfer only affects the employment arrangement of CSBA staff and does not transfer community safety infrastructure related outputs to the Department. The Department is acting as an agent of Department of Justice and Community Safety in its responsibility of delivering community safety infrastructure projects.

Transactions undertaken by the Department 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 2026

Departmental outputs	($ thousand)					
	Bus Services		Transport Infrastructure [(i)(ii)]		Ports and Freight	
	2026	2025	2026	2025	2026	2025
Revenue and income from transactions						
Output appropriations	1,253,182	1,185,190	693,539	673,182	103,721	84,102
Special appropriations	-	-	2,379	1,810	3,895	4,649
Grant income	242,608	232,651	-	7,286	1,164	1,564
Other revenue and income	5,477	5,100	326,500	557,949	2,186	2,797
Total revenue and income from transactions	**1,501,267**	**1,422,941**	**1,022,418**	**1,240,227**	**110,966**	**93,112**
Expenses from transactions						
Grant expenses	(1,940)	(1,759)	(146,411)	(146,556)	(94,018)	(70,524)
Employee benefits expense	(56,364)	(58,242)	(61,358)	(167,865)	(7,120)	(7,605)
Depreciation and amortisation	(67,716)	(43,048)	(16,518)	(11,932)	(789)	(1,092)
Interest expense	(30,969)	(23,155)	(66,216)	(137,805)	(75)	(84)
Payments to public transport service providers	(1,394,953)	(1,318,772)	(146,780)	(64,359)	-	-
Supplies and services	(65,691)	(69,672)	(174,525)	(222,447)	(3,316)	(21,490)
Other operating expenses	(289)	(312)	(50,844)	(5,886)	(56)	(55)
Total expenses from transactions	**(1,617,922)**	**(1,514,960)**	**(662,652)**	**(756,850)**	**(105,374)**	**(100,850)**
Net result from transactions	**(116,655)**	**(92,019)**	**359,766**	**483,377**	**5,592**	**(7,738)**
Other economic flows included in net result						
Net loss on non-financial assets	(661)	(11,142)	(5,006)	(2,014)	146	(863)
Net gain on financial instruments	1,820	271	(4,588)	-	(6)	-
Other gain from other economic flows	349	(447)	22	(28)	44	(56)
Total other economic flows included in net result	**1,508**	**(11,318)**	**(9,572)**	**(2,042)**	**184**	**(919)**
Net result	**(115,147)**	**(103,337)**	**350,194**	**481,335**	**5,776**	**(8,657)**
Items that will not be reclassified to net result						
Changes in physical asset revaluation surplus	-	120,563	234,077	620,615	-	9,548
Total other economic flows - other comprehensive income	**-**	**120,563**	**234,077**	**620,615**	**-**	**9,548**
Comprehensive result	**(115,147)**	**17,226**	**584,271**	**1,101,950**	**5,776**	**891**

(i) North East Link project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.
(ii) Melbourne Airport Rail project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.

Departmental outputs	($ thousand)					
	Regulation of Commercial Passenger Vehicle Services		Road Asset Management		Road Operations [i]	
	2026	2025	2026	2025	2026	2025
Revenue and income from transactions						
Output appropriations	179,388	175,383	579,729	385,281	598,428	594,973
Special appropriations	7,325	9,298	73,251	92,978	256,378	325,433
Grant income	-	18	84	36	87,514	63,282
Other revenue and income	4,372	4,095	40,103	40,733	479,871	478,749
Total revenue and income from transactions	**191,085**	**188,794**	**693,167**	**519,028**	**1,422,191**	**1,462,437**
Expenses from transactions						
Grant expenses	(160,929)	(155,926)	(6,108)	(2,112)	(90,623)	(105,119)
Employee benefits expense	(12,630)	(3,704)	(223,903)	(224,584)	(628)	(758)
Depreciation and amortisation	(1,131)	(1,168)	(3,102)	(2,461)	(1,651,828)	(1,125,062)
Interest expense	(147)	(165)	(336)	(367)	(87,550)	(91,744)
Payments to public transport service providers	-	-	-	-	-	-
Supplies and services	(10,226)	(5,081)	(497,608)	(461,901)	(918,815)	(856,092)
Other operating expenses	(12)	(4)	(795)	(888)	(18,970)	(3,443)
Total expenses from transactions	**(185,075)**	**(166,048)**	**(731,852)**	**(692,313)**	**(2,768,414)**	**(2,182,218)**
Net result from transactions	**6,010**	**22,746**	**(38,685)**	**(173,285)**	**(1,346,223)**	**(719,781)**
Other economic flows included in net result						
Net loss on non-financial assets	292	(1,725)	590	(3,263)	3,932	(8,398)
Net gain on financial instruments	(12)	-	(24)	-	126	(824)
Other gain from other economic flows	87	(112)	175	(224)	284	(363)
Total other economic flows included in net result	**367**	**(1,837)**	**741**	**(3,487)**	**4,342**	**(9,585)**
Net result	**6,377**	**20,909**	**(37,944)**	**(176,772)**	**(1,341,881)**	**(729,366)**
Items that will not be reclassified to net result						
Changes in physical asset revaluation surplus	-	-	-	-	(23,462)	6,681,318
Total other economic flows - other comprehensive income	**-**	**-**	**-**	**-**	**(23,462)**	**6,681,318**
Comprehensive result	**6,377**	**20,909**	**(37,944)**	**(176,772)**	**(1,365,343)**	**5,951,952**

(i) North East Link project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.

Departmental outputs	($ thousand)					
	Train Services [ii]		Tram Services		Transport Safety and Security	
	2026	2025	2026	2025	2026	2025
Revenue and income from transactions						
Output appropriations	3,075,653	2,508,662	583,274	414,489	31,642	22,798
Special appropriations	736	708	263	448	25,638	32,542
Grant income	352	1,076	1,724	1,891	-	23
Other revenue and income	115,308	210,382	232,119	187,970	14,285	14,271
Total revenue and income from transactions	**3,192,049**	**2,720,828**	**817,380**	**604,798**	**71,565**	**80,271**
Expenses from transactions						
Grant expenses	(1,001,262)	(921,663)	(1,091)	(989)	(4,228)	(8,078)
Employee benefits expense	(162,698)	(169,227)	(31,709)	(36,086)	(15,959)	(17,171)
Depreciation and amortisation	(30,606)	(28,453)	(2,859)	(2,708)	(1,439)	(1,496)
Interest expense	(194,589)	(104,251)	(328)	(367)	(187)	(212)
Payments to public transport service providers[iii]	(1,565,697)	(1,489,924)	(755,417)	(588,537)	-	-
Supplies and services	(238,563)	(44,116)	(40,845)	(19,501)	(6,030)	(611)
Other operating expenses	(869)	(1,999)	(859)	(982)	(26)	(100)
Total expenses from transactions	**(3,194,284)**	**(2,759,633)**	**(833,108)**	**(649,170)**	**(27,869)**	**(27,668)**
Net result from transactions	**(2,235)**	**(38,805)**	**(15,728)**	**(44,372)**	**43,696**	**52,603**
Other economic flows included in net result						
Net loss on non-financial assets	(1,163)	(19,011)	655	(4,380)	183	(2,141)
Net gain on financial instruments	(12,450)	(42,080)	(27)	-	(15)	-
Other gain from other economic flows	35,542	(14,061)	388	(3,208)	109	(140)
Total other economic flows included in net result	**21,929**	**(75,152)**	**1,016**	**(7,588)**	**277**	**(2,281)**
Net result	**19,694**	**(113,957)**	**(14,712)**	**(51,960)**	**43,973**	**50,322**
Items that will not be reclassified to net result						
Changes in physical asset revaluation surplus	256	11,067	-	(42,914)	-	-
Total other economic flows - other comprehensive income	**256**	**11,067**	**-**	**(42,914)**	**-**	**-**
Comprehensive result	**19,950**	**(102,890)**	**(14,712)**	**(94,874)**	**43,973**	**50,322**

(ii) Melbourne Airport Rail project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.

(iii) Refer to Note 9.6, prior year comparative for Payments to public transport service providers has been restated from ($1,382,814) for Train Services and ($545,691) for Tram Services to correct a prior period error.

Departmental outputs	($ thousand)					
	Land Services		Planning and Heritage		Building	
	2026	2025	2026	2025	2026	2025
Revenue and income from transactions						
Output appropriations	310,442	286,237	139,416	146,819	117,718	24,881
Special appropriations	-	-	166,078	147,605	-	-
Grant income	25	965	2,799	8,211	3,103	1,971
Other revenue and income	109,828	110,488	35,806	31,218	9,396	1,000
Total revenue and income from transactions	**420,295**	**397,690**	**344,099**	**333,853**	**130,217**	**27,852**
Expenses from transactions						
Grant expenses	(118)	(411)	(26,200)	(180,887)	(49,795)	(37,523)
Employee benefits expense	(78,313)	(73,627)	(94,738)	(72,694)	(15,608)	(11,688)
Depreciation and amortisation	(25,621)	(22,059)	(5,238)	(4,839)	(34)	(29)
Interest expense	(70)	(59)	(16)	(19)	(1)	-
Payments to public transport service providers	-	-	-	-	-	-
Supplies and services	(272,148)	(281,389)	(3,808)	(35,822)	(73)	(4,580)
Other operating expenses	(55,037)	(5,909)	(6,497)	(5,146)	(971)	(850)
Total expenses from transactions	**(431,307)**	**(383,454)**	**(136,497)**	**(299,407)**	**(66,482)**	**(54,670)**
Net result from transactions	**(11,012)**	**14,236**	**207,602**	**34,446**	**63,735**	**(26,818)**
Other economic flows included in net result						
Net loss on non-financial assets	(7,203)	(2,363)	-	(83)	-	-
Net gain on financial instruments	-	-	-	-	-	-
Other gain from other economic flows	31	-	-	-	-	-
Total other economic flows included in net result	**(7,172)**	**(2,363)**	**-**	**(83)**	**-**	**-**
Net result	**(18,184)**	**11,873**	**207,602**	**34,363**	**63,735**	**(26,818)**
Items that will not be reclassified to net result						
Changes in physical asset revaluation surplus	-	59,935	-	13,383	-	3,528
Total other economic flows - other comprehensive income	**-**	**59,935**	**-**	**13,383**	**-**	**3,528**
Comprehensive result	**(18,184)**	**71,808**	**207,602**	**47,746**	**63,735**	**(23,290)**

Departmental outputs	($ thousand)							
	Precincts and Suburbs[iv]		Health Infrastructure[v]		Community Safety Infrastructure[vi]		DTP consolidated totals	
	2026	2025	2026	2025	2026	2025	2026	2025
Revenue and income from transactions								
Output appropriations	39,398	76,810	-	-	-	-	7,705,530	6,589,444
Special appropriations	40,291	17,535	-	-	-	-	576,234	633,005
Grant income	150	1,125	-	-	-	-	339,523	320,099
Other revenue and income	3,464	2,454	91,092	87,814	458	-	1,470,265	1,735,021
Total revenue and income from transactions	**83,303**	**97,924**	**91,092**	**87,814**	**458**	**-**	**10,091,552**	**9,277,569**
Expenses from transactions						**-**	**-**	**-**
Grant expenses	(54,575)	(24,722)	-	-	-	-	(1,637,298)	(1,656,269)
Employee benefits expense	(9,728)	(12,848)	(80,914)	(75,721)	(457)	-	(852,127)	(931,821)
Depreciation and amortisation	(1,855)	(1,917)	(71)	-	(1)	-	(1,808,808)	(1,246,263)
Interest expense	(7)	(4)	(16)	-	-	-	(380,507)	(358,233)
Payments to public transport service providers	-	-	-	-	-	-	(3,862,847)	(3,461,592)
Supplies and services	(18,061)	(4,563)	(9,846)	(12,094)	-	-	(2,259,555)	(2,039,359)
Other operating expenses	(1,004)	(768)	(301)	-	-	-	(136,530)	(26,342)
Total expenses from transactions	**(85,230)**	**(44,822)**	**(91,148)**	**(87,814)**	**(458)**	**-**	**(10,937,672)**	**(9,719,879)**
Net result from transactions	**(1,927)**	**53,102**	**(56)**	**-**	**-**	**-**	**(846,120)**	**(442,310)**
Other economic flows included in net result						**-**	**-**	**-**
Net loss on non-financial assets	2	(22)	(95)	-	-	-	(8,328)	(55,404)
Net gain on financial instruments	-	-	126	-	-	-	(15,050)	(42,633)
Other gain from other economic flows	-	-	-	40	3	-	37,034	(18,599)
Total other economic flows included in net result	**2**	**(22)**	**31**	**40**	**3**	**-**	**13,656**	**(116,636)**
Net result	**(1,925)**	**53,080**	**(25)**	**40**	**3**	**-**	**(832,464)**	**(558,946)**
Items that will not be reclassified to net result						**-**	**-**	**-**
Changes in physical asset revaluation surplus	-	131,968	-	-	-	-	210,871	7,609,011
Total other economic flows - other comprehensive income	**-**	**131,968**	**-**	**-**	**-**	**-**	**210,871**	**7,609,011**
Comprehensive result	**(1,925)**	**185,048**	**(25)**	**40**	**3**	**-**	**(621,593)**	**7,050,065**

(iv) Precincts and Suburbs outputs have been merged in 2025-26 following government decision.
(v) Victorian Health Building Authority (VHBA) was transferred into the Department during 2024-25 as a result of MoG changes on 02 April 2025 from Department of Health (DH). The MoG only affected the employment arrangement of VHBA staff and did not transfer health infrastructure related outputs to DTP. As such, the Department will be acting as an agent of DH in its responsibility of delivering health infrastructure related projects.
(vi) Community Safety Building Authority (CSBA) was transferred into the Department during 2025-26 as a result of MoG changes on 01 April 2026 from Department of Justice and Community Safety (DJCS). The MoG only affected the employment arrangement of CSBA staff and did not transfer community safety infrastructure related outputs to DTP. As such, DTP will be acting as an agent of DJCS in its responsibility of delivering community safety infrastructure projects.

4.1.3 Departmental outputs: Controlled assets and liabilities as at 30 June 2026

	($ thousand)											
	Bus Services		Transport Infrastructure [i][ii]		Ports and Freight		Regulation of Commercial Passenger Vehicle Services		Road Asset Management [i]		Road Operations [i]	
	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025
Assets												
Financial assets	125,608	149,210	3,432,666	2,665,364	7,654	4,965	12,937	11,419	34,645	79,905	2,251,707	1,850,659
Non-financial assets	763,092	693,163	20,678,287	50,231,175	133,026	174,080	6,510	8,622	1,014,503	840,438	109,144,851	97,418,577
Total assets	**888,700**	**842,373**	**24,110,953**	**52,896,539**	**140,680**	**179,045**	**19,447**	**20,041**	**1,049,148**	**920,343**	**111,396,558**	**99,269,236**
Total liabilities	**(727,564)**	**(554,680)**	**(9,801,587)**	**(10,005,161)**	**(13,621)**	**(9,405)**	**(18,598)**	**(19,665)**	**(153,558)**	**(224,297)**	**(4,526,618)**	**(4,676,134)**
Net assets	**161,136**	**287,693**	**14,309,366**	**42,891,378**	**127,059**	**169,640**	**849**	**376**	**895,590**	**696,046**	**106,869,940**	**94,593,102**

(i) North East Link project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.
(ii) Melbourne Airport Rail project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.

	($ thousand)											
	Train Services [ii]		Tram Services		Transport Safety and Security		Land Services		Planning and Heritage		Building	
	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025
Assets												
Financial assets	607,368	730,878	58,389	76,746	59,960	85,778	46,367	30,120	694,975	588,340	759	1
Non-financial assets[v]	2,632,778	1,793,480	802,712	1,491,483	1,995	20,002	1,596,386	1,357,412	211,929	195,733	81	39
Total assets	**3,240,146**	**2,524,358**	**861,101**	**1,568,229**	**61,955**	**105,780**	**1,642,753**	**1,387,532**	**906,904**	**784,073**	**840**	**40**
Total liabilities	**(2,910,033)**	**(2,964,025)**	**(363,815)**	**(284,078)**	**(24,883)**	**(21,727)**	**(61,251)**	**(74,316)**	**(22,598)**	**(26,579)**	**(2,825)**	**(37)**
Net assets	**330,113**	**(439,667)**	**497,286**	**1,284,151**	**37,072**	**84,053**	**1,581,502**	**1,313,216**	**884,306**	**757,494**	**(1,985)**	**3**

(ii) Melbourne Airport Rail project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.
(v) Refer to Note 9.6, prior year comparative for Non-financial assets has been restated from $2,449,497 for Train Services and $1,847,537 for Tram Services to correct a prior period error.

	($thousand)							
	Precincts and Suburbs [iii]		Health Infrastructure [iv]		Community Safety Infrastructure [vi]		DTP consolidated totals	
	2026	2025	2026	2025	2026	2025	2026	2025
Assets								
Financial assets	61,461	2,327	20,819	14,854	1,981	-	7,417,296	6,290,566
Non-financial assets	667,831	652,341	225	305	54	-	137,654,260	154,876,850
Total assets	**729,292**	**654,668**	**21,044**	**15,159**	**2,035**	**-**	**145,071,556**	**161,167,416**
Total liabilities	**(20,152)**	**(10,154)**	**(18,941)**	**(15,119)**	**(2,033)**	**-**	**(18,668,077)**	**(18,885,377)**
Net assets	**709,140**	**644,514**	**2,103**	**40**	**2**	**-**	**126,403,479**	**142,282,039**

(iii) Precincts and Suburbs outputs have been merged in 2025-26 following government decision.
(iv) Victorian Health Building Authority (VHBA) was transferred into the Department during 2024-25 as a result of MoG changes on 02 April 2025 from the Department of Health (DH). The MoG only affected the employment arrangement of VHBA staff and did not transfer health infrastructure related outputs to the Department. As such, the Department will be acting as an agent of DH in its responsibility of delivering health infrastructure related projects.
(vi) Community Safety Building Authority (CSBA) was transferred into the Department during 2025-26 as a result of MoG changes on 01 April 2026 from the Department of Justice and Community Safety (DJCS). The MoG only affected the employment arrangement of CSBA staff and did not transfer community safety infrastructure related outputs to the Department. As such, the Department will be acting as an agent of DJCS in its responsibility of delivering community safety infrastructure projects.

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 2026 financial year, the Department has collected Transport Accident Charge (TAC) and related stamp duty of $2,935.8 million (FY 2025: $2,852.8 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 a guarantee to the proponent of the project to cover the risk of additional funding being required from the State during the Development and Operation & Maintenance phases of the project, should operating cashflows be insufficient to meet existing obligations.

As at 30 June 2026, the guarantee was valued at $788 million (FY 2025: $736 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.

Significant judgement has been applied by the department in assessing that the State will assume the financial risk associated with any potential funding shortfalls under the guarantee as the guarantee itself is provided by the State, hence the department's role is limited to its administrative management.

4.2.2 Administered income and expenses for the financial year ended 30 June 2026

Department of Transport and Planning Outputs

	($ thousand)					
	Bus Services		Transport Infrastructure [(i)]		Ports and Freight	
	2026	2025	2026	2025	2026	2025
Administered income from transactions						
Sale of goods and services	3,405	6,525	35,062	46,322	631	195
Appropriations - payments made on behalf of the State	-	-	-	-	-	-
Advance from Treasurer	-	-	-	-	-	-
Statutory fines	-	-	-	-	-	-
Regulatory fees, fines, leases and licences	40	-	2	-	22,983	37,306
Interest income	-	-	102,646	98,461	-	-
Grant income	8	-	199	2,214	1	-
Revenue related to service concession arrangement	-	-	-	-	-	-
Other income	861	297	2,735	149	108	37
Total administered income from transactions	**4,314**	**6,822**	**140,644**	**147,146**	**23,723**	**37,538**
Administered expenses from transactions						
Payments into Consolidated Fund	(3,734)	(6,137)	(125,765)	(132,904)	(21,213)	(33,905)
Other expenses	-	-	(31,353)	(21,642)	-	-
Interest expense	-	-	-	-	-	-
Total administered expenses from transactions	**(3,734)**	**(6,137)**	**(157,118)**	**(154,546)**	**(21,213)**	**(33,905)**
Total administered net result from transactions	**580**	**685**	**(16,474)**	**(7,400)**	**2,510**	**3,633**
Administered other economic flows included in administered net result						
Net gain/(loss) on non-financial assets	-	250	(357)	5,443	-	31
Net gain/(loss) on financial assets	-	-	-	-	-	-
Total administered other economic flows	**-**	**250**	**(357)**	**5,443**	**-**	**31**
Total administered comprehensive result	**580**	**935**	**(16,831)**	**(1,957)**	**2,510**	**3,664**

(i) North East Link project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.

	($ thousand)					
	Regulation of Commercial Passenger Vehicle Services		Road Asset Management (ii)		Road Operations (i)	
	2026	2025	2026	2025	2026	2025
Administered income from transactions						
Sale of goods and services	11,254	10,716	6,225	8,598	30,680	29,613
Appropriations - payments made on behalf of the State	-	-	-	-	-	-
Advance from Treasurer	-	-	-	-	750,200	-
Statutory fines	-	-	-	-	-	-
Regulatory fees, fines, leases and licences	45,965	74,612	459,577	746,172	2,349,414	2,612,200
Interest income	-	-	891	1,152	41	549
Grant income	2	-	4	-	2,515	2,330
Revenue related to service concession arrangement	-	-	-	-	220,986	221,162
Other income	215	74	431	148	773	3,329
Total administered income from transactions	**57,436**	**85,402**	**467,128**	**756,070**	**3,354,609**	**2,869,183**
Administered expenses from transactions						
Payments into Consolidated Fund	(51,361)	(77,137)	(417,712)	(682,901)	(2,999,865)	(2,591,517)
Other expenses	-	-	-	-	(34,365)	(53,823)
Interest expense	-	-	-	-	-	-
Total administered expenses from transactions	**(51,361)**	**(77,137)**	**(417,712)**	**(682,901)**	**(3,034,230)**	**(2,645,340)**
Total administered net result from transactions	**6,075**	**8,265**	**49,416**	**73,169**	**320,379**	**223,843**
Administered other economic flows included in administered net result						
Net gain/(loss) on non-financial assets	-	62	1,162	665	6,934	(671)
Net gain/(loss) on financial assets	-	-	12	1,256	28	(1,063)
Total administered other economic flows	**-**	**62**	**1,174**	**1,921**	**6,962**	**(1,734)**
Total administered comprehensive result	**6,075**	**8,327**	**50,590**	**75,090**	**327,341**	**222,109**

(i) North East Link project rolls up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.
(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	
	2026	2025	2026	2025	2026	2025
Administered income from transactions						
Sale of goods and services	17,155	4,068	1,916	239	1,795	2,393
Appropriations - payments made on behalf of the State	-	-	-	-	-	-
Advance from Treasurer	-	-	-	-	-	-
Statutory fines	20,033	24,908	-	-	17,061	14,440
Regulatory fees, fines, leases and licences	101	-	22	-	160,850	261,041
Interest income	-	-	-	-	-	-
Grant income	7,038	3,122	5	-	3	-
Revenue related to service concession arrangement	-	-	-	-	-	-
Other income	2,260	779	484	167	269	93
Total administered income from transactions	**46,587**	**32,877**	**2,427**	**406**	**179,978**	**277,967**
Administered expenses from transactions						
Payments into Consolidated Fund	(41,659)	(29,631)	(2,169)	(353)	(160,939)	(251,171)
Other expenses	-	-	-	-	-	-
Interest expense	-	-	-	-	-	-
Total administered expenses from transactions	**(41,659)**	**(29,631)**	**(2,169)**	**(353)**	**(160,939)**	**(251,171)**
Total administered net result from transactions	**4,928**	**3,246**	**258**	**53**	**19,039**	**26,796**
Administered other economic flows included in administered net result						
Net gain/(loss) on non-financial assets	1	656	-	140	-	78
Net gain/(loss) on financial assets	(18,706)	(16,412)	-	-	-	-
Total administered other economic flows	**(18,705)**	**(15,756)**	**-**	**140**	**-**	**78**
Total administered comprehensive result	**(13,777)**	**(12,510)**	**258**	**193**	**19,039**	**26,874**

	($ thousand)					
	Land Services		Planning and Heritage		Building	
	2026	2025	2026	2025	2026	2025
Administered income from transactions						
Sale of goods and services	624,606	558,375	-	-	155,638	38,554
Appropriations - payments made on behalf of the State	396	900	-	-	-	-
Advance from Treasurer	-	-	-	-	-	-
Statutory fines	-	-	-	-	-	-
Regulatory fees, fines, leases and licences	1	-	8,969	6,424	8	-
Interest income	-	-	-	-	-	-
Grant income	-	-	-	-	15,465	-
Revenue related to service concession arrangement	71,381	71,381	-	-	-	-
Other income	21,972	17,543	-	-	-	-
Total administered income from transactions	**718,356**	**648,199**	**8,969**	**6,424**	**171,111**	**38,554**
Administered expenses from transactions						
Payments into Consolidated Fund	(642,365)	(585,470)	(8,020)	(5,802)	(153,010)	(34,823)
Other expenses	(73,736)	(68,292)	-	-	-	-
Interest expense	-	-	-	-	-	-
Total administered expenses from transactions	**(716,101)**	**(653,762)**	**(8,020)**	**(5,802)**	**(153,010)**	**(34,823)**
Total administered net result from transactions	**2,255**	**(5,563)**	**949**	**622**	**18,101**	**3,731**
Administered other economic flows included in administered net result						
Net gain/(loss) on non-financial assets	6,847	3,154	-	-	-	-
Net gain/(loss) on financial assets	-	-	-	-	-	-
Total administered other economic flows	**6,847**	**3,154**	**-**	**-**	**-**	**-**
Total administered comprehensive result	**9,102**	**(2,409)**	**949**	**622**	**18,101**	**3,731**

	($ thousand)			
	Precincts		DTP consolidated totals	
	2026	2025	2026	2025
Administered income from transactions				
Sale of goods and services	2,094	2,094	890,461	707,692
Appropriations - payments made on behalf of the State	117,606	100,169	118,002	101,069
Advance from Treasurer	-	-	750,200	-
Statutory fines	-	-	37,094	39,348
Regulatory fees, fines, leases and licences	13,466	48,227	3,061,398	3,785,982
Interest income	1,832	1,812	105,410	101,974
Grant income	14,608	16,264	39,848	23,930
Revenue related to service concession arrangement	-	-	292,367	292,543
Other income	-	-	30,108	22,616
Total administered income from transactions	**149,606**	**168,566**	**5,324,888**	**5,075,154**
Administered expenses from transactions				
Payments into Consolidated Fund	(133,779)	(152,252)	(4,761,591)	(4,584,003)
Other expenses	(50,056)	(46,876)	(189,510)	(190,633)
Interest expense	(67,550)	(53,293)	(67,550)	(53,293)
Total administered expenses from transactions	**(251,385)**	**(252,421)**	**(5,018,651)**	**(4,827,929)**
Total administered net result from transactions	**(101,779)**	**(83,855)**	**306,237**	**247,225**
Administered other economic flows included in administered net result				
Net gain/(loss) on non-financial assets	-	-	14,587	9,808
Net gain/(loss) on financial assets	(163,283)	-	(181,949)	(16,219)
Total administered other economic flows	**(163,283)**	**-**	**(167,362)**	**(6,411)**
Total administered comprehensive result	**(265,062)**	**(83,855)**	**138,875**	**240,814**

Administered revenue is recognised at the point in time of the administered event occurring, consistent with the Department's accounting policies. 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.

Administered revenue that does not arise from a contract with a customer is recognised in accordance with AASB 1058 Income of Not-for-Profit Entities. Such income is recognised on a cash-receipt basis, as it relates to non-reciprocal transactions where no sufficiently specific performance obligations exist and no enforceable agreements give rise to a receivable prior to receipt.

Administered revenue mainly includes fees and charges arising from registration and licensing activities and land title services collected by the Department on behalf of the State. 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 registration and licensing fees, land title fees, fines or other statutory charges. Accordingly, no income is recognised in the Department's comprehensive operating statement in respect of these amounts.

Administered revenue from registration and licensing activities is recognised when control of the good or service transfers to the customer and any related performance obligations are satisfied. The Department on behalf of the State has elected to recognise revenue from low-value registration and licensing activities at the point in time when payment is received as permitted by AASB 15.

Administered revenue from land title services is recognised at the point in time when the relevant lodgement, registration, or title service is completed. Revenue is recognised when control of the service is transferred and the associated performance obligations are satisfied.

4.2.3 Administered assets and liabilities as at 30 June 2026

Department of Transport and Planning outputs

	($ thousand)									
	Bus Services		Transport Infrastructure [(i)]		Ports and Freight		Regulation of Commercial Passenger Vehicle Services		Road Asset Management	
	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025
Administered financial assets										
Cash and receivables	659	422	2,521,301	2,415,344	90	23	2,755	3,388	31,678	37,673
Service concession assets	-	-	-	-	-	-	-	-	-	-
Other non-financial assets	-	-	-	-	-	-	-	-	-	-
Equity investments in other transport portfolio entities[(ii)]	6,571	9,981	74,011,494	46,698,461	1,010,041	983,377	-	21,372	-	-
Investment in VicRoads Joint Venture (JV)	-	-	-	-	-	-	-	-	-	-
Total administered financial assets	**7,230**	**10,403**	**76,532,795**	**49,113,805**	**1,010,131**	**983,400**	**2,755**	**24,760**	**31,678**	**37,673**
Total administered assets	**7,230**	**10,403**	**76,532,795**	**49,113,805**	**1,010,131**	**983,400**	**2,755**	**24,760**	**31,678**	**37,673**
Administered liabilities										
Creditors and accruals	(660)	(1,877)	(811,398)	(758,391)	(546)	(695)	(3,765)	(2,862)	(49,600)	(36,054)
Provisions	-	-	-	-	-	-	-	-	-	-
Service concession liabilities [(iii)]	-	-	-	-	-	-	-	-	-	-
Total administered liabilities	**(660)**	**(1,877)**	**(811,398)**	**(758,391)**	**(546)**	**(695)**	**(3,765)**	**(2,862)**	**(49,600)**	**(36,054)**
Total administered net assets	**6,570**	**8,526**	**75,721,397**	**48,355,414**	**1,009,585**	**982,705**	**(1,010)**	**21,898**	**(17,922)**	**1,619**

(i) North East Link project roll up into Transport Infrastructure in the output performance measures in Section 2 Non-Financial Performance.
(ii) This balance represents contributed capital provided by the State to transport portfolio entities. The majority of the equity represents assets transferred to Victorian Rail Track as legal custodian of those assets.
(iii) Refer to disclosure 4.3 Administered service concession arrangements for further information.

4.2.3 Administered assets and liabilities as at 30 June 2026 – continued

	($ thousand)									
	Road Operations		Train Services		Tram Services		Transport Safety and Security		Land Services	
	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025
Administered financial assets										
Cash and receivables [iv]	400,088	65,256	21,712	20,884	371	237	55,627	40,928	47,587	55,180
Service concession assets	3,092,000	3,092,000	-	-	-	-	-	-	583,970	588,067
Other non-financial assets	-	-	-	-	-	-	-	-	-	-
Equity investments in other transport portfolio entities[ii]	-	-	378,965	469,400	388,405	106,485	7,173	7,173	-	-
Investment in VicRoads Joint Venture (JV) [v]	933,703	992,728	-	-	-	-	-	-	-	-
Total administered financial assets	**4,425,791**	**4,149,984**	**400,677**	**490,284**	**388,776**	**106,722**	**62,800**	**48,101**	**631,557**	**643,247**
Total administered assets	**4,425,791**	**4,149,984**	**400,677**	**490,284**	**388,776**	**106,722**	**62,800**	**48,101**	**631,557**	**643,247**
Administered liabilities										
Payables and Borrowings	(144,106)	(121,253)	(9,201)	(19,399)	(371)	(1,056)	(12,768)	(8,963)	(29,544)	(20,310)
Provisions [iv]	(327,594)	-	-	-	-	-	-	-	-	-
Service concession liabilities [iii]	(7,983,128)	(8,204,114)	-	-	-	-	-	-	(2,303,553)	(2,374,934)
Total administered liabilities	**(8,454,828)**	**(8,325,367)**	**(9,201)**	**(19,399)**	**(371)**	**(1,056)**	**(12,768)**	**(8,963)**	**(2,333,097)**	**(2,395,244)**
Total administered net assets	**(4,029,037)**	**(4,175,383)**	**391,476**	**470,885**	**388,405**	**105,666**	**50,032**	**39,138**	**(1,701,540)**	**(1,751,997)**

(iii) Refer to disclosure 4.3 Administered service concession arrangements for further information.
(iv) Includes the Victorian Government Vehicle Registration Rebate program.
(v) Refer to note 4.4 for further details on the State's recognition of its investment in the joint venture using equity method.

4.2.3 Administered assets and liabilities as at 30 June 2026 – continued

	($ thousand)							
	Planning and Heritage		Building		Precincts		DTP consolidated totals	
	2026	2025	2026	2025	2026	2025	2026	2025
Administered financial assets								
Cash and receivables [iv]	2	2	15,465	-	88,259	211,067	3,185,594	2,850,404
Service concession assets	-	-	-	-	-	-	3,675,970	3,680,067
Other non-financial assets	-	-	-	-	129,575	462,867	129,575	462,867
Equity investments in other transport portfolio entities	130,970	18,532	-	-	125,763	125,763	76,059,382	48,440,544
Investment in VicRoads Joint Venture (JV)	-	-	-	-	-	-	933,703	992,728
Total administered financial assets	**130,972**	**18,534**	**15,465**	**-**	**343,597**	**799,697**	**83,984,224**	**56,426,610**
Total administered assets	**130,972**	**18,534**	**15,465**	**-**	**343,597**	**799,697**	**83,984,224**	**56,426,610**
Administered liabilities								
Payables and Borrowings	-	-	-	-	(862,346)	(790,809)	(1,924,305)	(1,761,669)
Provisions [iv]	-	-	-	-	-	-	(327,594)	-
Service concession liabilities [iii]	-	-	-	-	-	-	(10,286,681)	(10,579,048)
Total administered liabilities	**-**	**-**	**-**	**-**	**(862,346)**	**(790,809)**	**(12,538,580)**	**(12,340,717)**
Total administered net assets	**130,972**	**18,534**	**15,465**	**-**	**(518,749)**	**8,888**	**71,445,644**	**44,085,893**

(iii) Refer to disclosure 4.3 Administered service concession arrangements for further information.
(iv) Includes the Victorian Government Vehicle Registration Rebate program.

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 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 achieved commercial acceptance in May 2026. The State recognised 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).

On 30 June 2026 the completed asset was transferred to VCET. DTP, on behalf of the state, retains the financial liability for the PPP.

Melbourne Convention Centre development project lease commitments (Development)

	($ thousand)			
	Minimum future lease payments		Present value of future lease payments	
	2026	2025	2026	2025
Finance lease commitments				
Not longer than one year	57,839	56,378	54,627	53,247
Longer than one year but not longer than five years	246,750	240,509	185,755	181,057
Longer than five years	167,590	231,670	93,523	123,606
Minimum future lease payments	**472,179**	**528,557**	**333,905**	**357,910**
Less future finance charges	(138,274)	(170,647)	-	-
Present value of minimum lease payments	**333,905**	**357,910**	**333,905**	**357,910**

Melbourne Convention Centre development project lease commitments (Expansion)

	($ thousand)			
	Minimum future lease payments [(i)]		Present value of future lease payments	
	2026	2025	2026	2025
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	10,019	13,662	6,776	8,974
	28,234	**31,877**	**22,381**	**24,579**
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	(10,019)	(13,662)	(6,776)	(8,974)
	(28,234)	**(31,877)**	**(22,381)**	**(24,579)**
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 project capital QSP commitments

	($ thousand)			
	Minimum capital service payments		Present value of capital service payments	
	2026	2025	2026	2025
Capital service payment commitments				
Not longer than one year	34,734	-	476	-
Longer than one year but not longer than five years	162,091	156,302	30,070	148,085
Longer than five years	816,246	856,769	416,147	301,451
Minimum future capital payments	**1,013,071**	**1,013,071**	**446,694**	**449,536**
Less future finance charges	(566,377)	(563,535)	-	-
Present value of minimum capital payments	**446,694**	**449,536**	**446,694**	**449,536**

Melbourne Convention Centre development project other commitments (Development)

	($ thousand)			
	Minimum future payments		Present value of future payments	
	2026	2025	2026	2025
Other commitments				
Not longer than one year	24,650	24,080	25,778	25,182
Longer than one year but not longer than five years	104,554	102,148	89,428	87,370
Longer than five years	70,439	97,495	46,236	61,497
Minimum future other payments	**199,643**	**223,723**	**161,443**	**174,048**
Less future finance charges	(38,200)	(49,675)	-	-
Present value of minimum other payments	**161,443**	**174,048**	**161,443**	**174,048**

Melbourne Convention Centre development project other commitments (Expansion)

	($ thousand)			
	Minimum future payments		Present value of future payments	
	2026	2025	2026	2025
Other commitments				
Not longer than one year	4,912	4,766	4,734	4,594
Longer than one year but not longer than five years	21,195	20,566	17,639	17,116
Longer than five years	16,112	21,653	10,999	14,353
Minimum future other payments	**42,219**	**46,985**	**33,373**	**36,063**
Less future finance charges	(8,847)	(10,922)	-	-
Present value of minimum other payments	**33,373**	**36,063**	**33,373**	**36,063**

Nyaal Banyul Geelong Convention and Event Centre project other commitments

	($ thousand)			
	Other payments		Present value of other payments	
	2026	2025	2026	2025
Other commitments				
Not longer than one year	10,039	-	7,471	-
Longer than one year but not longer than five years	45,523	32,135	43,328	31,371
Longer than five years	346,244	333,576	170,417	204,676
Minimum future other payments	**401,807**	**365,712**	**221,215**	**236,047**
Less future finance charges	(180,592)	(129,665)	-	-
Present value of minimum other payments	**221,215**	**236,047**	**221,215**	**236,047**

4.3 Administered service concession arrangements

			($ thousand)			
			2026		2025	
	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	7,983,128	3,092,000	8,204,114
Victorian Land Registry Services	4.3.2	GORTO	583,970	2,303,553	588,067	2,374,934
Total			**3,675,970**	**10,286,681**	**3,680,067**	**10,579,048**
Current			-	292,367	-	292,367
Non-current			3,675,970	9,994,313	3,680,067	10,286,681
Total			**3,675,970**	**10,286,681**	**3,680,067**	**10,579,048**

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.

The Department 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 the Department'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. The Department 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 2026.

The accounting policies for these SCAs are otherwise consistent with the SCAs recognised by the Department as being controlled and in the Department'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 (JV) operates across the state and has been structured as a 40-year concession. The State received upfront proceeds of $7.9 billion and a minority shareholding interest in the VicRoads JV corporate trustees. The Department considers that the State has significant influence over the VicRoads JV corporate trustees because the State has representation on the board. It does not have control, as the State does not direct the activities of the trustees. The State accounts for its investment using the equity method as per AASB 128 *Investments in Associates and Joint Ventures*.

The Department administers the investment on behalf of the State. The State receives distributions from the operating trust and the State is ultimately responsible for any losses incurred for its share of the JV's net assets. Accordingly, the Department has assessed the investment as being an administered item.

Investments accounted for using the equity method

	($ thousand)	
	2026	2025
VicRoads joint venture [(i)]	**933,704**	**992,728**

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

	($ thousand)	
	2026	2025
Opening balance	**992,728**	**1,078,662**
Share of (loss)/profit after income tax[(i)]	(34,365)	(53,824)
Distributions received	(24,660)	(32,110)
Closing balance	**933,703**	**992,728**

(i) The State's share of the net assets of the VicRoads Modernisation joint venture has decreased due to dividends received by the State for its share in the joint venture. The decrease is also driven by the State's share of the loss after income tax. The joint venture made an accounting loss for the financial year largely as a result of depreciation and amortisation expenses. For more details refer to the State of Victoria Annual Financial Report.

4.5 Restructuring of administrative arrangements

The Government issued an administrative order restructuring some of its activities via Machinery of Government (MoG) changes, taking effect in financial year 2025-26. As part of the MoG 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.

	Community Safety Building Authority (CSBA)[i]
	($ thousand)
Assets	**1,826**
Cash and cash equivalents	1,771
Property, plant and equipment	55
Liabilities	**1,827**
Borrowings	56
Employee benefits provisions	1,771
Net assets transferred in	**(1)**

(i) Community Safety Building Authority (CSBA) was transferred into the Department during 2025-26 as a result of MoG changes on 01 April 2026 from Department of Justice and Community Safety (DJCS). The MoG only affected the employment arrangement of CSBA staff and did not transfer community safety infrastructure related outputs to the Department. As such, the Department will be acting as an agent of DJCS in its responsibility of delivering community safety 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)** 113

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

	($ thousand)					
	Gross carrying amount		Accumulated depreciation		Net carrying amount (i)	
	2026	2025	2026	2025	2026	2025
Land under roads at fair value (ii)	38,086,040	38,086,040	-	-	38,086,040	38,086,040
Purchased assets for road developments - land at fair value (ii)	1,981,958	2,040,036	-	-	1,981,958	2,040,036
Other land at fair value (ii)	6,424,819	5,586,414	-	-	6,424,819	5,586,414
Roads and bridges at fair value (ii)	44,808,921	39,101,545	(1,351,994)	(14,626)	43,456,927	39,086,919
Earthworks at fair value (ii)	14,888,006	14,402,886	-	-	14,888,006	14,402,886
Other infrastructure at fair value (ii)	10,586,483	4,257,136	(340,381)	(16,468)	10,246,102	4,240,668
Buildings at fair value (ii) (iii)	1,063,288	1,050,484	(65,31)	(2,711)	998,057	1,047,773
Plant, equipment and vehicles at fair value (ii) (iii)	442,419	407,009	(95,590)	(67,982)	346,829	339,027
Leasehold improvements (ii)	107,853	101,365	(58,463)	(49,292)	49,390	52,073
Cultural assets at fair value (ii)	105,907	98,781	(7,405)	(677)	98,502	98,104
Assets under construction (ii) (iii) (iv) (vi)	20,716,031	49,606,082	-	-	20,716,031	49,606,082
Net carrying amount	**139,211,725**	**154,737,778**	**(1,919,064)**	**(151,756)**	**137,292,661**	**154,586,022**

(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.

(vi) Refer to Note 9.6, prior year comparative for Assets under construction gross carrying amount has been restated from 50,618,153 to correct a prior period error.

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 MoG 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 cost less accumulated depreciation and adjusted for certain remeasurements of the lease liability. (Refer also to Note 9.7 Changes in accounting policy).

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)	
	2026	2025	2026	2025	2026	2025
Other land at fair value	2,645,605	2,312,897	-	-	2,645,605	2,312,897
Roads and bridges at fair value	10,641,401	6,854,694	(292,090)	-	10,349,311	6,854,694
Earthworks at fair value	1,158,732	913,054	-	-	1,158,732	913,054
Other infrastructure at fair value(iii)	7,875,990	1,697,918	(136,589)	-	7,739,401	1,697,918
Buildings at fair value	509,584	509,584	(18,634)	-	490,950	509,584
Plant, equipment and vehicles at fair value	357,553	306,196	(39,335)	(2,133)	318,218	304,063
Assets under construction at fair value(iv)	471,376	23,942,356	-	-	471,376	23,942,356
Net carrying amount	**23,660,241**	**36,536,699**	**(486,648)**	**(2,133)**	**23,173,593**	**36,534,566**

(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.

(iv) Refer to Note 9.6, prior year comparative for Assets under construction at fair value gross carrying amount has been restated from 23,972,165 to correct a prior period error.

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 progressively recognises a SCA during the 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	**2026**	**2025**	**2026**	**2025**	**2026**	**2025**
Roads and bridges	292,090	172,508	1,045,700	776,738	1,337,789	949,246
Other infrastructure	136,589	37,241	187,325	135,366	323,914	172,607
Buildings	18,634	16,322	44,124	33,841	62,759	50,163
Plant, equipment and vehicles	37,201	29,589	9,110	8,536	46,311	38,125
Leasehold improvements	-	-	9,171	11,449	9,171	11,449
Cultural assets	-	-	6,728	5,063	6,728	5,063
Section53(1)(b) entity consolidation	-	-	-	789	-	789
Total depreciation [(i)]	**484,514**	**255,660**	**1,302,157**	**971,782**	**1,786,671**	**1,227,442**

(i) Excludes amortisation of $22 million (2025: $19 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	**2026**	**2025**	**2026**	**2025**
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	
	2026	2025	2026	2025	2026	2025	2026	2025
Opening 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**
MoG transfers in/ (out)	-	-	-	-	-	-	-	-
Section53(1)(b) entity consolidation	-	-	-	-	-	-	-	-
Assets received free of charge	-	-	-	-	-	-	11,418	-
Assets provided free of charge	-	-	(29,900)	-	-	-	(239)	(2,405)
Additions	-	-	-	3	131,936	55,870	-	-
Disposals	-	-	-	(139)	-	(43,131)	(1)	795
Depreciation expense	-	-	-	-	-	-	(1,337,789)	(949,246)
Assets provided as contributed capital	-	-	(7,715)	(3,369)	(26,040)	(2,535)	-	-
Assets received as contributed capital	-	-	-	-	-	-	-	-
Transfers (to)/from assets classified as held for sale	-	-	(20,463)	(1,005)	(87,000)	12,679	-	-
Net revaluation increments/(decrements)	-	(4,600,718)	-	(312,444)	-	(454,700)	(7,463)	9,765,830
Transfer between classes	-	-	-	(7,243)	819,509	260,464	5,704,082	1,363,325
Transfer between portfolios entities	-	-	-	-	-	-	-	-
Impairment expense	-	-	-	-	-	-	-	-
Recognition/(derecognition)	-	-	-	-	-	-	-	-
Closing balance	**38,086,040**	**38,086,040**	**1,981,958**	**2,040,036**	**6,424,819**	**5,586,414**	**43,456,927**	**39,086,919**

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)]	
	2026	2025	2026	2025	2026	2025	2026	2025
Opening balance	**14,402,886**	**12,369,534**	**4,240,668**	**3,144,959**	**1,047,773**	**1,016,893**	**339,027**	**300,411**
MoG transfers in/ (out)	-	-	-	-	-	-	-	-
Section53(1)(b) entity consolidation	-	-	-	-	-	-	-	232
Assets received free of charge	-	-	-	3,570	-	-	340	26
Assets provided free of charge	-	(1,132)	-	-	-	-	(357)	(222)
Additions	-	-	-	-	2,580	757	58,297	78,671
Disposals	-	-	-	(2,242)	-	(5,050)	(4,266)	(6,812)
Depreciation expense [(ii)]	-	-	(323,914)	(172,607)	(62,759)	(50,163)	(46,311)	(38,125)
Net assets provided as contributed capital	-	-	-	-	(256)	-	-	(80)
Net assets received as contributed capital	-	-	-	-	-	-	55	385
Transfers (to)/from assets classified as held for sale	-	-	-	-	(404)	-	-	-
Net revaluation increments/(decrements)	(5,231)	1,472,115	-	1,101,255	-	89,022	-	4,944
Transfer between classes	490,351	562,369	6,329,348	165,734	11,123	(3,686)	44	(396)
Transfer between portfolios entities	-	-	-	-	-	-	-	(7)
Impairment expense	-	-	-	-	-	-	-	-
Recognition/(derecognition)	-	-	-	-	-	-	-	-
Closing balance	**14,888,006**	**14,402,886**	**10,246,102**	**4,240,668**	**998,057**	**1,047,773**	**346,829**	**339,027**

(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) (iii)]		Total	
	2026	2025	2026	2025	2026	2025	2026	2025
Opening balance	**52,073**	**54,147**	**98,104**	**95,507**	**49,606,082**	**45,305,087**	**154,586,022**	**142,003,916**
MoG transfers in/ (out)	-	-	-	-	-	-	-	-
Section53(1)(b) entity consolidation	-	-	-	-	-	544	-	776
Assets received free of charge	-	-	-	-	157,214	557,794	168,972	561,390
Assets provided free of charge	-	(410)	-	-	(41,547)	-	(72,043)	(4,169)
Additions	-	-	-	-	7,729,106	8,586,785	7,921,919	8,722,086
Disposals	5	(1,253)	-	-	-	-	(4,262)	(57,832)
Depreciation expense [(ii)]	(9,171)	(11,449)	(6,728)	(5,063)	-	-	(1,786,672)	(1,226,653)
Net assets provided as contributed capital	-	-	-	-	(23,577,536)	(3,098,893)	(23,611,547)	(3,104,877)
Net assets received as contributed capital	-	-	-	-	-	76,168	55	76,553
Transfers (to)/from assets classified as held for sale	-	-	-	-	-	-	(107,867)	11,674
Net revaluation increments/(decrements)	-	551	-	4,554	239,564	538,602	226,870	7,609,011
Transfer between classes	6,483	10,487	7,126	3,106	(13,384,979)	(2,354,162)	(16,913)	(3)
Transfer between portfolios entities	-	-	-	-	-	-	-	(7)
Impairment expense	-	-	-	-	(4,936)	-	(4,936)	-
Recognition/(derecognition)	-	-	-	-	(6,937)	(5,843)	(6,937)	(5,843)
Closing balance	**49,390**	**52,073**	**98,502**	**98,104**	**20,716,031**	**49,606,082**	**137,292,661**	**154,586,022**

(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

(iii) Refer to Note 9.6, prior year comparative for Assets under construction additions has been restated from $8,736,738 to correct a prior period error.

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	
	2026	2025	2026	2025	2026	2025	2026	2025
Opening balance	**2,312,897**	**2,840,859**	**6,854,694**	**5,959,114**	**913,054**	**1,056,081**	**1,697,918**	**1,574,417**
Assets received free of charge	-	-	-	-	-	-	-	-
Additions	130,731	-	-	-	-	-	-	-
Disposals	-	-	-	-	-	-	-	-
Depreciation expense	-	-	(292,090)	(172,508)	-	-	(136,589)	(37,241)
Net assets provided as contributed capital	-	-	-	-	-	-	-	-
Net assets received as contributed capital	-	-	-	-	-	-	-	-
Net revaluation increments/decrements	-	(533,654)	-	1,068,088	-	(143,027)	-	154,142
Transfer between classes	201,977	5,692	3,786,707	-	245,678		6,178,072	6,600
Closing balance	**2,645,605**	**2,312,897**	**10,349,311**	**6,854,694**	**1,158,732**	**913,054**	**7,739,401**	**1,697,918**

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) (ii)]		Total	
	2026	2025	2026	2025	2026	2025	2026	2025
Opening balance	**509,584**	**512,380**	**304,063**	**263,614**	**23,942,356**	**21,210,911**	**36,534,566**	**33,417,376**
Assets received free of charge	-	-	-	-	157,214	557,794	157,214	557,794
Additions	-	-	52,106	66,351	590,835	1,637,030	773,672	1,703,381
Disposals	-	-	(750)	(1,257)	-	-	(750)	(1,257)
Depreciation expense	(18,634)	(16,322)	(37,201)	(29,589)	-	-	(484,514)	(255,660)
Net assets provided as contributed capital	-	-	-	-	(12,620,019)	(1,979)	(12,620,019)	(1,979)
Net received provided as contributed capital	-	-	-	-	-	-		-
Net revaluation increments/decrements	-	20,126	-	4,944	239,564	538,600	239,564	1,109,219
Transfer between classes	-	(6,600)	-	-	(11,838,574)	-	(1,426,140)	5,692
Closing balance	**490,950**	**509,584**	**318,218**	**304,063**	**471,376**	**23,942,356**	**23,173,593**	**36,534,566**

(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) Refer to Note 9.6, prior year comparative for Assets under construction additions has been restated from $1,666,839 to correct a prior period error.

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)	
	2026	2025
Current receivables		
Contractual		
Receivables - government	7,313	55,997
Receivables - non-government	88,836	114,118
Statutory		
Amounts owing from Victorian Government [(i)]	2,308,739	2,066,672
GST input tax credit recoverable from the ATO	148,361	132,880
Total current receivables	**2,553,249**	**2,369,667**
Non-current receivables		
Contractual		
Receivables - government	25,777	11,075
Receivables - non-government	962,767	864,265
Statutory		
Amounts owing from Victorian Government [(i)]	1,206,567	1,191,235
Total non-current receivables	**2,195,111**	**2,066,575**
Total receivables	**4,748,360**	**4,436,242**

(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)	
	2026	2025
Current payables		
Contractual		
Amounts payable to government agencies	275,406	188,392
Operating payables	1,455,633	1,244,988
Capital payables	772,937	636,171
Statutory		
Other payables	414	671
Total current payables	2,504,390	2,070,222
Non-current payables		
Contractual		
Other payables	591	1,196
Total non-current payables	591	1,196
Total payables	**2,504,981**	**2,071,418**

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)]

			($ thousand)			
			Maturity dates			
	Carrying amount	Nominal amount	Less than 1 month	1 - 3 months	3 - 12 months	1 - 5 years
2026						
Capital and operating payables	2,504,567	2,504,567	1,441,850	576,652	476,553	9,512
Total	**2,504,567**	**2,504,567**	**1,441,850**	**576,652**	**476,553**	**9,512**
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**

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

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)	
	2026	2025
Current other liabilities		
Unearned income	13,469	23,120
Grant of right to operate liability [(i)]	493,693	336,399
Contract liabilities	208,491	197,599
Total current other liabilities	**715,653**	**557,118**
Non-current liabilities		
Grant of right to operate liability [(i)]	8,863,319	9,209,933
Total non-current other liabilities	**8,863,319**	**9,209,933**
Total other liabilities	**9,578,972**	**9,767,051**

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

Other liabilities include:

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 Arrangement.

6.4 Other non-financial assets

	($ thousand)	
	2026	2025
Current		
Prepayments	55,503	67,878
Inventories	2,164	2,156
Total current other non-financial assets	**57,668**	**70,034**
Non-current		
Computer software	207,112	192,470
Other intangible assets	-	931
Total non-current other non-financial assets	**207,112**	**193,401**
Total other non-financial assets	**264,780**	**263,435**

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.

Purchased computer software and other **intangible assets** are initially recognised at cost. When the recognition criteria in AASB 138 Intangible Assets is met, internally generated intangible assets are recognised at cost. Subsequently, intangible assets with finite useful lives are carried at cost less accumulated amortisation or depreciation and accumulated impairment losses.

Intangible assets are tested for **impairment** when an indicator of impairment exists. If the recoverable amount is lower than its carrying amount, the carrying amount is reduced to the recoverable amount, with the reduction recognised as an impairment loss.

6.5 Other provisions

	($ thousand)	
	2026	2025
Current		
Acquisition of land and buildings	90,211	116,254
Compensation payable to property owners	30,826	171,200
Provision for the employee entitlements of rail operators	516,120	530,077
Other provisions[(i)]	57,980	43,745
Total current provision	**695,137**	**861,276**
Non-current		
Acquisition of land and buildings	9,533	9,254
Provision for the employee entitlements of rail operators	27,748	28,580
Other provisions	14,899	6,043
Total non-current provision	**52,180**	**43,877**
Total other provisions	**747,317**	**905,153**

(i) Current year provisions include contractual obligations arising from divestment of Sprayline Road Services and re-tendering of the Victorian Road Maintenance Contract.

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. In determining the amount to recognise, the Department has relied on valuation advice from the Valuer-General Victoria regarding the fair value of the property, which informs the Department's judgement in assessing and measuring compulsory acquisitions of land and buildings.

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.

The non-current liability is measured at present value.

Reconciliation of movements in other provisions

	($ thousand)	
	2026	**2025**
Opening balance	**905,153**	**1,064,445**
Additional provisions recognised	151,841	363,130
Reductions arising from payments / other sacrifices of future economic benefits	(344,493)	(203,265)
Reclassification to service concession liability	-	(335,000)
Additions/(reductions) from re-measurement or settlement without cost	34,816	15,843
Closing balance	**747,317**	**905,153**

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)	
Current borrowings	**2026**	**2025**
Lease liabilities [(i)]	23,229	20,930
Service concession financial liability [(iii)]	279,015	538,006
Advances from government [(ii)]	165,132	188,627
Advances from non-public sector	15,276	16,660
Total current borrowings	**482,652**	**764,223**
Non-current borrowings		
Lease liabilities [(i)]	66,373	80,199
Service concession financial liability [(iii)]	4,770,727	4,765,501
Advances from non-public sector	181,192	189,115
Total non-current borrowings	**5,018,292**	**5,034,815**
Total borrowings	**5,500,944**	**5,799,038**

(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.

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**
2026							
Lease liabilities	89,602	97,497	2,509	4,075	17,167	64,599	9,147
Service concession financial liability	5,049,742	7,866,518	25,645	119,670	434,792	2,740,594	4,545,817
Advances from government	165,132	165,132	148,257	313	938	5,000	10,624
Advances from non-public sector	196,468	208,325	1,929	3,825	17,220	185,351	-
Total	**5,500,944**	**8,337,472**	**178,340**	**127,883**	**470,117**	**2,995,544**	**4,565,588**
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**

7.1.2 Interest expense

	($ thousand)	
	2026	2025
Interest on leases liabilities	(4,289)	(4,697)
Interest on service concession financial liability [(i)]	(367,644)	(345,129)
Other interest expense	(8,574)	(8,407)
Total interest expense	**(380,507)**	**(358,233)**

(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 (CAM) initiative are service contracts and not leases. These payments are recorded as an expense - Note 3.5 Other operating expenses - and any commitments associated with CAM are 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. Australian Rail Track Corporation, Metro Trains Melbourne, V/Line, Keolis Downer (until 1 December 2025) and Yarra Journey Makers (from 1 December 2025) 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 services effective from 30 November 2017 to 28 November 2027.
    - V/Line from 1 July 2026 to 30 June 2030. The State exercised its option, in December 2024, to extend the contract date to 30 June 2030, with a further 5-year option available.
    - Keolis Downer from 30 November 2017 to 1 December 2024.

    - Yarra Journey Makers from 1 December 2024 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 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 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 MoG changes on 1 January 2024, 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 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 2026 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)	
	2026	**2025**
Cash and deposits	60,072	39,772
Funds held in trust	2,608,864	1,814,552
Balance as per cash flow statement	**2,668,936**	**1,854,324**

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.

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

	($ thousand)	
	2026	**2025**
Net result for the period [iii]	**(832,464)**	**(558,946)**
Non-cash movements		
Loss on sale of disposal of non-current assets	2,708	55,404
Depreciation and amortisation of non-financial assets and intangible assets	1,808,808	1,246,263
Resources provided free of charge or for nominal consideration	91,027	4,197
Resources received free of charge or for nominal consideration	(169,331)	(561,390)
Accreted interest [i]	66,393	139,278
Revenue recognised from unwinding of grant-of-right-to-operate liability	19,865	21,034
Impairment of property, plant and equipment	5,590	-
Loss on remeasurement of financial liabilities and financial instruments	15,050	-
Revaluation of Long Service Leave liability and other provisions[ii]	(37,003)	18,599
Movements in assets and liabilities		
(Increase) in receivables	(242,235)	(20,008)
Decrease in inventories	70	4,179
Decrease in prepayments	9,700	11,519
(Decrease) in payables	(39,203)	(208,644)
(Decrease)/ Increase in provisions	(321)	18,862
Net cash flows from/(used) in operating activities	**698,654**	**170,347**

(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.

(iii) Refer to Note 9.6, prior year comparative for Net result for the period has been restated from ($408,990) to correct a prior period error.

7.4 Trust account balances

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

During the financial year, the Better Freight Outcomes Fund was established under *Part 5, Section 74 of the West Gate Tunnel (Truck Bans and Traffic Management) Act 2019*.

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

	($ thousand)								
	2024	MoG	Total receipts	Total payments	2025	MoG	Total receipts	Total payments	2026
Growth Areas Public Transport Fund 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.	**557,421**	-	90,475	(10,291)	**637,605**	-	100,614	(30,505)	**707,714**
Building New Communities Fund 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.	**252,106**	-	81,416	(155,816)	**177,706**	-	90,719	(49,360)	**219,065**
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).	**246,651**	-	706,894	(706,603)	**246,942**	-	679,376	(640,200)	**286,118**
Better Roads Victoria Trust Account Established under the *Business Franchise (Petroleum Products) Act 1979* to provide funding for road improvements across Victoria.	**99,682**	-	466,305	(556,179)	**9,808**	-	553,076	(543,153)	**19,731**
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).	**88,344**	-	555,819	(521,549)	**122,614**	-	585,660	(552,667)	**155,607**

	($ thousand)								
	2024	MoG	Total receipts	Total payments	2025	MoG	Total receipts	Total payments	2026
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.	**78,937**	-	65,395	(43,935)	**100,397**	-	47,695	(53,187)	**94,905**
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.	**77,393**	-	63,181	(8,954)	**131,620**	-	97,213	(38,922)	**189,911**
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.	**51,883**	-	58,403	(28,737)	**81,549**	-	22,994	(10,945)	**93,598**
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.	**22,503**	-	5,024,910	(4,797,247)	**250,166**	-	6,061,995	(5,530,758)	**781,403**

	($ thousand)								
	2024	MoG	Total receipts	Total payments	2025	MoG	Total receipts	Total payments	2026
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.	**13,874**	-	2,827	(1,797)	**14,904**	-	26	(1,782)	**13,148**
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.	**42,422**	10,527	101,026	(117,544)	**36,431**	1,771	91,134	(86,800)	**42,536**
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.	**524**	-	8,285	(8,809)	**-**	-	3,957	(3,957)	**-**
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.	**20**	-	50,917	(50,916)	**21**	-	130,436	(130,351)	**106**

	($ thousand)								
	2024	MoG	Total receipts	Total payments	2025	MoG	Total receipts	Total payments	2026
Better Freight Outcomes Fund Established under *Part 5, Section 74 of the West Gate Tunnel (Truck Bans and Traffic Management) Act 2019*, to be directed towards funding the cost of transport programs and projects for any local community that the Minister considers affected by increased road use by heavy vehicles arising from the West Gate Tunnel project.	-	-	-	-	-	-	232	-	232
Total controlled State trusts	**1,536,549**	**10,527**	**7,275,853**	**(7,008,377)**	**1,814,552**	**1,771**	**8,465,127**	**(7,672,587)**	**2,608,864**

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)								
	2024	MoG	Total receipts	Total payments	2025	MoG	Total receipts	Total payments	2026
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.	**85,389**	-	2,985,840	(2,979,982)	**91,247**	-	3,069,114	(3,037,224)	**123,137**
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.	**22,684**	-	431,262	(429,400)	**24,546**	-	61,974	(69,108)	**17,412**
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.	**10,472**	-	4,152	(1,120)	**13,504**	-	11,375	(236)	**24,643**

	($ thousand)								
	2024	MoG	Total receipts	Total payments	2025	MoG	Total receipts	Total payments	2026
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.	**2,584**	-	2,854	(4,060)	**1,378**	-	2,434	(2,594)	**1,217**
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.	**(38)**	-	10	(20)	**(48)**	-	24	-	**(24)**
Roads Trust Fund 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).	**-**	-	-	-	**-**	-	750,200	(422,606)	**327,594**
Total administered State trusts	**121,091**	**-**	**3,424,118**	**(3,414,582)**	**130,627**	**-**	**3,895,121**	**(3,531,768)**	**493,980**

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: 2026				
SCA commitments (refer to Note 7.6)	2,170,122	7,674,411	8,991,125	18,835,658
Rail service commitments	2,463,042	3,637,504	684,254	6,784,800
Bus service commitments	553,866	1,771,622	259,953	2,585,441
Capital expenditure commitments[(i)]	5,474,665	3,395,642	45,201	8,915,508
Other commitments	324,911	274,942	225,396	825,249
Total commitment (inclusive of GST)	**10,986,606**	**16,754,121**	**10,205,929**	**37,946,656**
Less GST recoverable				(3,449,696)
Total commitment (exclusive of GST)				**34,496,960**
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[(i)]	6,577,255	6,739,207	190,100	13,506,562
Other commitments	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**

(i) The Department's capital commitments include arm's length transactions with entities controlled by the government. Refer to Note 9.10 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 2025 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: Head Transport for Victoria, on behalf of the State, exercised its option under the Governance Module of the V/line Service Level Agreement in December 2024 to provide regional train and coach services, effective from 1 July 2026 to 30 June 2030. The State has a further five-year option available to extend the contract beyond 30 June 2030.

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 2026 financial year. As at balance date the Department has yet to enter into an agreement for the 2027 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 SCA, 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 SCA, 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 6.3 Other Liabilities). 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 2026. Unless noted in the arrangement specific disclosures below, no material changes have occurred during the year:

			($ thousand)					
			2026					
	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	4,550,998	1,591,975	-	-	-	-
East Link	7.6.3	GORTO	3,937,707	1,679,971	-	-	-	-
West Gate Tunnel Project	7.6.7	Hybrid (GORTO & Financial liability)	10,220,423	6,085,065	-	19	-	19
Southern Cross Station	7.6.2	Financial Liability	471,547	296,935	-	-	283,517	414,382
Peninsula Link	7.6.4	Financial liability	1,193,174	520,853	-	-	226,531	305,725
Metropolitan Bus Contracts	7.6.5	Financial liability	356,430	139,409	-	-	1,991,532	2,185,872
High-Capacity Metro Trains Project (HCMT) [vi]	7.6.6	Financial liability	135,962	1,256,980	-	-	1,402,995	2,672,119
Metro Tunnel - Tunnel and Stations [xi]	7.6.8	Financial liability	93,067	2,283,569	-	100,491	860,918	1,689,744
Western Roads Upgrade	7.6.9	Financial liability	1,729,892	411,726	-	-	468,561	656,224
Metropolitan Tram Service [viii] [x]	7.6.11	Financial liability	2,369	-	-	-	5,277,292	6,288,759
Metropolitan Zero Emission Buses [ix]	7.6.12	Financial liability	160,581	140,271	-	81,348	2,405,726	3,049,630
Sub-total			**22,852,150**	**14,406,754**	**-**	**181,858**	**12,917,072**	**17,262,473**
Uncommissioned								
Public Transport Ticketing Service [vii]	7.6.10	Financial liability	321,443	-	-	219,535	1,002,832	1,573,185
Sub-total			**321,443**	**-**	**-**	**219,535**	**1,002,832**	**1,573,185**
Total			**23,173,593**	**14,406,754**	**-**	**401,393**	**13,919,904**	**18,835,658**

(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 4.73% at 30 June 2026 (4.16% at 30 June 2025) 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 2024, the State through the Department, entered into a contract with Conduent for the provision of Public Transport Ticketing Service. The contract commenced on December 1, 2024, for a term of 15 years (inclusive of a 5-year option).

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

(x) Refer to Note 9.6, prior year comparative for carrying amount of asset as at 30 June has been restated from $28,809 to correct a prior period error.

(xi) Metro Tunnel – Tunnel and Substations $12.5b in service concession construction-in-progress assets was transferred to VicTrack in June 2026.

			($ 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	-	-	-	-
Eastlink	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] [x]	7.6.11	Financial liability	-	-	-	-	5,915,443	7,045,262
Sub-total			**12,585,061**	**4,870,543**	**-**	**-**	**9,024,943**	**10,689,296**
Uncommissioned								
High-Capacity Metro Trains Project) (HCMT) [vi] [x]	7.6.6	Financial liability	169,151	1,291,088	1,306,742	6,580	1,461,476	4,356,801
West Gate Tunnel Project	7.6.7	Hybrid (GORTO & Financial liability)	11,319,940	6,096,104	-	36,018	-	36,018
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] [x]	7.6.10	Financial liability	196,949	-	-	322,648	1,023,115	1,700,208
Metropolitan Zero Emission Buses [ix]	7.6.11	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			**36,534,566**	**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 2024, the State through the Department, entered into a contract with Conduent for the provision of Public Transport Ticketing Service. The contract commenced on December 1, 2024, for a term of 15 years (inclusive of a 5-year option).

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

(x) Refer to Note 9.6, prior year comparative for Carrying amount of asset as at 30 June has been restated from $28,809 to correct a prior period error.

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 per cent of any additional revenue derived by ConnectEast Pty Ltd (ConnectEast) as a result of certain events that particularly benefit EastLink, including changes to the adjoining road network. On 2 January 2014, the State lodged a compensable enhancement claim as a result of opening Peninsula Link. The claim remains outstanding.

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 2026 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: QSP

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

Under the contract, the operator designed, built, and financed a fleet of 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 is responsible for the maintenance of other constructed assets for a period of 30 years, until 2053.

The State makes QSP payments to the operator for the construction and delivery of the HCMTs.

The State makes QSP payments for maintenance services. These are subject to abatement in accordance with the terms and conditions of the agreement.

The project reached commercial acceptance in September 2025.

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. Transurban is responsible for tolling and maintenance of the assets during the concession term.

The project is 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 tunnel was opened for public use on 14 December 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 constructed include 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 is responsible for providing maintenance and other services until 2048.

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

The Metro Tunnel and Stations opened for public use on 30 November 2025.

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 makes 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

The state entered into an agreement with YJM to provide Metropolitan Tram service to public transport users for a period of 9 years with an option for a further 3 years 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 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 MZF contracts, 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	Financial liabilities at amortised cost	Total
2026				
Contractual financial assets				
Cash and cash equivalents	2,668,935	-	-	2,668,935
Receivables [(i)]	-	1,084,693	-	1,084,693
Total contractual financial assets	**2,668,935**	**1,084,693**	**-**	**3,753,628**
Contractual financial liabilities				
Payables				
- Supplies and services	-	-	2,504,567	2,504,567
Borrowings				
- Lease liabilities	-	-	89,602	89,602
- Service concession financial liability	-	-	5,049,742	5,049,742
- Advances from government	-	-	165,132	165,132
- Advances from non-public sector	-	-	196,468	196,468
Total contractual financial liabilities	**-**	**-**	**8,005,511**	**8,005,511**

(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
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).

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

	($ thousand)			
	Interest income/ (expense)	Impairment loss	Holding gain/ (loss)	Total
2026				
Contractual financial assets				
Financial assets at amortised cost	36,433	-	-	36,433
Total contractual financial assets	**36,433**	**-**	**-**	**36,433**
Contractual financial liabilities				
Financial liabilities at amortised cost	(380,507)	-	(15,050)	(395,557)
Total contractual financial liabilities	**(380,507)**	**-**	**(15,050)**	**(395,557)**
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)**

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 2025 and 2026.

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
2026				
Financial assets with loss allowance measured at 12-month expected credit loss				
Cash and cash equivalents	2,345,018	323,913	4	2,668,935
Financial assets with loss allowance measured at lifetime expected credit loss				
Contractual receivables applying the simplified approach for impairment [(i)]	33,090	-	1,051,603	1,084,693
Total contractual financial assets	**2,378,108**	**323,913**	**1,051,607**	**3,753,628**
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	**1,666,872**	**254,520**	**978,387**	**2,899,779**

(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)			
		Interest rate exposure			
	Weighted average interest rate	Carrying amount	Fixed interest rate	Variable interest rate	Non-interest bearing
2026					
Financial assets					
Cash and cash equivalents	4.50%	2,668,935	-	1,001,838	1,667,097
Receivables [(i)]	5.36%	1,084,693	-	16,875	1,067,818
Total financial assets		**3,753,628**	**-**	**1,018,713**	**2,734,915**
Financial liabilities					
Payables [(i)]	-	2,504,567	-	-	2,504,567
Lease liabilities	4.40%	89,602	89,602	-	-
Service concession financial liability	7.06%	5,049,742	5,049,742	-	-
Advances from Government	-	165,132	-	-	165,132
Advances from non-public sector	4.26%	196,468	-	196,468	-
Total financial liabilities		**8,005,511**	**5,139,344**	**196,468**	**2,669,699**

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

	Weighted average interest rate	($ thousand) 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).

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.

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)	
	2026	**2025**
Insurance claims	20,250	26,125
Legal claims	30,348	22,176
Total contingent assets	**50,598**	**48,301**

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)	
	2026	**2025**
Legal matters	4,983	16,264
Insurance claims	598	1,646
Contract claims for variations to contracts	20,031	22,872
Total contingent liabilities	**25,612**	**40,782**

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* and the *Major Transport Project Facilitation Act 2009 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 train services with Metro Trains Melbourne from 30 November 2017 until 28 November 2027.
- metropolitan tram service with Yarra Journey Makers from 1 December 2025 until 4 December 2033;

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 2026-27 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	
	2026	**2025**	**2026**	**2025**	**2026**	**2025**
Land under roads at fair value	38,086,040	38,086,040	-	-	38,086,040	38,086,040
Purchased Assets for Road Development - land at fair value	1,981,958	2,040,036	34,633	34,633	1,947,325	2,005,402
Other land at fair value	6,424,819	5,586,414	1,108,560	1,219,140	5,316,259	4,367,274
Roads and bridges at fair value	43,456,927	39,086,919	-	-	43,456,927	39,086,918
Earthworks at fair value	14,888,006	14,402,886	-	-	14,888,006	14,402,886
Other infrastructure at fair value	10,246,102	4,240,668	-	-	10,246,102	4,240,668
Buildings at fair value	938,701	1,047,773	6,391	6,391	932,310	1,041,382
Plant, equipment and vehicles at fair value	326,247	339,027	-	-	326,247	339,027
Leasehold improvements	-	52,073	-	-	-	52,073
Cultural assets at fair value	98,502	98,104	-	-	98,502	98,104
Assets under construction[(i)]	471,376	23,942,356	-	-	471,376	23,942,356
Net carrying amount	**116,918,678**	**128,922,296**	**1,149,584**	**1,260,164**	**115,769,094**	**127,662,130**

(i) Refer to Note 9.6, prior year comparative for Assets under construction carrying amount has been restated from $23,972,165 to correct a prior period error.

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	
	2026	2025	2026	2025	2026	2025	2026	2025
Opening balance	**38,086,040**	**42,686,758**	**2,005,403**	**2,355,913**	**4,367,274**	**5,444,561**	**39,086,919**	**28,908,620**
MoG transfers in/ (out)	-	-	-	-	-	-	-	-
Section53(1)(b) entity consolidation	-	-	-	-	-	-	-	-
Assets received free of charge	-	-	-	-	-	-	11,418	-
Assets provided free of charge	-	-	(29,900)	-	-	-	(239)	(2,407)
Additions	-	-	-	3	131,936	55,869	-	-
Disposals	-	-	-	(139)	-	(43,131)	(1)	795
Depreciation expense	-	-	-	-	-	-	(1,337,789)	(949,246)
Net assets provided as contributed capital		-	(7,715)	(3,369)	(2,460)	(2,535)	-	-
Transfers to assets classified as held for sale	-	-	(20,463)	(1,005)	-	12,679	-	-
Net revaluation increments/decrements	-	(4,600,718)	-	(312,444)	-	(454,699)	(7,463)	9,765,832
Reclassifications from Level 3 to Level 2 upon revaluation	-	-	-	(26,313)	-	(905,934)	-	-
Transfer between portfolios entities	-	-	-	-	-	-	-	-
Transfer between classes	-	-	-	(7,243)	819,509	260,464	5,704,082	1,363,325
Closing balance	**38,086,040**	**38,086,040**	**1,947,325**	**2,005,403**	**5,316,259**	**4,367,274**	**43,456,927**	**39,086,919**

Reconciliation of Level 3 fair value movements – continued

	($thousand)							
	Earthworks at fair value		Other infrastructure at fair value		Buildings at fair value [ii]		Plant, equipment and vehicles at fair value [ii]	
	2026	2025	2026	2025	2026	2025	2026	2025
Opening balance	**14,402,886**	**12,369,534**	**4,240,668**	**3,144,959**	**972,010**	**1,016,893**	**316,260**	**300,411**
MoG transfers in/ (out)	-	-	-	-	-	-	-	-
Section53(1)(b) entity consolidation	-	-	-	-	-	-	-	232
Assets received free of charge	-	-	-	3,570	-	-	-	26
Assets provided free of charge	-	(1,132)	-	-	-	-	-	(222)
Additions	-	-	-	-	-	756	52,120	78,669
Disposals	-	-	-	(2,242)	-	(5,050)	(1,114)	(6,812)
Depreciation expense	-	-	(323,914)	(172,607)	(50,163)	(50,163)	(41,063)	(38,125)
Net assets provided as contributed capital	-	-	-	-	(256)	-	-	305
Transfers to assets classified as held for sale	-	-	-	-	(404)	-	-	-
Net revaluation increments/decrements	(5,231)	1,472,115	1	1,101,254	-	89,023	-	4,946
Reclassifications from Level 3 to Level 2 upon revaluation	-	-	-	-	-	(6,391)	-	-
Transfer between portfolios entities	-	-	-	-	-	-	-	(7)
Transfer between classes	490,351	562,369	6,329,347	165,734	11,123	(3,686)	44	(396)
Closing balance	**14,888,006**	**14,402,886**	**10,246,102**	**4,240,668**	**932,310**	**1,041,382**	**326,247**	**339,027**

(ii) As a result of a change in FRD 104 *Leases* effective for reporting period from 30 June 2026, Right-of-Use assets are measured at cost for reporting period 2026. The comparative information for reporting period 2025 is not restated and is reported at the previously determined fair value. For further information, refer to note 9.7.

Reconciliation of Level 3 fair value movements – continued

	($thousand)							
	Leasehold improvement at fair value[ii]		Cultural assets at fair value		Assets under construction[i]		Total	
	2026	2025	2026	2025	2026	2025	2026	2025
Opening balance	**-**	**54,147**	**98,104**	**95,507**	**23,942,356**	**21,210,911**	**127,517,920**	**117,588,214**
MoG transfers in/ (out)	-	-	-	-	-	-	-	-
Section53(1)(b) entity consolidation	-	-	-	-	-	-	-	232
Assets received free of charge	-	-	-	-	157,214	557,794	168,632	561,390
Assets provided free of charge	-	(410)	-	-	-	-	(30,139)	(4,171)
Additions	-	-	-	-	590,835	1,637,029	774,891	1,772,326
Disposals	-	(1,253)	-	-	-	-	(1,115)	(57,832)
Depreciation expense	-	(11,449)	(6,728)	(5,063)	-	-	(1,759,657)	(1,226,653)
Net assets provided as contributed capital	-	-	-	-	(12,620,019)	(1,979)	(12,630,450)	(7,578)
Transfers to assets classified as held for sale	-	-	-	-	-	-	(20,867)	11,674
Net revaluation increments/decrements	-	551	-	4,554	239,564	538,601	226,871	7,609,015
Reclassifications from Level 3 to Level 2 upon revaluation	-	-	-	-	-	-	-	(938,638)
Transfer between portfolios entities	-	-	-	-	-	-	-	(7)
Transfer between classes	-	10,487	7,126	3,106	(11,838,574)	-	1,523,008	2,354,160
Closing balance	**-**	**52,073**	**98,502**	**98,104**	**471,376**	**23,942,356**	**115,769,094**	**127,662,132**

(i) Refer to Note 9.6, prior year comparative for Assets under constructions additions has been restated from $1,666,838 to correct a prior period error.

(ii) As a result of a change in FRD 104 *Leases* effective for reporting period from 30 June 2026, Right-of-Use assets are measured at cost for reporting period 2026. The comparative information for reporting period 2025 is not restated and is reported at the previously determined fair value. For further information, refer to note 9.7.

Description of significant unobservable inputs to Level 3 valuations for 2026 and 2025

2026 and 2025 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 is 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.

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.

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 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 2026. 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 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 SCAs 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 SCAs 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.

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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 Machinery of Government changes or 'other transfers' of assets.

	($ thousand)	
	2026	**2025**
Net gain/(loss) on non-financial assets		
Disposal of leased vehicles	(4,082)	(6,637)
Impairment of property, plant and equipment	(5,590)	-
(Loss) on disposal of property, plant and equipment	(3,160)	(48,767)
Gain on disposal of intangible assets	4,504	-
Total net (loss)/gain on non-financial assets	**(8,328)**	**(55,404)**
Net gains/(losses) on financial instruments		
(Loss) on remeasurement of financial liabilities and financial instruments	(15,050)	(42,633)
Total net (losses) on financial instruments	**(15,050)**	**(42,633)**
Other gains/(losses) from other economic flows		
Net gain/(loss) arising from revaluation of long service leave liability [(i)]	2,187	(2,756)
Net gain/(loss) arising from revaluation of long service leave liability of the rail operators [(ii)]	34,816	(15,843)
Insurance compensation	31	-
Total other (losses)/gains from other economic flows	**37,034**	**(18,599)**
Total other economic flows included in net result	**13,656**	**(116,636)**

(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 6.5 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)	
	2026	**2025**
Current assets		
Land held for sale [(i)]	96,414	27,394
Buildings held for sale	404	-
Total non-financial assets held for sale	**96,818**	**27,394**

(i) Land held for sale represents the former VicRoads site, reflecting the signed contract of sale, pending settlement date.

9.4 Equity disclosure

Net assets transferred (to)/from other government entities

	($ thousand)	
	2026	**2025**
Other net assets transferred (to)/from other government entities		
VicTrack [(i)]	(23,440,928)	(3,019,612)
National Gallery of Victoria	-	45,500
Department of Energy, Environment and Climate Action	-	(3,113)
Department of Transport and Planning (Administered) for disposal [(ii)]	(120,577)	(135,479)
Victorian Health Building Authority	-	(80)
Department of Education [(iii)]	(53,842)	-
Total other net assets transferred to other government entities	**(23,615,347)**	**(3,112,783)**
Administrative restructure - net assets (transferred)/received		
Victorian Health Building Authority	-	80
Community Safety Building Authority	(1)	-
Total administrative restructure - net assets (transferred)/received	**(1)**	**80**
Total net assets transferred (to)/from other government entities	**(23,615,348)**	**(3,112,703)**

(i) Post public operations commencing for Metro Tunnel, the asset was transferred to Vic Track (as rail custodian for the State)..
(ii) During the period, Geelong Convention and Event Centre (GCEC) land was transferred from Controlled to Administered to reflect its treatment under a leasing arrangement associated with the GCEC facility.
(iii) Transfer of Fitzroy Gasworks Sports Centre to Department of Education.

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 and Planning		Section 53(1)(b) entities (i)		Eliminations and adjustments		DTP consolidated group	
	2026	2025	2026	2025	2026	2025	2026	2025
Total income from transactions	10,076,171	9,281,846	17,133	39,697	(1,752)	(2,918)	10,091,552	9,318,625
Net result from transactions	(850,545)	(266,352)	4,425	15,054	-	-	(846,120)	(251,298)
Total assets (ii)	145,044,282	162,195,165	44,023	42,454	(16,749)	(17,076)	145,071,556	162,220,543
Total liabilities	18,668,721	18,883,491	16,105	18,962	(16,749)	(17,076)	18,668,077	18,885,377

(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 Correction of a prior period error

The Department identified that it has been carrying construction in progress assets for minor capital works of rail infrastructure and rail operational control & management systems (OCMS). These works were delivered by train and tram operators on the existing networks between 2020-21 and 2024-25. Completed rail assets are usually transferred by the Department to VicTrack in its capacity as the State's custodian of rail assets. However, because the train and tram operators under the existing contracts are under no obligation to provide the department with asset attribute information, the department is unable to provide sufficient asset attribute information for these assets to transfer them to VicTrack. Therefore, this should have been identified and the CIP should not have been recognised in prior years due to the lack of asset attribute information.

Given the nature of the costs, management has corrected the error by accounting for them as franchise operator payments (expenses) as per note 3.3. The carrying value of these assets in construction in progress assets for the years up to and including 2023-24 is $862m with a further $150m incurred in the 2024-25 financial year. As at 1 July 2024, the carrying values of construction in progress assets has been reduced by $862m and accumulated results has been reduced by $862m.

In the 2024-25 financial year the carrying value of construction in progress assets has been reduced by $150m and payments to public transport service operators has been increased by $150m. Consequently, the net loss from transactions increased by $150m to $442m. The change did not have an impact on OCI for the year. The correction of the prior year error also impacted the departments operating and investing cash flows by $150m.

9.7 Changes in accounting policy

Right-of-Use assets

The Department has made a change in accounting policy to change the measurement basis from the revaluation model to the cost model for the subsequent measurement of right-of-use assets arising from market leases, in accordance with the updated requirements under FRD 104.

Previously, the Department had measured all right-of-use assets arising from market leases using the revaluation model under AASB 13. Following the change in accounting policy, the Department will measure all right-of-use assets using the cost model. Right-of-use assets measured using the cost model

are held at cost less accumulated depreciation and impairment and any adjustments for remeasurement of lease liability. Periodic revaluations are not required; however, the cost model requires annual impairment assessments in accordance with AASB 136.

Upon the adoption of the cost model, the Department has applied a modified retrospective approach. The approach takes the right-of-use asset's carrying amounts recorded under the revaluation model as at 30 June 2025 as the right-of-use asset's opening balances on application of the cost model.

Accordingly, the comparative information presented is not restated and is reported at the previously determined fair value.

Right-of-use assets arising from significantly below-market leases

The Department is not required to make any adjustments to right-of-use assets arising from significantly below-market leases, including peppercorn leases, as the Department already measures these right-of-use assets using the cost model in accordance with AASB 16 and FRD 104, and are thus not impacted as a result of this accounting policy change.

Impacts on financial statements

On transition to the cost model, there was no impact on the Department's financial statements. No impairment was identified by the Department for the right-of-use asset held as at 30 June 2026.

9.8 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 Gabrielle Williams MP	Minister for Transport Infrastructure	1 July 2025 to 30 June 2026
	Minister for Public and Active Transport	1 July 2025 to 30 June 2026
The Hon Melissa Horne MP	Minister for Roads and Road Safety	1 July 2025 to 15 April 2026
	Minister for Ports and Freight	1 July 2025 to 30 June 2026
The Hon Ros Spence	Minister for Roads and Road Safety	15 April 2026 to 30 June 2026
The Hon Sonya Kilkenny MP	Minister for Planning	1 July 2025 to 30 June 2026
The Hon Harriet Shing MP	Minister for Development Victoria and Precincts	1 July 2025 to 15 April 2026
	Minister for Housing and Building	1 July 2025 to 15 April 2026
The Hon Jaclyn Symes	Minister for Development Victoria and Precincts	15 April 2026 to 30 June 2026
The Hon Nick Staikos	Minister for Housing and Building	15 April 2026 to 30 June 2026
Jeroen Weimar[(i)]	Secretary	1 July 2025 to 30 June 2026

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 $740,000 - $750,000 (2025: $730,000 - $740,000) [(i)].

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) Prior year includes the remuneration of both the current and previous accountable officers.

9.9 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)	
	2026	**2025**
Short-term employee benefits	118,474	122,873
Post-employment benefits	11,423	11,996
Other long-term benefits	3,625	2,991
Termination benefits	4,319	3,364
Total remuneration[(i)(ii)]	**137,841**	**141,224**
Total number of executives [(ii)]	469	497
Total annualised employee equivalent (AEE) [(ii)(iii)]	**395.9**	**425.3**

(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 9.10).

(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.

9.10 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*

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.

The department leases metropolitan, regional and interstate train and tram assets from VicTrack (Refer to Note 7.2 Leases).

Key management personnel (KMP)

KMP of the Department includes the Portfolio Ministers (see Note 9.8 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 Department	1 July 2025 to 30 June 2026 * except where otherwise noted
Department	
Secretary	Jeroen Weimar
Head of Transport Services	Fiona Adamson
Deputy Secretary, Network Design and Integration	William Tieppo (1 July 2025 to 15 August 2025) Dean Tighe (16 August 2025 to 23 November 2025) Adam Maguire (24 November 2025 to 30 June 2026)
Deputy Secretary, People Legal and Governance	Jacinda de Witts
Deputy Secretary, Planning and Land Services	Andrew McKeegan (1 July 2025 to 25 September 2025) Colleen Peterson (6 October 2025 to 30 June 2026)
Deputy Secretary, Investment and Technology	Dean Tighe (1 July 2025 to 15 August 2025) Shaun Condron (16 August 2025 to 23 November 2025) Dean Tighe (24 November 2025 to 30 January 2026) Shaun Condron (2 February 2026 to 1 April 2026) Tony Hayward (2 April 2026 to 30 April 2026) Leigh Wilson (4 May 2026 to 31 May 2026) Chris Keating (1 June 2026 to 30 June 2026)
Deputy Secretary, Housing, Building and Land Delivery	Stuart Moseley
Chief Communications and Customer Experience Officer	Jo Weeks
Executive Director, Intergovernmental Relations	Lachlan McDonald
Executive Director, Integrated Strategy	Jules Flynn (8 September 2025 to 30 June 2026)
Chief Financial Officer	Shaun Condron (1 July 2025 to 15 August 2025) Effie Doumis (16 August 2025 to 23 November 2025) Shaun Condron (24 November 2025 to 30 January 2026) Effie Doumis (2 February 2026 to 30 June 2026)
General Counsel	Rob Pearce (1 July 2025 to 27 March 2026) Lucy Roysmith (30 March 2026 to 8 May 2026) Sky Mykyta (11 May 2026 to 30 June 2026)
Personnel of administrative offices incorporated under section 45(4) of the Financial Management Act 1994 (FMA)	
Director-General, VIDA	Kevin Devlin (1 July 2025 – 4 January 2026) Duncan Elliott (5 January 2026 – 30 June 2026)
CEO, VIDA Rail (Former Level Crossing Removal Project) [(i)]	Matthew Gault
Coordinator General, VIDA Metro (Former Metro Tunnel Project Office) [(i) (ii)]	Peter Wilkinson (1 July 2025 - 15 February 2026)
Chief Operating Officer, VIDA Metro (Former Metro Tunnel Project Office) [(i) (ii)]	Kieran McIvor (16 February 2026 – 30 June 2026)
CEO, VIDA Roads (Former Major Road Projects Victoria) [(i)]	Duncan Elliott (1 July 2025 – 4 January 2026)

	Paul Roth (5 January 2026 – 30 June 2026)
CEO, VIDA Health (Former Victorian Health Building Authority) [(i)]	Priscilla Radice
CEO, VIDA Community Safety [(iii)]	Sonia Meloni (1 April 2026 to 30 June 2026)
Personnel of the entities consolidated pursuant to section 53(1)(b) of the FMA	
Entity Head of the Head, TfV	Jeroen Weimar
Delegated functions and powers of the Head, TfV	Fiona Adamson
Sole Commissioner, Victorian Planning Authority	Jeroen Weimar

(i) VIDA project offices changed their name effective 21 August 2025.
(ii) Coordinator General, VIDA Metro resigned on 15 February 2026; the Chief Operating Officer assumed responsibility for VIDA Metro from 16 February 2026.
(iii) The financial transfer of the functions of the Community Safety Building Authority (CSBA)) , a former business function within the Department of Justice and Community Safety, to the Victorian Infrastructure Delivery Authority, under Premier of Victoria's declaration pursuant to Section 30 of the *Public Administration Act 2004*, effective on 1 April 2026.

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)			
	2026	**2025**	**2026**	**2025**
	DTP [(iii)]	**DTP [(iii)]**	**Administrative offices and s53**	**Administrative offices and s53**
Short-term employee benefits [(i)]	5,082	5,043	3,650	3,941
Post-employment benefits	353	376	137	145
Other long-term benefits	155	302	140	93
Termination benefits	-	418	-	242
Total compensation [(ii)]	**5,590**	**6,139**	**3,927**	**4,421**

(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 9.9 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.

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
- Victorian Planning Authority

No provision has been required, nor any expense recognised, for impairment of receivables from related parties.

9.11 Remuneration of auditors

	($ thousand)	
	2026	2025
Victorian Auditor-General's Office		
Audit of the financial statements	920	800
Other services performed	50	40
Total	**970**	**840**

9.12 Subsequent events

Secretary of the Department of Transport and Planning

Jeroen Weimar resigned from his position as Secretary effective 27 August 2026. Fiona Adamson was appointed as Secretary on 28 August 2026.

Machinery of Government (MoG) change to transfer Safe Transport Victoria functions to the Department

On 19 June 2026, the Government announced a Machinery of Government change, under which the functions and operations of Safe Transport Victoria (ST Vic) will become part of the Department of Transport and Planning (the Department), with some maritime functions being transferred to Ports Victoria.

Effective 1 October 2026, the change represents a restructure of administrative arrangements which will result in the transfer of all ST Vic's assets, liabilities, and contracts to the Department. At the date of authorisation of these financial statements, the full financial impact of the move into the Department could not be reliably quantified.

Transfer of the Suburban Rail Loop Authority (SRLA) and its activities to the Victorian Infrastructure Delivery Authority (VIDA)

The Premier, as part of the review of Suburban Rail Loop (SRL) project announced that to deliver the project more efficiently, SRL delivery will transfer its activities into VIDA in 2027. Over the same timeframe, the Department will take responsibility for the project's precinct and planning functions.

Detailed work across SRLA, VIDA and the Department will continue over the months ahead, to ensure the delivery of the current work programs with the SRL functions.

No other events have arisen since the end of the financial year that have significantly affected, or may significantly affect, the operations of the Consolidated Entity, the results of those operations, or the state of affairs of the Consolidated Entity in future financial years.

9.13 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.

9.14 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 2025-26 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.

AASB 2025-2 Amendments to Australian Accounting Standards – Classification and Measurement of Financial Instruments

AASB 2025-2 amends AASB 7 Financial Instruments: Disclosures and AASB 9 Financial Instruments.

AASB 2025-2 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.

The one-year deferral allows the AASB to consult with stakeholders and consider potential modifications for not-for-profit public sector entities. On 30 October 2025, the AASB released Exposure Draft ED 338 Application of AASB 18 and AASB 17 by Superannuation and Not-for-Profit Entities and Operating Cash Flow Reconciliation, proposing its public sector modifications to AASB 18 for public comments by 27 February 2026.

The Department is currently in the process of assessing the potential impact of these standards and amendments.

A few other standards and amendments have also been issued that apply to future reporting periods; however, they are not expected to have any significant impact on the financial statements in the period of initial application.

9.15 Departmental objectives, outputs and descriptions

The Departmental outputs during the financial year ended 30 June 2026 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 delivery
- 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.

9.16 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.

9.17 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 *2025-26 Model Report for Victorian Government Departments*.

Section 5

Appendices



APPENDIX 1: PEOPLE AND WORKPLACE

Public sector values

The Department upholds the Victorian Public Sector (VPS) 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 VPS Code of Conduct and values of responsiveness, integrity, impartiality, accountability, respect, leadership and human rights. For further information, see the About the Department section.

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 VPS employment principles, so that:

- employment decisions are based on merit
- employees are treated fairly and reasonably
- employment is conducted through an equal opportunity framework
- human rights (as set out in the 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 define how employees can expect to be treated when applying for jobs in the Department, working together, seeking development opportunities or resolving disputes.

Workforce mobility

In 2025–26, we continued to strengthen our approach to employee mobility, supporting the responsible redeployment of employees in line with Departmental priorities. We enhanced our career interchange mobility pilot to support skills-based redeployment where workforce needs changed, helping retain valuable capability, preserve ongoing employment opportunities and enable career development across the Victorian 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, Equity, Diversity and Belonging Strategy 2026–2028

Our *Inclusion, Equity, Diversity and Belonging Strategy 2026–28* demonstrates the Department's commitment to creating and sustaining an inclusive workplace culture where our people are safe, diverse, valued and high-performing.

It aims to strengthen inclusion and diversity across our organisation by building a workforce that reflects the community we serve and ensuring our programs, policies and services respond to the needs of our diverse people.

The strategy focuses on the following five diversity groups, who have been traditionally marginalised in the workplace:

- women and gender diverse people
- First Peoples
- LGBTQIA+ people
- people living with disability
- people from culturally and linguistically diverse (CALD) backgrounds.

We also recognise challenges faced by marginalised people across age groups and 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 legal obligations, including under the *Equal Opportunity Act 2010* (Vic) and the *Fair Work Act 2009* (Cth).

Key achievements in 2025–26

We have established a new Inclusion and Diversity Committee to coordinate delivery and oversee progress and reporting against the *Inclusion, Equity,*

Diversity and Belonging Strategy 2026–28, and promote accountability for embedding inclusion across policy and systems and culture and workforce practices.

We have finalised the Inclusion, Equity, Diversity and Belonging Action Plan 2026–27 to support delivery against the strategy, delivered training sessions on neuroinclusion in the workplace with the Australian Disability Network 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 respective executive sponsors and the People team.

We continued to improve our recruitment processes to increase equity and remove barriers for candidates from diverse backgrounds and experiences.

We continued to deliver a variety of best practice inclusion and diversity awareness and confidence-building training sessions across our priority cohorts. We also marked inclusion events on days of significance.

We provided tailored support and advice to staff belonging to our priority diversity groups, their managers and teams – including staff affirming their gender in the workplace – and made workplace adjustments for employees with disability.

Progress against diversity targets

Inclusion and diversity priority group	Target	Actual progress in 2024–25 %	Actual progress in 2025–26 %
Women and gender diverse people	50% women and gender diverse by 2029 (DTP target)	46	46[(i)]
	50% representation of women and gender diverse people in senior leadership roles by 2029 (DTP target)	46	52[(i)]
First Peoples	2% First Peoples workforce representation by 2027 (WoVG[(iv)] target)	1.3 as of Jun 2025	0.95 as of Jun 2026[(ii)]
LGBTQIA+ people	10% workforce representation of LGBTQIA+ people by 2025 (WoVG target)	10	10[(iii)]
People living with disability	12% workforce representation of people living with disability by 2025 (WoVG target)	7	7[(iii)]
People from CALD or CaRM backgrounds	30% CALD people in leadership roles (VPS5 and above) by 2026 (DTP target)	33	30 (CALD); 20 (CaRM)[(iii)]

Notes

(i) 2026 VicGov People workforce data as at 30 June 2026.
(ii) First Peoples staff representation was 0.95% in 2025–26, primarily reflecting quarterly fluctuations in DTP's overall headcount. Staff retention remains strong, with more than 20% of First Peoples employees at VPS5 level or above.
(iii) 2026 People Matters Survey data – 30% of respondents VPS5 and above are CALD; 20% of respondents VPS5 and above are culturally and racially marginalised (CaRM.)
(iv) WoVG means Whole of Victorian Government

First Peoples partnerships engagement

The Department is committed to progressing First Peoples engagement and self-determination.

Highlights in 2025–26 include:

- Awarding scholarships to eight university students, three TAFE students and four secondary students as part of the Yani Bangal Scholarship Program 2026 intake.
- Hosting the fifth annual Portfolio-wide First Peoples staff conference on Wurundjeri Country in Healesville from 22 April to 24 April 2026.
- Launching the Transport and Planning Portfolio First Peoples Self Determination and Reform Plan 2025-2029 at the Portfolio's National Reconciliation Week event on 28 May 2026. The Plan outlines actions the Department will take to embed self-determination and deliver Treaty reforms, Closing the Gap commitments and Yoorrook Justice Commission recommendations.
- 417 staff completing the Department's bespoke First Peoples Cultural Safety eLearn launched at the 2025 Reconciliation Week event. A further 371 staff are completing the program.
- Designing and delivering a distribution model to ensure young First People can access free Youth myki cards from partnering Aboriginal Community Controlled Organisations, as part of the state-wide program.
- Negotiation of Australia's first Treaty between the Victorian Government and the First Peoples' Assembly of Victoria, which came into effect on 12 December 2025. The Statewide Treaty Act 2025 established Gellung Warl on 1 May 2026 as an ongoing democratic, representative and deliberative body for First Peoples in Victoria. The Department played a key role supporting the Government to negotiate portfolio-specific outcomes in the Statewide Treaty, including recognition of Gellung Warl as a naming authority for specific geographic features and empowering the First Peoples' Assembly of Gellung Warl to appoint the designated First Peoples member to the Heritage Council. The Department is working closely with Gellung Warl to implement these important reforms.
- Hosting a place-naming workshop with Eastern Maar Aboriginal Corporation in November 2025, as part of a series of workshops to support ongoing use of First Peoples languages in place-naming across Victoria.
- Implementing the recommendations of the First Principles Review of the Traditional Owner Settlement Act.

Compliance with the Disability Act 2006 and *Carers Recognition Act 2012*

The Department continues its commitment to advance an inclusive, accessible and disability-confident workplace that values employees living with disability and those who are carers of people living with disability. We adhere to the relevant Commonwealth and State legislation relating to people living with disability and carers. Our policies, including the Flexible Working policy and the Workplace Adjustments policy, our hybrid working approach and, associated guidance materials and resources are inclusive of people living with disability and carers through an intersectional lens.

The Department meets its legislative obligations and commitments in the whole-of-government Getting to Work: Victorian Public Sector Disability Employment Action Plan 2018–2025, by delivering initiatives in alignment with the DTP's *Inclusion, Equity, Diversity and Belonging Strategy 2026–28*.

Key achievements over 2025–26 include:

- taking an intersectional approach to delivering VPS-wide disability and carers' events on global days of significance.
- partnering with the Neurodiverse Confidence Services Panel to support neurodivergent employees and managers.
- continuing support for TaPABILITY – DTP's employee network for people living with disability, carers of people living with disability and allies – including network-led initiatives and consultation on inclusive policies and practices.
- facilitating events for people with lived experience of disability, such as International Day of People with Disability 2025. The event celebrated lived experience and reinforced the importance of inclusion, belonging and connection across the Department.
- delivering awareness-raising campaigns to build disability confidence and inclusion, including sessions on neuroinclusion in the workplace. More than 140 staff registered for these training sessions delivered in partnership with the Australian Disability Network and TaPABILITY.

Compliance with the Gender Equality Act 2020

The *Gender Equality Act 2020* (GE Act) aims to improve workplace gender equality. Under the GE Act, the Department is required to report on our progress towards gender equality every 2 years and develop a Gender Equality Action Plan every 4 years.

In April 2026, the Department submitted our final progress report against our first Gender Equality Action Plan 2022–2025 to the Commission for Gender Equality in the Public Sector (Commission).

Key achievements of our first Gender Equality Action Plan include:

- reduction of the mean total gender pay gap from 14.8 per cent in 2021 to 5.3 per cent in 2025
- through delivery of the industry-wide Women in Transport program, an increase of 5 per cent in the number of women working in the transport industry and an increase of 10 per cent in the number of women in senior roles (VPS5 and above or equivalent).

The Gender Equality Ally pilot program was delivered to 134 senior leaders across nine transport organisations with 98 per cent of post-training survey respondents reporting commitment to being an active ally. The program is designed to equip senior leaders with the skills and confidence to act as effective allies for gender equality.

The Department reported on 14 gender impact assessments to the Commission and committed to actions that address negative gender impacts ensuring our services and programs are accessible for all. This includes increasing the safety and perception of safety for women and gender diverse people in public and active transport networks through increased services, adequate lighting in public spaces, and the separation of road and active transport infrastructure.

The Department has developed the new Gender Equality Action Plan 2026–2029 that builds on our previous success and is underpinned by evidence that recognises gender inequality as the driver of gender-based violence. Our plan aims to address systemic barriers and foster a safe, respectful and inclusive workplace for everyone. The plan prioritises four key areas:

1. increasing representation of women and gender diverse people in senior leadership
2. strengthening prevention of and response to sexual harassment
3. enhancing intersectional workforce data collection and analysis
4. expanding equitable career pathways for priority groups (First Peoples, CALD people, people living with disability, women, LGBTQIA+ and gender diverse people).

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 the *Occupational Health and Safety Act 2004*.

Our Health, Safety and Wellbeing Strategic Plan 2025–29 enables the consistent application of health, safety and wellbeing practices across DTP.

Some of DTP's key achievements in 2025–26 include:

- delivering a range of targeted wellness sessions, including on the topics of menopause, financial wellbeing, stress management, women's health and men's health
- developing and implementing health, safety and wellbeing management plans for each group
- continuing to implement the Department's Vicarious Trauma and Occupational Violence and Aggression project and developing prevention plans for high-risk teams.

The Department's Employee Assistance Program (EAP) remained an essential service, with 19 per cent of staff using the service in 2025–26 (915 cases). Staff mainly sought support for work–life balance, restructure and change, stress, anxiety and partner dynamics concerns. Our ongoing commitment is to promote the EAP as a proactive supportive resource.

DTP's health and wellbeing online platform, SafeHub, continues to be heavily utilised, with over 3,900 staff actively using the platform. Over 1,400 staff engaged in the annual influenza vaccination program, to reduce their risk during the flu season, and many more joined monthly webinars, masterclasses, executive health assessments and our movement challenge.

To support the implementation of the Occupational Health and Safety (Psychological Health) Regulations 2025, people leaders and staff were educated through several drop-in sessions, to understand what the Regulations are and how they will impact our ways of working. Further training sessions have been scheduled, with a focus on violence and aggression, vicarious trauma and mental health first aid.

Injury management and WorkCover

The Department focuses on early intervention and providing tailored support for employees with injuries or illnesses – both WorkCover and non-WorkCover cases. Throughout 2025–26 the Department held one workers' compensation policy that covered all employees of the Department and Victorian Infrastructure Delivery Authority (VIDA).

In 2025–26, the Department's WorkCover claims performance was notable, surpassing the state government employer average by 63 per cent. This result was attributed to injury prevention measures, effective claims management, insurer management and robust return-to-work results.

Key data includes the following:

- 43 standard workers' compensation claims were lodged
- four claims surpassed the 13-week milestone
- the average cost per standard claim was $10,244
- over 90 per cent of injured employees with an accepted WorkCover claim either returned to work or remained at work in 2025–26
- 73 non-WorkCover injury cases were supported by the Injury Management team.

Incident management

In 2025–26, there were 1,446 incidents (compared to 1,358 in the previous year) and 114 hazards (compared to 75 in the previous year).

Incidents data includes the following:

- 'report only' was the largest category of incidents, accounting for 26 per cent
- plant-related incidents were the second largest category, accounting for 19 per cent.

There were no incidents with an actual consequence of 'catastrophic' and three incidents reported with an actual consequence of 'major'.

There were 17 incidents with the potential for a 'catastrophic' outcome, with working on or adjacent to roadways being the most prevalent hazard.

There were 59 notifiable incidents reported to WorkSafe, as per the criteria set by the occupational health and safety (OHS) regulator. These mainly related to field and/or mechanical hazards.

In terms of timeliness, same-day reporting increased to an average of 69 per cent, while manager follow-up within 48 hours increased to 50 per cent.

Performance against OHS management measures

Measure	Key performance indicators	Area	2025–26	2024–25	2023–24
Incidents	Number of incidents[i]	Department	1,425	1,341	1,465
		VIDA	21	17	29
	Rate per 100 FTE	Department	20.31	31	31.91
		VIDA	0.91	1.24	1.17
	Number of incidents requiring first aid and/or further treatment	Department	139	536	89
		VIDA	3	15	13
Hazards	Number of hazards[i]	Department	110	72	71
		VIDA	4	3	4
	Rate per 100 FTE	Department	2.34	2.33	1.50
		VIDA	0.17	0.13	0.15
Claims (Department)[ii]	Number of standard claims[iii]		43	45	46
	Rate per 100 FTE		0.61	0.62	0.65
	Number of lost time claims[iv]		8	9	15
	Rate per 100 FTE		0.11	0.12	0.21
	Number of claims exceeding 13 weeks[v]		4	2	10

	Rate per 100 FTE	0.06	0.03	0.14
Fatalities	Fatality claims	–	–	–
Claims costs[vi]	Average cost per standard claim	$10,244	$6,200	$21,133
Claims (Roads)	Number of standard claims[iii]	3	1	–
	Rate per 100 FTE	–	–	–
	Number of lost time claims[iv]	–	–	–
	Rate per 100 FTE	–	–	–
	Number of claims exceeding 13 weeks[v]	–	–	–
	Rate per 100 FTE	–	–	–
Fatalities	Fatality claims	–	–	–
Claims costs[vi]	Average cost per standard claim	$6,240	0	$799
Management commitment	Evidence of 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 during internal audits that were actioned	100%	80%	80%
	WorkSafe notices of compliance improvement	100%	100%	100%

Notes

(i) Excludes COVID-related incidents.

(ii) WorkCover claims data reflects DTP and VIDA employees as well as individuals, groups and entities that are on DTP's payroll system at the time of reporting.

(iii) Standardised claims are those that have exceeded the employer excess or are registered as a standard claim. Under threshold claims are excluded from this figure.

(iv) A lost time claim is one with one or more days compensated by the Victorian WorkCover Authority Insurer (that is, once the employer has paid the 10-day excess) at the time of extraction. Lost time claims are a subset of standard claims. Under threshold claims 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 2026[i]

	All employees		Ongoing			Fixed term and casual	
	Number	FTE[ii]	Full-time	Part-time	FTE[ii]	Number	FTE[ii]
Gender							
Woman	2,157	2,059	1,615	319	1,851	223	208
Man	2,616	2,594	2,307	51	2,346	258	248
Other[iii]	43	42	28	2	30	13	12
Age							
15–24	60	49	27	1	28	32	22
25–34	1,013	998	789	43	819	181	179
35–44	1,572	1,523	1,261	165	1,383	146	141
45–54	1,246	1,218	1,050	106	1,131	90	87
55–64	738	727	662	43	695	33	32
65+	187	179	161	14	170	12	8
Classification							
ROC2[iv]	103	103	102	1	103	0	0
ROC3[iv]	87	87	87	0	87	0	0
ROC4[iv]	21	21	21	0	21	0	0
ROC5[iv]	2	2	2	0	2	0	0
VPS1	0	0	0	0	0	0	0
VPS2	109	95	71	9	77	29	18
VPS3	522	509	408	38	436	76	73
VPS4	1,187	1,159	970	95	1,040	122	118
VPS5	1,307	1,272	1,057	120	1,146	130	126
VPS6	1,025	1,000	828	90	896	107	104
VPS7/STS	268	264	223	15	234	30	29
Executive	180	180	177	3	180	0	0
Secretary	1	1	1	0	1	0	0
Other[v]	4	3	3	1	3	0	0
Total employees[vi]	**4,816**	**4,694**	**3,950**	**372**	**4,226**	**494**	**468**

Notes

(i) All figures reflect employment levels during the last full pay period of June 2026. Excluded are employees on leave without pay or absent on secondment, external contractors/consultants, temporary employees employed by employment agencies and statutory appointees (during the last full pay period of June 2026).

(ii) FTE means full-time equivalent.

(iii) Includes employees who have recorded their status as either self-described or prefer not to say.

(iv) ROC means staff employed under the Roads Occupations Enterprise Agreement 2021.

(v) Includes Legal Officer classifications.

(vi) Headcount totals may not add due to rounding.

Details of employment levels – June 2025[i]

	All employees		Ongoing			Fixed term and casual	
	Number	FTE[ii]	Full-time	Part-time	FTE[ii]	Number	FTE[ii]
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[iii]	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							
ROC2[iv]	109	109	84	–	84	25	25
ROC3[iv]	87	87	84	–	84	3	3
ROC4[iv]	19	19	18	–	18	1	1
ROC5[iv]	2	2	2	–	2	–	–
VPS1	3	3	–	–	–	3	3
VPS2	103	94	73	11	81	19	13
VPS3	543	524	414	43	444	86	80
VPS4	1,232	1,202	981	94	1,048	157	153
VPS5	1,319	1,282	1,049	122	1,139	148	142
VPS6	1,088	1,066	847	82	910	159	156
VPS7/STS	307	302	249	16	261	42	41
Executive	202	201	196	6	201	–	–
Secretary	1	1	1	–	1	–	–
Other[v]	6	6	5	1	6	–	–
Total employees[vi]	**5,021**	**4,897**	**4,003**	**375**	**4,279**	**643**	**618**

Notes

(i) All figures reflect employment levels during the last full pay period of June 2025. Excluded are employees on leave without pay or absent on secondment, external contractors/consultants, temporary employees employed by employment agencies and statutory appointees.

(ii) FTE means full-time equivalent.

(iii) Includes employees who have recorded their status as either self-described or prefer not to say.

(iv) ROC means staff employed under the Roads Occupations Enterprise Agreement 2021.

(v) Includes Principal Scientist and Legal Officer classifications.

(vi) Headcount totals may not add due to rounding.

Victorian Infrastructure Delivery Authority

Details of employment levels – June 2026[i]

	All employees		Ongoing			Fixed term and casual	
	Number	FTE[ii]	Full-time	Part-time	FTE[ii]	Number	FTE[ii]
Gender							
Woman	1,065	1,027	417	87	482	561	546
Man	1,186	1,179	626	15	637	545	542
Self-described	17	16	4	1	5	12	12
Age							
15–24	44	42	1	0	1	43	41
25–34	577	568	177	19	190	381	378
35–44	825	803	415	55	456	355	347
45–54	558	552	297	17	310	244	242
55–64	225	222	133	6	138	86	84
65+	40	37	24	6	28	10	9
Classification							
VPS1							
VPS2	5	3	0	0	0	5	3
VPS3	109	108	17	4	20	88	88
VPS4	390	383	145	7	150	238	234
VPS5	538	524	243	31	265	264	259
VPS6	641	627	368	38	396	235	231
VPS7/STS	268	263	171	18	185	79	77
PS	122	121	103	5	107	14	14
Executive	196	195	0	0	0	196	195
Total employees[iii]	**2,269**	**2,224**	**1,047**	**103**	**1,124**	**1,119**	**1,100**

Notes

(i) All figures reflect employment levels during the last full pay period of June 2026. 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, the Community Safety Building Authority became part of VIDA on 1 April 2026 and is counted in the report.

(ii) FTE means full-time equivalent.

(iii) Headcount totals may not add due to rounding.

Details of employment levels – June 2025[i]

	All employees		Ongoing			Fixed term and casual	
	Number	FTE[ii]	Full-time	Part-time	FTE[ii]	Number	FTE[ii]
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	0	3	14	14
Age							
15–24	59	56	2	0	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							
VPS1							
VPS2	10	8	1	0	1	9	7
VPS3	159	157	20	5	24	134	133
VPS4	433	427	124	8	130	301	297
VPS5	517	503	192	23	206	302	296
VPS6	630	618	284	30	306	316	312
VPS7/STS	281	276	128	14	139	139	137
PS	155	154	104	3	106	48	48
Executive	214	213	0	0	0	214	213
Total employees[iii]	**2,399**	**2,356**	**853**	**83**	**913**	**1,463**	**1,443**

Notes

(i) All figures reflect employment levels during the last full pay period of June 2025. 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, the Victorian Health Building Authority became part of VIDA on 2 April 2024 and is counted in the Department of Health Annual Report.

(ii) FTE means full-time equivalent.

(iii) Headcount totals may not add 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*. For a public body, an SES Officer is defined as a person employed as an executive under Part 3 or a person to whom the Victorian Government's Public Entity Executive Remuneration policy applies. The definition of an SES Officer does not include a statutory office holder nor an Accountable Officer.

The following tables outline data about the SES Officers of the Department, VIDA and portfolio agencies as at June 2026:

- Tables 1 and 5 disclose the total numbers of SES Officers broken down by gender at the Department and VIDA respectively.
- Tables 2 and 6 provide a reconciliation of SES numbers presented between the report of operations and Note 9.9 '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 of senior employees of the Department and VIDA respectively. The salary amount is reported as the full-time annualised salary.
- Table 4 provides the total SES numbers for all the Department's portfolio agencies.
- Tables 1 and 5 also disclose the variations (var) between the current and previous reporting periods.

All figures in the tables in this appendix reflect employment levels at the last full pay period in June 2026.

Department of Transport and Planning

Table 1: Number of Department executives by classification and gender

	All		Man		Woman		Self-described	
Class[i]	**No**	**Var[ii]**	**No**	**Var[ii]**	**No**	**Var[ii]**	**No**	**Var[ii]**
SES3	8	(1)	5	(2)	3	1	0	0
SES2	68	(11)	35	(7)	33	(4)	0	0
SES1	104	(10)	51	(9)	53	(1)	0	0
Total[iii]	**180**	**(22)**	**91**	**(18)**	**89**	**(4)**	**0**	**0**

Notes

(i) The Secretary (as the Accountable Officer) is not included in Table 1.

(ii) Var = variations from previous reporting period.

(iii) The Chief Finance Officer is an employee of the Department of Treasury and Finance and is therefore excluded from the total of 180 executives.

Table 2: Reconciliation of Department executive data

	June 2026	June 2025
Executives[i] (financial statement Note 9.9)	227	237
Less leave without pay	(2)	–
Less separations	(45)	(30)
Less other[ii]	–	(5)
Total executives	**180**	**202**

Notes

(i) The Secretary (as the Accountable Officer) is not included in Table 2. The Chief Finance Officer is an employee of the Department of Treasury and Finance and is therefore excluded from this table.

(ii) Other includes executive movements to non-executive roles. This category is not applicable for this reporting period.

Table 3: Annualised total salaries for Department senior employees[(i)]

	Executives	STS	PS
<$160,000	0	0	0
$160,000 – $179,999	0	0	0
$180,000 – $199,999	0	16	0
$200,000 – $219,999	20	99	0
$220,000 – $239,999	33	42	0
$240,000 – $259,999	37	64	0
$260,000 – $279,999	27	46	0
$280,000 – $299,999	15	1	0
$300,000 – $319,999	8	0	0
$320,000 – $339,999	14	0	0
$340,000 – $359,999	10	0	0
$360,000 – $379,999	5	0	0
$380,000 – $399,999	2	0	0
$400,000 – $419,999	1	0	0
$420,000 – $439,999	0	0	0
$440,000 – $459,999	1	0	0
$460,000 – $479,999	1	0	0
$480,000 – $499,999	0	0	0
>$500,000	6	0	0
Total headcount[(ii)]	**180**	**268**	**0**

Notes

(i) The salaries reported above are FTE total remuneration, less superannuation.

(ii) The Secretary (as the Accountable Officer) is excluded from the total of 180 executives. The Chief Finance Officer is an employee of the Department of Treasury and Finance and is therefore excluded from the total of 180 executives. Twenty senior employees are employed on a part-time basis: three executives and 17 STS. The part-time fractions range from 0.4 to 0.95 FTE.

Table 4: Gender of portfolio agency SES Officers[(i)] as at 30 June 2025 and 30 June 2026[(ii)]

	June 2026				June 2025				Annual change			
Organisation[(iv)]	**W[(iii)]**	**M[(iii)]**	**SD[(iii)]**	**Total**	**W[(iii)]**	**M[(iii)]**	**SD[(iii)]**	**Total**	**W[(iii)]**	**M[(iii)]**	**SD[(iii)]**	**Total**
Architects Registration Board of Victoria	0	0	0	0	0	0	0	0	0	0	0	0
Cladding Safety Victoria[(v)]	0	0	0	0	1	4	0	5	-1	-4	0	-5
Development Victoria	34	30	0	64	37	32	–	69	-3	-2	0	-5
Gippsland Ports Committee of Management	0	0	0	0	0	0	0	0	0	0	0	0
North East Link State Tolling Corporation	2	4	0	6	1	4	0	5	1	0	0	1
Port of Hastings Corporation	3	1	0	4	0	2	0	2	3	-1	0	2
Ports Victoria	4	14	0	18	4	15	0	19	0	-1	0	-1
Safe Transport Victoria	2	4	0	6	3	6	0	9	-1	-2	0	-3
Suburban Rail Loop Authority	18	54	0	72	13	72	0	85	5	-18	0	-13
V/Line Corporation	18	21	0	39	17	21	0	38	1	0	0	1
Victorian Building Authority	11	14	0	25	8	7	0	15	3	7	0	10
Victorian Rail Track Corporation	9	13	0	22	7	14	0	21	2	-1	0	1
Total	**101**	**155**	**0**	**256**	**91**	**177**	**0**	**268**	**10**	**-22**	**0**	**-12**

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 2025 and June 2026. Excluded are those on leave without pay or absent on secondment, external contractors/consultants and temporary staff employed by employment agencies.

(iii) W = woman, M = man, SD = self-described.

(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) No accountable officer (All executives separated, organisation winding down 1 July 2026).

Victorian Infrastructure Delivery Authority

Table 5: Number of VIDA executives by classification and gender

	All		Man		Woman		Self-described	
Class	**No**	**Var[(i)]**	**No**	**Var[(i)]**	**No**	**Var[(i)]**	**No**	**Var[(i)]**
Administrative Office Head	1	–	1	–	0	–	0	–
SES1	56	(8)	29	(3)	26	(5)	1	–
SES2	124	(12)	85	(11)	39	(1)	0	–
SES3	15	–	13	–	2	–	0	–
Total[(ii)]	**196**	**(20)**	**128**	**(14)**	**67**	**(6)**	**1**	–

Notes

(i) Var = variations from previous reporting period.

(ii) The Community Safety Building Authority figures are included in VIDA's reported figures for the first time in the 2025–26 financial year.

Table 6: Reconciliation of VIDA executive data

	June 2026	June 2025
Executives (financial statement Note 9.9)	239	258
Less separations	(41)	(44)
Less leave without pay	(2)	–
Less other	–	–
Total executives[(i)] at 30 June	**196**	**214**

Note

(i) The Community Safety Building Authority figures are included in VIDA's reported figures for the first time in the 2025–26 financial year.

Table 7: Annualised total salaries for VIDA senior employees[(i)]

	Executives	STS	PS
<$160,000	0	0	0
$160,000 – $179,999	0	0	0
$180,000 – $199,999	0	11	3
$200,000 – $219,999	13	75	17
$220,000 – $239,999	20	55	14
$240,000 – $259,999	11	56	25
$260,000 – $279,999	32	72	63
$280,000 – $299,999	20	0	0
$300,000 – $319,999	22	0	0
$320,000 – $339,999	20	0	0
$340,000 – $359,999	18	0	0
$360,000 – $379,999	7	0	0
$380,000 – $399,999	10	0	0
$400,000 – $419,999	3	0	0
$420,000 – $439,999	3	0	0
$440,000 – $459,999	6	0	0
$460,000 – $479,999	2	0	0
$480,000 – $499,999	0	0	0
>$500,000	9	0	0
Total headcount[(ii)]	**196**	**269**	**122**

Notes

(i) The salaries reported are the FTE total remuneration, less superannuation.

(ii) The Community Safety Building Authority figures are included in VIDA's reported figures for the first time in the 2025–26 financial year.

APPENDIX 2: BUDGET PORTFOLIO OUTCOMES

Departmental 2025–26 financial year 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, cash flow statement, statement of changes in equity and administrative items statement.

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:

(a) Department of Transport and Planning

(b) Head, Transport for Victoria

(c) Suburban Rail Loop Authority

(d) Safe Transport Victoria.

Comprehensive operating statement for the financial year ended 30 June 2026

	2025–26 actual ($ million)	2025–26 published budget ($ million)	Variation ($ million)	%	Notes
Income from transactions					
Output appropriations	7,705.5	6,324.2	1,381.3	22	a
Special appropriations	576.2	848.7	(272.5)	(32)	b
Interest	38.7	10.6	28.1	266	c
Sales of goods and services	699.9	790.7	(90.8)	(11)	d
Grants	398.0	447.4	(49.4)	(11)	e
Fair value of assets and services received free of charge or for nominal consideration	169.3	23.7	145.6	614	f
Other income	528.6	532.2	(3.6)	(1)	
Total income from transactions	**10,116.2**	**8,977.5**	**1,138.7**	**13**	
Expenses from transactions					
Employee benefits	(958.2)	(713.7)	(244.5)	34	g
Depreciation and amortisation	(1,809.9)	(1,385.6)	(424.3)	31	h
Interest expense	(400.6)	(392.9)	(7.7)	2	
Grants and other transfers	(1,357.2)	(1,331.8)	(25.4)	2	
Other operating expenses	(6,439.3)	(5,500.9)	(938.4)	17	i
Total expenses from transactions	**(10,965.2)**	**(9,324.9)**	**(1,640.3)**	**18**	
Net result from transactions	**(848.9)**	**(347.3)**	**(501.6)**	**144**	
Other economic flows included in net result					
Net gain/(loss) on non-financial assets	(8.0)	(0.2)	(7.8)	3,911	j
Net gain/(loss) on financial instruments and statutory receivables/payables	(15.0)	(0.0)	(15.0)	n/a	k

	2025–26 actual ($ million)	2025–26 published budget ($ million)	Variation ($ million)	%	Notes
Other gains/(losses) from other economic flows	40.3	–	40.3	n/a	l
Total other economic flows included in net result	**17.3**	**(0.2)**	**17.5**	**(8,733)**	
Net result	**(831.6)**	**(347.5)**	**(484.1)**	**139**	
Other economic flows – other non-owner changes in equity					
Changes in physical asset revaluation reserve	210.9	270.7	(59.9)	(22)	m
Adjustment to accumulated surplus/(deficit) due to a change in accounting policy	1.5	–	1.5	n/a	
Other economic flows	0.0	(5.1)	5.1	(100)	
Total other economic flows – other non-owner changes in equity	**212.4**	**265.6**	**(53.3)**	**(20)**	
Comprehensive result	**(619.2)**	**(81.9)**	**(537.4)**	**657**	

Explanations for major variations between the 2025–26 actual and the 2025–26 published budget figures are as follows:

(a) Output appropriations were higher than the published budget reflecting the release of funding relating to the capital program and switching on the Big Build, additional funding for government's free and half-price public transport initiatives statewide until the end of 2026, as well as transfers from capital to operating in line with the nature of activities being undertaken.

(b) Special appropriations were lower than the published budget primarily reflecting lower traffic camera and on-the-spot fines revenue due to the one-off recognition of revenue cancellations that cannot be legally pursued for companies no longer registered.

(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 lower than the published budget primarily reflecting a reduction in farebox collections as a result of government's free and half-price public transport initiatives until the end of 2026, partially offset by intragovernmental transactions relating to the machinery-of-government transfer of the Victorian Health Building Authority (VHBA) into the Department on 1 July 2024 with the Department recouping costs from the Department of Health via a fee for service model.

(e) Grants were lower than the published budget primarily reflecting lower grants from the Transport Accident Commission following rephasing in line with the extension of the Commonwealth Road Safety program, partially offset by additional grants from other government departments.

(f) 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.

(g) Employee benefits were higher than the published budget primarily due to the release of funding relating to the capital program and transfers from capital to operating in line with the nature of activities being undertaken, as well as intragovernmental transactions relating to the machinery-of-government transfer of the Victorian Health Building Authority.

(h) Depreciation and amortisation were higher than the published budget primarily due to the scheduled revaluation of infrastructure assets in 2024–25 resulting in an increased asset base.

(i) Other operating expenses were higher than the published budget primarily due to the release of funding relating to the capital program and switching on the Big Build, as well as transfers from capital to operating in line with the nature of expenditure being undertaken.

(j) Net loss on non-financial assets was higher than the published budget primarily due to various asset disposals throughout the year and the impairment of property, plant and equipment.

(k) Net 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 from other economic flows were higher than the published budget primarily due to gains made on employee entitlement provisions for rail operators.

(m) Changes in physical asset revaluation reserve were lower than the published budget primarily due to losses from the revaluation of land and the impairment of road assets.

Balance sheet as at 30 June 2026

	2025–26 actual ($ million)	2025–26 published budget ($ million)	Variation ($ million)	%	Notes
Assets					
Financial assets					
Cash and deposits	2,679.4	1,627.6	1,051.8	65	a
Receivables from government	3,514.9	3,353.1	161.8	5	b
Other receivables	1,278.7	989.1	289.6	29	c
Total financial assets	**7,473.1**	**5,969.8**	**1,503.3**	**25**	
Non-financial assets					
Inventories	2.2	6.7	(4.5)	(68)	d
Non-financial assets classified as held for sale including disposal group assets	96.8	6.7	90.1	1,350	e
Property, plant and equipment	143,353.8	141,564.3	1,789.4	1	f
Intangible assets	531.4	548.1	(16.7)	(3)	
Other non-financial assets	345.3	475.4	(130.1)	(27)	g
Total non-financial assets	**144,329.5**	**142,601.3**	**1,728.2**	**1**	
Total assets	**151,802.5**	**148,571.1**	**3,231.5**	**2**	
Liabilities					
Payables	12,458.8	12,189.6	269.2	2	h
Borrowings	5,142.9	4,951.1	191.8	4	i
Provisions	1,201.7	1,185.0	16.7	1	
Total liabilities	**18,803.5**	**18,325.8**	**477.7**	**3**	
Net assets	**132,999.1**	**130,245.3**	**2,753.8**	**2**	
Equity					
Accumulated surplus/(deficit)	(4,630.1)	(2,867.8)	(1,762.4)	61	j
Reserves	36,889.2	30,957.0	5,932.2	19	k
Contributed capital	100,740.0	102,156.1	(1,416.1)	(1)	l
Total equity	**132,999.1**	**130,245.3**	**2,753.8**	**2**	
Net worth	**132,999.1**	**130,245.3**	**2,753.8**	**2**	

Explanations for major variations between the 2025–26 actual and 2025–26 published budget figures are as follows:

(a) Cash and deposits were higher than the published budget primarily due to the timing of Commonwealth receipts relating to the capital program.

(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 public road 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 higher than the published budget reflecting the signed contract of sale of land pending settlement at the former VicRoads site in Kew.

(f) Property, plant and equipment was higher than the published budget primarily due to the scheduled revaluation in 2024–25 which resulted in an increase to the Department's non-financial assets.

(g) Other non-financial assets were lower than the published budget primarily due to the unwinding of prepayments relating to the Suburban Rail Loop East main works.

(h) Payables were higher than the published budget primarily due to the timing of scheduled works as part of program delivery.

(i) Borrowings were higher than the published budget primarily due to remeasurement of the Metro Tunnel service concession arrangement liability and movements in lease liabilities.

(j) Accumulated surplus/(deficit) was higher than the published budget primarily due to the timing of project activities.

(k) Reserves were higher than the published budget primarily due to the scheduled revaluation in 2024–25 which resulted in an increase to the Department's non-financial assets.

(l) Contributed capital was lower 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 2026

	2025–26 actual ($ million)	2025–26 published budget ($ million)	Variation ($ million)	%	Notes
Cash flows from operating activities					
Receipts					
Receipts from government	8,024.5	7,117.8	906.7	13	a
Receipts from other entities	1,062.4	1,266.6	(204.2)	(16)	b
Interest received	38.7	10.6	28.1	266	c
Other receipts	264.5	164.0	100.5	61	d
Total receipts	**9,390.1**	**8,559.0**	**831.1**	**10**	
Payments					
Payments of grants and other transfers	(1,369.0)	(1,328.7)	(40.3)	3	
Payments to suppliers and employees	(7,076.4)	(6,203.9)	(872.5)	14	e
Interest and other costs of finance	(315.4)	(309.7)	(5.7)	2	
Total payments	**(8,760.8)**	**(7,842.3)**	**(918.5)**	**12**	
Net cash flows from operating activities	**629.2**	**716.6**	**(87.4)**	**(12)**	
Cash flows from investing activities					
Payments for non-financial assets	(9,649.1)	(9,516.2)	(132.9)	1	f
Proceeds from sale of non-financial assets	4.5	–	4.5	n/a	g
Net loans to other parties	22.8	12.6	10.2	80	h
Net cash flows used in investing activities	**(9,621.8)**	**(9,503.6)**	**(118.2)**	**1**	
Cash flows from financing activities					
Owner contributions by state government	10,409.4	9,545.1	864.3	9	i
Repayment of leases and service concession liabilities	(673.7)	(697.9)	24.2	(3)	
Net borrowings	79.5	(18.1)	97.6	(540)	j
Net cash flows from financing activities	**9,815.2**	**8,829.1**	**986.1**	**11**	
Net increase in cash and cash equivalents	**822.6**	**42.1**	**780.5**	**1,853**	
Cash and cash equivalents at the beginning of the financial year	1,856.8	1,585.4	271.4	17	
Cash and cash equivalents at the end of the financial year	**2,679.4**	**1,627.5**	**1,051.9**	**65**	

Explanations for major variations between the 2025–26 actual and 2025–26 published budget figures are as follows:

(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 switching on the Big Build and government's free and half-price public transport initiatives statewide until the end of 2026.

(b) Receipts from other entities were lower than the published budget primarily due to decreased farebox collections as a result of government's free and half-price public transport initiatives statewide until the end of 2026.

(c) Interest received was higher than the published budget primarily due to increased interest revenue relating to the Growth Areas Infrastructure Contribution.

(d) Other receipts were higher than the published budget primarily due to intragovernmental transactions relating to the machinery-of-government transfer of the Victorian Health Building Authority into the Department on 1 July 2024 with the Department recouping costs from the Department of Health via a fee for service model.

(e) Payments to suppliers and employees were higher than the published budget primarily due to the release of funding relating to the capital program and switching on the Big Build, as well as capital to operating transfers in line with the nature of expenditure incurred. The variation also reflects intragovernmental transactions arising from the machinery-of-government transfer of the Victorian Health Building Authority.

(f) 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.

(g) Proceeds from sale of non-financial assets were higher than the published budget primarily due to various asset disposals during the year.

(h) Net loans to other parties were higher than the published budget primarily due to the timing of loan repayments by Transurban to the State in relation to the West Gate Tunnel Project, partly offset by the repayment of Greener Government Buildings loans.

(i) Owner contributions by state government were higher than the published budget primarily due to the scheduling and release of funding for capital works.

(j) Net borrowings moved from a budgeted net outflow to an actual net inflow primarily due to increased escrow funds received from operators for maintenance and renewal works, with expenditure deferred due to project rescheduling.

Statement of changes in equity for the financial year ended 30 June 2026

	Accumulated surplus/ (deficit) ($ million)	Contributions by owners ($ million)	Asset revaluation reserve ($ million)	Total ($ million)	Note
Actual result					
Opening balance 1 July 2025 (actual)	(2,809.4)	113,968.8	36,678.3	147,837.7	
Correction of prior period error[(i)]	(1,012.1)	–	–	(1,012.1)	
Comprehensive result	(830.0)	–	210.9	(619.1)	
Transaction with owners in their capacity as owners	21.4	(13,228.8)	–	(13,207.4)	
Closing balance 30 June 2026 (actual)	**(4,630.1)**	**100,740.0**	**36,889.2**	**132,999.1**	a
Published budget result					
Opening balance 1 July 2025 (revised estimate)	(2,515.3)	116,261.8	30,686.2	144,432.7	
Comprehensive result	(352.5)	–	270.7	(81.8)	
Transaction with owners in their capacity as owners	–	(14,105.8)	–	(14,105.8)	
Closing balance 30 June 2026 (budget)	**(2,867.8)**	**102,156.0**	**30,956.9**	**130,245.2**	

Note

(i) Refer to financial statement Note 9.6 prior year comparative for accumulated deficit, which has been restated due to correction of prior period errors.

The explanation for the major variation between 2025–26 actual and 2025–26 published budget figures is as follows:

(a) Equity for the portfolio is higher than the published budget primarily due to the scheduled revaluation in 2024–25 which resulted in an increase to the Department's non-financial assets, partly offset by the transfer of rail assets to VicTrack.

Administrative items statement for the financial year ended 30 June 2026

	2025–26 actual ($ million)	2025–26 published budget ($ million)	Variation ($ million)	%	Notes
Administered income					
Appropriations – payments made on behalf of the state	118.0	124.4	(6.4)	(5)	
Advance from Treasurer	750.2	-	750.2	n/a	a
Sales of goods and services	894.4	717.8	176.6	25	b
Grants	39.8	15.1	24.8	164	c
Interest	105.4	106.2	(0.8)	(1)	
Other income	3,417.0	4,165.7	(748.7)	(18)	d
Total administered income	**5,324.9**	**5,129.1**	**195.8**	**4**	
Administered expenses					
Payments into consolidated fund	(4,761.6)	(4,592.4)	(169.2)	4	e
Depreciation and amortisation	(4.1)	(5.3)	1.2	(22)	
Interest expense	(98.9)	(64.9)	(34.0)	52	f
Grants and other transfers	(0.1)	(42.6)	42.5	(100)	g
Expenses on behalf of the state	(119.6)	(55.4)	(64.2)	116	h
Total administered expenses	**(4,984.3)**	**(4,760.6)**	**(223.8)**	**5**	
Income less expense	**340.6**	**368.6**	**(28.0)**	**(8)**	
Other economic flows included in net results					
Net gain/(loss) on non-financial assets	14.6	7.3	7.3	99	i
Net gain/(loss) on financial instruments and statutory receivables/payables	(181.9)	(16.5)	(165.4)	1,004	j
Share of net profits/(losses) of associates and joint venture entities, excluding dividends	(34.4)	(45.0)	10.6	(24)	k
Total other economic flows included in net results	**(201.7)**	**(54.2)**	**(147.5)**	**273**	
Net results	**138.9**	**314.4**	**(175.5)**	**(56)**	
Comprehensive results	**138.9**	**314.4**	**(175.5)**	**(56)**	
Administered assets					
Cash and deposits	494.0	120.5	373.5	310	l
Receivables	2,691.6	2,867.4	(175.8)	(6)	m
Property, plant and equipment	129.6	387.2	(257.6)	(67)	n
Intangible assets	3,676.0	3,414.4	261.6	8	o
Investments accounted for using the equity method	933.7	928.4	5.3	1	
Total administered assets	**7,924.8**	**7,718.0**	**207.0**	**3**	

	2025–26 actual ($ million)	2025–26 published budget ($ million)	Variation ($ million)	%	Notes
Liabilities					
Payables	10,959.9	10,523.2	436.7	4	p
Borrowings	1,578.7	1,316.1	262.6	20	q
Total administered liabilities	**12,538.6**	**11,839.3**	**699.3**	**6**	
Net assets	**(4,613.7)**	**(4,121.4)**	**(492.3)**	**12**	

Explanations for major variations between 2025–26 actual and 2025–26 published budget figures are as follows:

(a) Advance from Treasurer was higher than the published budget primarily due to the recent implementation of government's light passenger vehicle registration rebate.

(b) Sales of goods and services were higher than the published budget primarily due to increased collections of land title and registration fees.

(c) Grants were higher than the published budget primarily relating to the cladding rectification program.

(d) Other income was lower than the published budget primarily due to the recent implementation of government's light passenger vehicle registration rebate.

(e) Payments into consolidated fund were higher than the published budget primarily due to the interest component on public–private partnership arrangements, cladding rectification levy collections and land title and registration fees.

(f) Interest expense was higher than the published budget primarily due to public–private partnership arrangements.

(g) Grants and other transfers were lower than the published budget primarily due to the reclassification of actuals for land titles and registration services as expenses on behalf of the state.

(h) Expenses on behalf of the state were higher than the published budget primarily due to the reclassification of actuals for land titles and registration services from Grants and other transfers and due to sales growth driven by the property market.

(i) Net gain on non-financial assets was higher than the published budget primarily due to insurance recoveries relating to defective works.

(j) Net loss on financial instruments and statutory receivables/payables was higher than the published budget primarily due to impairment of the loan for the Melbourne Convention and Exhibition Centre Development public–private partnership.

(k) Share of net losses of associates and joint venture entities, excluding dividends was lower than the published budget due to the VicRoads Modernisation joint venture arrangement.

(l) Cash and deposits were higher than the published budget primarily due to the recent implementation of government's light passenger vehicle registration rebate.

(m) Receivables were lower than the published budget primarily due to impairment of the loan for the Melbourne Convention and Exhibition Centre Development public–private partnership.

(n) Property, plant and equipment was lower than the published budget primarily due to the transfer of Nyaal Banyul Convention and Event Centre to the Victorian Convention and Event Trust upon project completion, partly offset by the sale of the CSL Parkville North site, with proceeds to be transferred to the consolidated fund upon settlement.

(o) Intangible assets were higher than the published budget primarily due to the revaluation of the VicRoads Modernisation joint venture operator database.

(p) Payables were higher than the published budget primarily due to the recent implementation of government's light passenger vehicle registration rebate.

(q) 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 VPS are contained in Budget Paper No. 4 State Capital Program, available on the Department of Treasury and Finance website.

During the 2025–26 financial year, the following capital projects with a Total Estimated Investment (TEI) of $10 million or greater were completed. The details related to these projects are reported below, and significant variations explained.

Capital projects reaching financial completion during the financial year ended 30 June 2026

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
Greener Government Buildings (Melbourne)	Aug 2025	Aug 2025	20.0	59.9	59.9	0.0	
More Freight by Rail 2024–25 (statewide)	Sep 2025	Jun 2026	80.3	80.3	80.3	0.0	
Keeping Victorians Moving (metropolitan)	Jun 2026	Jun 2026	175.9	173.1	173.1	0.0	
Regional Rail Sustainability 2021–22 (statewide)	Dec 2025	Jun 2026	464.6	436.8	436.8	0.0	

Capital projects reaching practical completion during the financial year ended 30 June 2026

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
85 by 2025 (Level Crossing Removal) (metropolitan various)	Dec 2025	Dec 2025	Dec 2025		6,550.0	8,589.7	8,323.9	(265.7)	Note (vii)
Building our Regions (regional various)	Jun 2018	Dec 2026	Jun 2026	Note (i)	51.1	62.0	59.8	(2.1)	Note (vii)
East Werribee Precinct (metropolitan)	Jun 2026	Jun 2026	Jun 2026		23.8	45.0	36.5	(8.5)	Note (vii)
Strong Bridges, Stronger Economy (statewide)	Jun 2020	Dec 2025	Dec 2025		37.3	41.9	41.9	0.0	
West Gate Bridge Resilience 2024–25 (metropolitan)	Jun 2025	Dec 2025	Dec 2025		24.8	24.8	24.6	(0.2)	Note (vii)
West Gate Tunnel (metropolitan various)	Dec 2022	Dec 2025	Dec 2025		5,500.0	10,159.2	9,906.8	(252.4)	Note (vii)
Bairnsdale train stabling upgrades (East Gippsland Shire)	Dec 2024	Dec 2024	Jul 2025	Note (ii)	30.9	28.9	21.1	(7.8)	Note (vii)
Car parks for commuters (statewide)	Jun 2023	Dec 2025	Sep 2025	Note (iii)	150.0	610.2	561.1	(49.1)	Note (vii)
High Capacity Metro Trains (metropolitan various)	Jun 2022	Dec 2025	Sep 2025	Note (iv)	1,301.0	2,256.8	2,249.6	(7.2)	Note (vii)
Kananook Train Maintenance Facility Stage 2 (metropolitan)	Jun 2026	Sep 2025	Oct 2025 (ix)	Note (v)	365.5	364.9	289.3	(75.6)	Note (vii)
Metro Tunnel (metropolitan various)	Jun 2026	Dec 2025	Dec 2025		10,900.0	13,480.4	13,374.8	(105.5)	Note (vii)
Regional Rail Revival – Gippsland Line Upgrade Stage 1 (regional various)	Jun 2022	Mar 2026	Feb 2026	Note (v)	435.0	862.5	835.8	(26.7)	Note (vii)
Regional Rail Revival – Shepparton Line Upgrade – Stage 3 (Shepparton)	Jun 2024	TBC (x)	Jun 2026		400.0	402.7	360.8	(42.0)	Note (vii)
Regional Rail Revival – Warrnambool Line Upgrade – Stage 2 (regional various)	Sep 2024	Jun 2026	Jun 2026		260.0	265.1	227.5	(37.5)	Note (vii)
Suburban Rail Loop East – development, initial and early works (metropolitan various)	TBC (xii)	Mar 2026	Mar 2026		250.0	2,326.8	2,087.1	(239.7)	Note (viii)
Tram infrastructure upgrades (metropolitan various)	Jun 2026	Sep 2025	Sep 2025		367.6	424.5	396.7	(27.8)	Note (vii)
Road network and infrastructure (statewide)	Jun 2024	Jun 2024	Jun 2026	Note (vi)	50.1	53.4	51.0	(2.3)	Note (vii)
Ballarat Station upgrade	Dec 2025	Mar 2027 (xi)	Mar 2026	Note (v)	49.2	53.8	40.5	(13.3)	Note (vii)
Pakenham Roads upgrade (Pakenham)	TBC (xii)	Sep 2026	May 2026	Note (v)	TBC (xii)	416.3	359.8	(56.5)	Note (vii)

Notes

(i) Practical completion was achieved before the approved date due to a revised project scope.

(ii) Practical completion was achieved after the approved date due to issued signalling completion certificates that required an occupation to complete the works in 2025.

(iii) Practical completion was achieved before the approved date due to delivery efficiencies, enabling works being completed earlier than originally planned.

(iv) Practical completion was achieved before the approved date due to the light service facility being provisionally accepted ahead of expected date.

(v) Practical completion was achieved before the approved date due to accelerated progress of the project.

(vi) Practical completion was achieved after the approved date due to revised program delivery schedule.

(vii) Actual delivery costs are lower than approved TEI due to outstanding post-completion works and defects liability tasks yet to be completed. Final cost forecast is within approved TEI.

(viii) Actual delivery costs are lower than approved TEI due to final settlement costs for land acquisition. Notices of acquisition have been issued. However, the final settlement costs and associated disbursements have not yet been finalised with the landowners. Final cost forecast is within approved TEI.

(ix) Physical works were completed by mid-2025, commissioning occurred in October 2025.

(x) The latest approved date in Budget Paper 4 of the Victorian State Budget was listed as 'TBC' as the completion date was to be confirmed when the coordination and scheduling of signalling works were finalised. Note the project achieved operation completion in December 2025.

(xi) Completion date was revised to Q3 2026–27 based on the practical-completion forecast obtained after contract award, while commencement of operation remained expected in March 2026.

(xii) TBC reflects how the project is reported in Budget Paper 4 of the Victorian State Budget.

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 2025–26 and only represent part of the overall grant expenses amount reported in the comprehensive operating statement (refer Appendix 3) and in the grant expenses disclosure note (refer Note 3.2 in the financial statements).

Discretionary DTP grants	$
Students in Crisis program	
Payments made to multiple individuals	75,000
Total	**75,000**
First Peoples Scholarship program	
Payments made to multiple individuals	152,500
Total	**152,500**
Indigenous Language and Technology sponsorships	
Her Place Australian Women's Heritage and Museum Ltd	118,273
Total	**118,273**
Living Heritage grants	
Payments made to multiple organisations and councils	61,200
Total	**61,200**
Pick My Park	
Payments made to multiple councils	10,841,103
Total	**10,841,103**
Tiny Towns interface	
Payments made to multiple organisations	273,401
Total	**273,401**
Local port projects	
Barwon Coast Committee of Management Inc.	107,650
Gippsland Ports Committee of Management	176,000
Great Ocean Coast and Parks Authority	926,616
Moyne Shire Council	125,000
Parks Victoria	293,634
Total	**1,628,900**
Total discretionary DTP grants	**13,150,377**

Commercial-in-confidence grants(i)	**$**
Mode Shift Incentive	
Seaway Intermodal Pty Ltd	
SCT Opco Pty Ltd	
Medlog Portlink Pty Ltd	
Local port projects	
Great Ocean Coast and Parks Authority	
Moyne Shire Council	
Barwon Coast Committee of Management Inc.	
Total commercial-in-confidence grants	**1,432,963**
Total grants disclosure – DTP	**14,583,340**

VIDA (formerly MTIA) grants	**$**
West Gate Neighbourhood Fund community partnerships and grants	
Payments made to multiple organisations	661,085
Total	**661,085**
North East Community Fund grants program	
Payments made to multiple organisations	1,780,181
Total	**1,780,181**
Total grants disclosure – VIDA	**2,441,266**

Notes

(i) We are unable to provide the grant amount awarded to each individual recipient, as this information is considered commercial-in-confidence.

APPENDIX 5: VICTORIAN TRANSPORT FUND

The Victorian Government's Victorian Transport Fund (VTF) Trust 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 Project from 1 July 2016 and other infrastructure projects. This report reflects the trust funds that pass through the Department only; port proceeds and investment income are reported by the Department of Treasury and Finance.

Cash balance of the Victorian Transport Fund Trust

	2025–26 actual ($ million)
Opening cash balance	**250.2**
Receipts into the trust	
Commonwealth funding	2,621.5
Appropriation	3,440.5
Total receipts into the trust	**6,062.0**
Payments from the trust[(i)]	
Level Crossing Removal Project	279.8
North East Link (including State Tolling Corporation)	4,833.3
Melbourne Airport Rail	350.6
Regional Rail Revival	36.6
Total costs incurred	**5,500.3**
Movement in accounts payable and provisions	**30.5**
Total payments from the trust	**5,530.8**
Closing cash balance[(ii)]	**781.4**

Notes

(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 (Petroleum Products) Act 1979*.

All receipts collected from traffic camera and on-the-spot fines are channelled into the Better Roads Victoria Trust. From 1 July 2015, the government effected changes to the operation of the Better Roads Victoria Trust, with an aim to improve transparency and establish a clear linkage between the 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 4-year period on the following basis:

(a) minimum 33 per cent spent on outer suburban and interface communities

(b) minimum 33 per cent spent on rural and regional communities.

Cash balance of the Better Roads Victoria Trust

	2025–26 actual ($ million)
Opening cash balance	**9.8**
Receipts of the trust	
Traffic camera and on-the-spot speeding fines revenue	366.3
Appropriation	186.8
Total receipts into trust	**553.1**
Payments from the trust[(i)]	
Outer suburban expenditure	202.1
Rural and regional expenditure	326.9
Total costs incurred	**529.0**
Movement in accounts payable and provisions	**14.1**
Total payments from the trust	**543.2**
Closing cash balance	**19.7**

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 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 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 and statewide projects, and $1 million or more for projects in regional Victoria. The Major Projects Skills Guarantee applies to all construction projects valued at $20 million or more.

The application of the Local Jobs First policy detailed in this report comprises activities of the Department and VIDA.

Local Jobs First – Standard

Projects commenced

During 2025–26, the Department, including VIDA, commenced 29 Local Jobs First Standard projects totalling $179.5 million. Of those projects, 27 were located in regional Victoria and metropolitan Melbourne, with an average commitment of 96.6 per cent local content. Two projects occurred statewide, with an average commitment of 97 per cent local content.

The Major Projects Skills Guarantee applied in six Standard projects.

The committed outcomes included:

(a) a local content average of 96.7 per cent

(b) a total of 238 annualised employee equivalent (AEE)[(i)] jobs, representing 42 new jobs and the retention of 196 existing positions

(c) a total of four apprentice, cadet and traineeship positions, two new apprentices, cadets and trainees and retention of two existing apprentices, cadets and trainees.

Projects completed

During 2025–26, the Department, including VIDA, completed 47 Local Jobs First Standard projects, totalling $304.1 million. Of those projects, 30 were located in regional Victoria, with a commitment of 96.3 per cent local content, and 10 in metropolitan Melbourne, with an average commitment of 97.4 per cent local content. There were seven statewide projects with a local content requirement of 90.7 per cent.

The Major Projects Skills Guarantee applied in 13 Standard projects.

The outcomes achieved included:

(a) an average of 76.8 per cent local content

(b) supporting 338 AEE[(i)] jobs, representing 95 new jobs and retention of 243 existing jobs

(c) supporting 38 apprentice, cadet and traineeship positions, 10 new apprentices, cadets and trainees and 28 existing apprentices, cadets and trainees

(d) 47 post-contract reviews being due with 11 submitted.

Local Jobs First – Strategic

Projects commenced

During 2025–26, the Department, including VIDA, commenced nine Local Jobs First Strategic projects, valued at $4.4 billion. Of those projects, five were located in metropolitan Melbourne, with a commitment of 79.7 per cent of local content, and one statewide, with a commitment of 86.4 per cent local content. Three projects commenced regionally, with an average commitment of 86.2 per cent local content.

The Major Projects Skills Guarantee applied in eight Strategic projects.

The committed outcomes included:

(a) a local content average of 83.7 per cent

(b) a total of 12,241 AEE[(i)] jobs, representing 4,427 new jobs and the retention of 7,813 positions

(c) a total of 17 apprenticeships, cadetships and traineeship positions, with seven new apprentice, cadet and trainee positions created and 10 existing apprentices, cadets and trainees retained.

Projects completed

During 2025–26, the Department, including VIDA, completed 41 Local Jobs First Strategic projects, totalling $21 billion. Of those projects, 28 were located in metropolitan Melbourne, with a commitment of 90.8 per cent of local content, and seven statewide, with an average commitment of 90.4 per cent local content. Six projects were completed regionally, with an average commitment of 91.4 per cent local content.

The Major Projects Skills Guarantee applied in all 41 Strategic projects.

The outcomes achieved included:

(a) an average of 93 per cent local content

(b) supporting 10,372 AEE[(i)] jobs, representing 3,027 new jobs and retention of 7,345 existing jobs

(c) supporting 3,483 apprentice, cadet and traineeship positions, with 2,595 new apprentice, cadet and trainee positions created and 888 existing apprentices, cadets and trainees retained

(d) 41 post-contract reviews being due with 15 submitted.

Note:

(i) AEE is calculated by dividing the total number of ordinary work hours that an employee worked and was paid for over the reporting period, by the total number of work hours per annum.

Small and medium business engagement

Projects commenced

During 2025–26, engagement with 1,981 small to medium-sized businesses through the supply chain commenced with 41 principal contractors.

Projects completed

During 2025–26, engagement with 8,580 small to medium-sized businesses through the supply chain in the delivery of the projects were completed with 59 principal contractors.

Grants

None of the grants provided during 2025–26 required interaction reference numbers requiring a conversation with the Industry Capability Network (Victoria) Ltd.

APPENDIX 8: SOCIAL PROCUREMENT FRAMEWORK

Social procurement objectives

The Department leverages its buying power to deliver social, economic and environmental outcomes benefiting the Victorian community, economy and environment, above and beyond the goods, services and construction works procured.

Our buying power is guided by the Victorian Government's Social Procurement Framework. The Framework applies to the procurement of all goods, services and construction undertaken by, or on behalf of, the Department.

The Department prioritises the following social procurement objectives:

- opportunities for First Peoples
- opportunities for people living with disability
- women's equality and safety
- opportunities for priority jobseekers
- supporting safe and fair workplaces
- opportunities for social enterprise and Aboriginal business sectors
- sustainable regions.

Social procurement initiatives

During 2025–26, social value requirements were applied to a variety of procurement activities, including the procurement of goods, services and construction works.

The Department, including VIDA, undertook several initiatives to support its social procurement strategy, including:

- establishing partnerships with key social procurement delivery partners
- contributing to VPS-wide committees and working groups dedicated to promoting social procurement
- developing procurement procedures and supporting documents.

Social procurement achievements

During 2025–26, the Department, including VIDA:

- engaged 72 social benefit suppliers
- spent $23.01 million with certified social enterprises, First Peoples businesses, disability enterprises and social value companies.

First Peoples business engagement

During 2025–26, the Department, including VIDA:

- engaged 33 First Peoples businesses
- spent $12.8 million with First Peoples businesses.

APPENDIX 9: CONSULTANCY EXPENDITURE

The Department defines a consultant as a 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 2025–26, 152 consultancies were engaged for which total fees payable were $10,000 or greater. The total expenditure incurred during 2025–26 in relation to these consultancies was $35,613,298 (excluding GST). More information is available on the Department's website.

In 2025–26, 43 consultancies were engaged for which total fees payable were $10,000 or less. The total expenditure incurred during 2025–26 in relation to these consultancies was $160,433 (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*, by contacting:

Privacy and Information Access Manager

Department of Transport and Planning

GPO Box 2392 Melbourne VIC 3001

Telephone: 03 9208 3112

Email: foi@transport.vic.gov.au

APPENDIX 10: PROCUREMENT DISCLOSURES

Disclosure of emergency procurement

During 2025–26, the Department, including VIDA, activated emergency procurement on one occasion in accordance with the requirements of government policy and accompanying guidelines. The engagement under the emergency procurement was below the reporting threshold.

Disclosure of major contracts

The Department, including VIDA, 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 2026. Details of contracts that have been disclosed in the Victorian Government contracts publishing system can be viewed on the Buying for Victoria Tenders Portal.

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 one formal complaint through its procurement complaints management system in 2025–26, relating to the Social Procurement Framework outcomes of an awarded contract. The complaint is still under investigation.

APPENDIX 11: ADVERTISING EXPENDITURE

In 2025–26, there were 27 government advertising campaigns with a total media spend of $100,000 or greater (excluding 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/ actual (excl. GST)**
Ticketing/Free travel for youth and seniors	Raise awareness of free travel for under 18s with a Youth myki and expanded free weekend travel entitlements for seniors from 1 Jan 2026	Dec 2025 – Mar 2026	Planned: 1,000,000 Actual: 972,652	Planned: 750,000 Actual: 725,461	Planned: 15,000 Actual: 13,228	Planned: 50,000 Actual: 27,942	Planned: 200,000 Actual: 178,507	Planned: 685,000 Actual: 766,474	Planned: 2,700,000 Actual: 2,684,264
Growth/ Opening Doors Phase 2A	Increase awareness of Victoria's housing reforms, including the Activity Centres program, Stamp Duty Savings and First Home Owner Grant	Dec 2025 – Jun 2026	Planned: 760,000 Actual: 625,468	Planned: 305,000 Actual: 189,741	Planned: 0 Actual: 0	Planned: 0 Actual: 37,935	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 1,065,000 Actual: 853,144
Growth/Metro Tunnel master timetable change	Deliver the master timetable change for Metro Tunnel, including targeted travel change information to affected lines (Cranbourne/ Pakenham, Sunbury, Frankston), interchange hotspots and intersecting	Apr 2026 – May 2026	Planned: 600,000 Actual: 593,624	Planned: 1,025,000 Actual: 694,742	Planned: 10,000 Actual: 20,025	Planned: 0 Actual: 0	Planned: 140,000 Actual: 115,415	Planned: 1,300,000 Actual: 1,154,566	Planned: 3,075,000 Actual: 2,578,372

			($)						
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/ actual (excl. GST)**
	services to prepare passengers for travel								
Growth/Free public transport	Raise awareness of free travel on public transport in April and extension into May	Mar 2026 – May 2026	Planned: 350,000 Actual: 343,016	Planned: 20,000 Actual: 15,937	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 30,000 Actual: 34,792	Planned: 0 Actual: 6,400	Planned: 400,000 Actual: 400,145
Growth/Metro Tunnel interchanging and walking	Educate on new behaviours required on journeys to special events, such as the AFL, including interchanging and walking	Apr 2026 – May 2026	Planned: 350,000 Actual: 347,987	Planned: 100,000 Actual: 54,838	Planned: 0 Actual: 0	Planned: 10,000 Actual: 35,700	Planned: 10,000 Actual: 750	Planned: 300,000 Actual: 127,680	Planned: 770,000 Actual: 566,955
Growth/Half-price fares	Raise awareness of half-price public transport fares until 1 Jan 2027	May 2026 – Jun 2026	Planned: 270,000 Actual: 257,304	Planned: 0 Actual: 54,277	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 60,000 Actual: 55,214	Planned: 0 Actual: 0	Planned: 330,000 Actual: 366,795
Safety/Rail crossing safety – keep tracks clear	Address motorist risk-taking behaviour around regional and metropolitan level crossings	May 2026 – Jun 2026	Planned: 480,000 Actual: 474,138	Planned: 116,328 Actual: 94,179	Planned: 28,325 Actual: 28,325	Planned: 20,000 Actual: 11,234	Planned: 35,347 Actual: 0	Planned: 50,000 Actual: 14,035	Planned: 730,000 Actual: 621,911
Safety/ Passenger safety – safety of women and girls	Reduce unwanted sexual behaviour and antisocial behaviour directed towards women, girls, CALD women and LGBTIQA+ community members	May 2026 – Jun 2026	Planned: 230,000 Actual: 228,142	Planned: 50,000 Actual: 80,255	Planned: 10,000 Actual: 11,232	Planned: 20,000 Actual: 11,232	Planned: 10,000 Actual: 35,223	Planned: 240,000 Actual: 177,446	Planned: 560,000 Actual: 543,530

						($)			
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/ actual (excl. GST)**
	on and around public transport								
Safety/Rail crossing safety – heavy vehicle safety	Address heavy vehicle driver risk-taking behaviour around regional and metropolitan level crossings	Aug 2025 – Sep 2025	Planned: 200,000 Actual: 188,122	Planned: 20,000 Actual: 59,996	Planned: 0 Actual: 0	Planned: 18,000 Actual: 8,800	Planned: 0 Actual: 0	Planned: 50,000 Actual: 15,410	Planned: 288,000 Actual: 272,328
Safety/Road Rule 79A	Inform Victorian drivers and riders about the changes to Road Rule 79A (Victoria's slow to 40 rule)	Jul 2025 – Aug 2025	Planned: 125,000 Actual: 119,404	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 125,000 Actual: 119,404
Safety/School zones – slow to 40	Ensure Victorian drivers are aware of and comply with reduced school speed zones	Jan 2026 – May 2026	Planned: 130,000 Actual: 137,676	Planned: 20,000 Actual: 6,470	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 150,000 Actual: 144,146
Disruptions/ West Gate Bridge maintenance	Communicate annual works program and road closures on the West Gate Bridge	Dec 2025 – Jan 2026	Planned: 300,000 Actual: 249,320	Planned: 13,000 Actual: 12,248	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 313,000 Actual: 261,568
Disruptions/ West Gate Tunnel – no truck zone	Ensure truck drivers understand and comply with new 24/7 truck bans on six key roads in Melbourne's inner west, and exemption rules for permitted access,	Dec 2025	Planned: 160,000 Actual: 154,876	Planned: 40,000 Actual: 38,846	Planned: 22,000 Actual: 22,000	Planned: 0 Actual: 0	Planned: 25,000 Actual: 25,412	Planned: 0 Actual: 0	Planned: 247,000 Actual: 241,134

			($)						
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/ actual (excl. GST)**
	such as local deliveries, construction and servicing								
Planning/ Activity Centres Tranche 2 Phase 1	Raise awareness of Activity Centres and engagement opportunities for communities living in Tranche 2 zones	Oct 2025 – Nov 2025	Planned: 150,000 Actual: 124,057	Planned: 170,000 Actual: 195,677	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 320,000 Actual: 319,734
Victoria's Big Build overarching disruptions	Inform Victorians about disruptions across the state due to the Big Build and encourage travellers to make behavioural changes	Jul 2025 – Jun 2026	Planned: 880,000 Actual: 620,266	Planned: 1,950,000 Actual: 376,976	Planned: 0 Actual: 0	Planned: 543,500 Actual: 140,930	Planned: 0 Actual: 0	Planned: 109,120 Actual: 87,160	Planned: 3,482,620 Actual: 1,225,332
Victoria's Big Build overarching multicultural campaign	Consolidating the 15% multicultural policy commitment into one cohesive plan, inform Victorians with low English proficiency about disruptions due to the Big Build	Jul 2025 – Jun 2026	Planned: 790,000 Actual: 580,550	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 97,960 Actual: 81,590	Planned: 887,960 Actual: 662,140
Victoria's Big Build overarching regional press	Consolidating the 10% regional press policy commitment into one cohesive plan, inform regional Victorians about disruptions due to the Big Build	Jul 2025 – Jun 2026	Planned: 421,120 Actual: 371,887	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 51,104 Actual: 52,269	Planned: 472,224 Actual: 424,156

									($)
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/ actual (excl. GST)**
Metro Tunnel Project disruptions	Inform Victorians about disruptions as a result of the Metro Tunnel Project	Jul 2025 – Jun 2026	Planned: 280,000 Actual: 148,738	Planned: 100,000 Actual: 29,646	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 34,720 Actual: 20,903	Planned: 414,720 Actual: 199,287
Major Roads Projects disruptions – West Gate Tunnel Project	Inform Victorians about disruptions due to the West Gate Tunnel Project	Jul 2025 – Jun 2026	Planned: 200,000 Actual: 175,066	Planned: 40,000 Actual: 28,999	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 24,800 Actual: 24,604	Planned: 264,800 Actual: 228,669
Level Crossing Removal Project disruptions	Inform Victorians about disruptions due to the Level Crossing Removal Project (figures include Regional Rail Revival)	Jul 2025 – Jun 2026	Planned: 986,000 Actual: 743,135	Planned: 240,000 Actual: 94,622	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 122,264 Actual: 104,435	Planned: 1,348,264 Actual: 942,192
Regional Rail Revival disruptions	Inform Victorians about disruptions due to the Regional Rail Revival	Jul 2025 – Jun 2026	Planned: 95,000 Actual: 123,131	Planned: 50,000 Actual: 30,563	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 11,780 Actual: 17,305	Planned: 156,780 Actual: 170,999
Major Roads Projects disruptions – North East Link	Inform Victorians about disruptions due to the North East Link Project	Jul 2025 – Jun 2026	Planned: 700,000 Actual: 816,222	Planned: 90,000 Actual: 121,657	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 86,000 Actual: 114,712	Planned: 876,000 Actual: 1,052,591
Suburban Rail Loop disruptions	Inform Victorians about disruptions due to the Suburban Rail Loop Project	Jul 2025 – Jun 2026	Planned: 600,000	Planned: 50,000	Planned: 0	Planned: 0	Planned: 0	Planned: 74,400	Planned: 724,400

			($)						
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/ actual (excl. GST)**
			Actual: 214,613	Actual: 24,854	Actual: 0	Actual: 0	Actual: 0	Actual: 30,163	Actual: 269,630
West Gate Tunnel and Metro Tunnel opening/More ways to move	Inform Victorians about the opening of the West Gate Tunnel and Metro Tunnel in 2025	Jul 2025 – Jun 2026	Planned: 2,500,000 Actual: 2,572,507	Planned: 1,000,000 Actual: 547,563	Planned: 320,000 Actual: 42,860	Planned: 120,000 Actual: 87,500	Planned: 0 Actual: 0	Planned: 550,000 Actual: 361,546	Planned: 4,490,000 Actual: 3,611,976
Metro Tunnel Project – educate	Increase Victorians' understanding of the Metro Tunnel prior to its opening	Jul 2025 – Jun 2026	Planned: 250,000 Actual: 244,126	Planned: 0 Actual: 8,621	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 258,000 Actual: 280,792	Planned: 508,000 Actual: 533,539
West Gate Tunnel – early infrastructure	Increase Victorians' understanding of the West Gate Tunnel and the Wurundjeri Way Connection prior to their opening	Jul 2025 – Jun 2026	Planned: 204,685 Actual: 178,957	Planned: 20,000 Actual: 9,905	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 0 Actual: 0	Planned: 224,685 Actual: 188,862
Sales and Marketing/ Development Victoria's Housing portfolio	Supporting delivery of the government's housing statement, create awareness of Development Victoria's residential housing projects and availability of homes to purchase	Jul 2025 – Jun 2026	Planned: 1,340,000 Actual: 1,011,377	Planned: 405,000 Actual: 310,113	Planned: 0 Actual: 0	Planned: 21,000 Actual: 5,100	Planned: 100,000 Actual: 149,362	Planned: 725,000 Actual: 1,528,174	Planned: 2,591,000 Actual: 3,004,126

APPENDIX 12: INFORMATION AND COMMUNICATION TECHNOLOGY EXPENDITURE

The Department had a total information and communication technology (ICT) expenditure of $590.6 million for the 2025–26 reporting period. Details are shown below.

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 covers all remaining ICT expenditure, which primarily relates to ongoing activities to operate and maintain ICT capability.

	($ million)				
	Operational expenditure	Capital expenditure	Non-BAU ICT expenditure	BAU ICT expenditure	Total ICT expenditure
	A	B	Total = A + B	Total	
Department of Transport and Planning	149.6	176.5	326.1	208.9	535.0
Victorian Infrastructure Delivery Authority	6.0	0.0	6.0	49.6	55.6
Total	**155.6**	**176.5**	**332.1**	**258.5**	**590.6**

APPENDIX 13: REVIEWS AND STUDIES EXPENDITURE

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Albion Quarter South – delivery options	Analyse feasibility and provide advice, including on market profiling, land valuation and cost–benefit analysis, to inform delivery options for Albion Quarter South	Feasibility report to inform a business case and support a funding application seeking capital to deliver Albion Quarter South	Evidence of project feasibility and positive economic benefit	50	45.5	N
Albion Quarter Structure Plan – Background Transport Report	Prepare a background transport assessment that identifies the preferred long-term transport networks, modal hierarchies, strategies and actions for the Albion Quarter Structure Plan	Background study to support and inform the preparation of a structure plan	Strategic justification to support the proposed transport framework plans and other deliverables, and staged plan to implement an integrated transport network for the Albion Quarter	60	60	N
Albion Quarter Structure Plan – market analysis	Conduct an economic analysis, including socioeconomic profiling, residential, retail and employment demand analysis, to inform the development of the Albion Quarter Structure Plan	Background study to support and inform the preparation of a structure plan	Floor space and dwelling projections that inform the implementatio n phase of the structure plan; identification of enabling infrastructure that is critical to catalysing development in the Albion Quarter	23.2	38.6	N
Albion Quarter, Sunshine Precinct – Cultural Values Assessment for the	Prepare an Aboriginal Cultural Values Assessment, as determined by	Background study to support and inform the preparation of a planning scheme	Informed planning scheme amendment and future	20	TBC	N

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Albion Quarter Structure Plan	the Wurundjeri RAP, to inform planning scheme requirements and precinct infrastructure project delivery	amendment and future precinct planning and infrastructure delivery	precinct planning and infrastructure delivery			
Albion Quarter, Sunshine Precinct – preparation of planning controls for Albion Quarter Structure Plan	With statutory drafting expertise, draft planning controls for the Albion Quarter Structure Plan (including Built Form Overlay and Precinct Zone schedules) located within the broader Sunshine Precinct	Draft planning provisions to implement the structure plan in accordance with relevant legislation and Ministerial direction	Set of PSA documents for public consultation with the Albion Quarter Structure Plan	55.0	52.2	N
Audit of Transport Victoria website and PTV app against Web Content Accessibility Guidelines 2.2 (WCAG 2.2)	Document any changes required to meet the Victorian Government accessible communication standards, updated from WCAG 2.1 to WCAG 2.2, the most recent	Audit Transport Victoria website and PTV app against WCAG 2.2	Improved accessibility across digital channels	70	63.2	N
Ballarat North Precinct Structure Plan (PSP) – development feasibility	Inform the preparation of the Ballarat North PSP, Native Vegetation Precinct Plan and Development Contributions Plan (DCP)	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	28	28	N
Ballarat North PSP – land valuations	Inform the preparation of the Ballarat North PSP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	72.4	72.4	Y website
Ballarat North PSP – Strategic Transport Modelling and	Inform the preparation of the Ballarat North PSP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	145.6	145.6	Y website, website

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Integrated Transport Assessment						
Bannockburn Southeast – community infrastructure costs	Inform the preparation of the Bannockburn Southeast PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	29.8	29.8	N
Bendigo Regional Employment Precinct (BREP) – Independent Development Assessment	Inform the preparation of an amendment to the Greater Bendigo Planning Scheme for the BREP	Study to support and inform the drafting of a planning scheme amendment	Evidence base to help support delivery of the BREP	73.2	73.2	Y website
BREP – Traffic Impact Assessment	Inform the preparation of an amendment to the Greater Bendigo Planning Scheme for the BREP	Study to support and inform the drafting of a planning scheme amendment	Evidence base to help support delivery of the BREP	38.7	38.7	N
Bus Mapping Strategy	Understand when bus maps are required, what information should be included, where they should be located and which channels they should appear on	Identify a suite of maps for DTP to design and produce to meet customer needs	Mapping strategy developed	67.7	67.7	N
Bus stop modernisation	Explore opportunities to review, revamp and update bus stop information through 3 different designs to enhance customer experience	Evaluate bus stop information needs of the accessibility cohort	Understanding of the core information needs of the accessibility cohort when at a bus stop; identification of preferred design to meet these needs	16.9	16.9	N
Casey Fields South (Employment) and Devon Meadows PSP – Bushfire Development Report	Inform the preparation of a PSP for the Casey Fields South (Employment) Precinct and the	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP for the Casey Fields South	22	22	Y website

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
	Devon Meadows Precinct		(Employment) Precinct and the Devon Meadows Precinct			
Casey Fields South (Employment) and Devon Meadows PSP – Preliminary Risk Screen Assessment Report (EPA Victoria) updates March 2026	Inform the preparation of a PSP for the Casey Fields South (Employment) Precinct and the Devon Meadows Precinct, working in partnership with the City of Casey, state government agencies and service authorities	Study to support and inform the preparation of a PSP	Assessment of the likelihood of the presence of contaminated land; determination of whether an environmental audit is required and, if so, recommended scope for the audit	34.5	34.5	Y website
Comprehensive Protection Study, including utility coordination for the West Gate Bridge high-voltage network	Improve fault detections, reliability and accuracy, reducing the risk of future widespread power outages and ensuring the protection system of high-voltage distribution operates more efficiently and effectively	Perform a high-voltage distribution protection study (an engineering analysis used to determine safe relay and circuit breaker settings) on the West Gate Bridge's existing high-voltage distribution system	Improved reliability and accuracy of fault detection, upgraded relays and adjusted protection settings	69.7	69.7	N
Croskell – Land Valuation Assessment	Inform the land valuations process as part of the Croskell (Employment) Infrastructure Contributions Plan (ICP)	Study to support and inform the preparation of an ICP	Valuation of land within the PSP boundary to inform the ICP valuations process	24.8	24.8	N

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Croskell PSP and ICP –concept design and costs	Inform advice on the Croskell PSP	Study to support and inform advice for future development of an area	Evidence base to help support advice	14.3	14.3	N
Driving with bioptic telescopes	Conduct research to provide evidence to inform Victoria's policy for the use of bioptic telescopes while driving	Develop a human factors taxonomy framework to map the requirements for safe driving that may be affected by the use of bioptic telescopes	Evidence of the impact on driving performance when using bioptic telescopes, to inform licensing fitness to drive policy	60	60	Y website
East of Aberline – Growling Grass Frog Conservation Strategy	Inform the preparation of the East of Aberline PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	10.6	10.6	N
East of Aberline – Landscape and Visual Assessment	Inform the preparation of the East of Aberline PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	17.4	17.4	N
East of Aberline – Preliminary Risk Screen Assessment Report	Inform the preparation of the East of Aberline PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	34.7	34.7	N
East of Aberline PSP – community infrastructure – design and costings	Inform the preparation of the East of Aberline PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	92.6	92.6	N
East of Aberline PSP – Integrated Transport Assessment	Inform the preparation of the East of Aberline PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	143.4	143.4	Y website, website
East of Aberline PSP – land valuations	Inform the preparation of the East of	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	46.3	46.3	N

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
	Aberline PSP and DCP					
East of Aberline PSP – Retail and Economic Assessment	Inform the preparation of the East of Aberline PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	24.4	24.4	Y website
East of Aberline PSP – transport design and costs	Inform the preparation of the East of Aberline PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	187.2	187.2	Y website
Fishermans Bend – Enterprise and Innovation Area (EIA) Precinct Implementation Plan (PIP)	Prepare draft planning controls	Prepare draft planning controls to be used for public consultation along with the Fishermans Bend EIA PIP	Draft planning controls to be used for public consultation along with the Fishermans Bend EIA PIP	31	29	N
Fishermans Bend Precinct – Lorimer Central Strategy	Prepare the Lorimer Central Strategy as background work to undertake the Lorimer PIP	Prepare the Lorimer Central Strategy, for use in informing the Lorimer PIP (Lorimer Central Precinct is located within the broader Fishermans Bend Precinct)	Completed urban work associated with the Lorimer Central Precinct for inclusion in the Lorimer PIP	75	75	N
Fishermans Bend Precinct – Montague PIP – EIA PIP planning scheme amendment documentation	Prepare draft planning controls	Prepare draft planning controls from the Montague PIP (Montague Precinct is located within the broader Fishermans Bend Precinct)	Draft planning controls to be used as a planning scheme amendment along with the Montague PIP	16	16	N
Future demand for industrial land in Melbourne – 10-year Plan for Industrial Land	Analyse demand for industrial land in metropolitan Melbourne to inform development of the 10-year Plan for Industrial Land	Analyse industrial land in Melbourne, for use in informing the development of a 10-year Plan for Industrial Land	Evidence base to support a 10-year Plan for Industrial Land	68	68	Y website

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
HCTZ - guidance material	Analyse the planning policy and guidance options for improving decision-making for Housing Choice and Transport Zone (HCTZ) development proposals in the Heritage Overlay	Final report to provide advice on options for improving guidance to planners assessing HCTZ development proposals in the Heritage Overlay	Advice on options for improving guidance to planners assessing HCTZ development proposals in the Heritage Overlay	25	25	N
Greater Avalon Employment Precinct (GAEP) – Biodiversity Assessment	Inform the preparation of a planning scheme amendment to deliver the GAEP	Study to support and inform the drafting of a planning scheme amendment	Evidence base to help support delivery of the GAEP	9.1	N/A	Y website
GAEP – Economics Assessment	Inform the preparation of a planning scheme amendment to deliver the GAEP	Study to support and inform the drafting of a planning scheme amendment	Evidence base to help support delivery of the GAEP	11.9	11.9	N
GAEP – Historical Cultural Heritage Impact Assessment	Inform the preparation of a planning scheme amendment to deliver the GAEP	Study to support and inform the drafting of a planning scheme amendment	Evidence base to help support delivery of the GAEP	14	14	Y website
GAEP West – Native Vegetation Precinct Plan – public consultation version, November 2025	Provide a report that identifies the native vegetation to be retained or removed within the GAEP West	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the GAEP	76	TBC	Y website
GAEP – Safety Management Study	Inform the preparation of a planning scheme amendment to deliver the GAEP	Study to support and inform the drafting of a planning scheme amendment	Evidence base to help support delivery of the GAEP	24	24	N
GAEP – Utility and Servicing Assessment	Inform the preparation of a planning scheme amendment to deliver the GAEP	Study to support and inform the drafting of a planning scheme amendment	Evidence base to help support delivery of the GAEP	21.3	21.3	N
GAEP – West Development Plan Overlay Position Paper	Inform the preparation of a planning scheme amendment to deliver the GAEP	Study to support and inform the drafting of a planning scheme amendment	Evidence base to help support delivery of the GAEP	56.4	56.4	Y website

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Greenfield Housing Choices – Neighbourhood Subdivision Pattern Book	Prepare the Neighbourhood Subdivision Pattern Book under Greenfield Housing Choices (formerly Capacity Uplift Program)	Policy advice to inform future guidance to support the Greenfield Housing Choices initiative	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	63.5	63.5	N
Hail the bus	Explore several design initiatives to identify the best options to trial on the bus network to encourage customers to notify the bus to stop	Use mocked up stimulus to explore language, images and locations for decals to nudge customer behaviour	Identification of the best suite of stimulus to trial on the bus network	14.6	14.6	N
Information and Technology (I&T) Convergence Opportunities Program	Develop a strategic I&T roadmap	Undertake an enterprise-wide review	I&T Convergence Strategy Report and Implementatio n Roadmap	63	63	N
Kororoit Part 2 – Arboricultural Assessment	Inform the preparation of the Kororoit Part 2 PSP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	19.6	19.6	N
Kororoit Part 2 – PSP –Bushfire Assessment	Prepare draft planning controls	Study to support and inform the preparation of a PSP	Evidence base to support a 10-year Plan for Industrial Land	12.6	12.6	N
Kororoit Part 2 – PSP – Integrated Transport Assessment	Inform the preparation of the Kororoit Part 2 PSP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	57.2	57.2	N
Kororoit Part 2 – PSP – Land Capability Assessment	Inform the preparation of the Kororoit Part 2 PSP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	71.6	71.6	N
Kororoit Part 2 – Utilities Assessment	Inform the preparation of the Kororoit Part 2 PSP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	24.3	24.3	N
Merrifield North – Aboriginal Cultural	Inform the preparation of	Study to support and inform the	Evidence base to help support	17.3	N/A	N

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Heritage Impact Assessment	the Merrifield North PSP and ICP	preparation of a PSP	delivery of the PSP and broader 10-year Plan for Industrial Land			
Merrifield North – Arboricultural Assessment	Inform the preparation of the Merrifield North PSP and ICP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	27.6	27.6	Y website
Merrifield North – arterial roads concept design	Inform the preparation of the Merrifield North PSP and ICP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	31.8	N/A	Y website
Merrifield North – Cultural Values Assessment	Inform the preparation of the Merrifield North PSP and ICP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	21.5	94.5	N
Merrifield North – Economic and Employment Needs Assessment	Inform the preparation of the Merrifield North PSP and ICP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	33	33	Y website
Merrifield North – Integrated Water Management Plan	Inform the preparation of the Merrifield North PSP and ICP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	76.8	85.2	Y website
Merrifield North – Landscape Character and Visual Impact Assessment	Inform the preparation of the Merrifield North PSP and ICP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	24.4	34.8	Y website
Merrifield North – Post Contact	Inform the preparation of the Merrifield	Study to support and inform the	Evidence base to help support delivery of the	36.3	38.2	Y website

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
Heritage Assessment	North PSP and ICP	preparation of a PSP	PSP and broader 10-year Plan for Industrial Land			
Merrifield North – Safety Management Strategy	Inform the preparation of the Merrifield North PSP and ICP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	28.6	75.2	Y website
Merrifield North – Sodic Soils Assessment	Inform the preparation of the Merrifield North PSP and ICP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	128.3	128.3	N
Merrifield North – Utilities Assessment	Inform the preparation of the Merrifield North PSP and ICP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	58.7	67	Y website
Merrimu PSP – sodic – Dispersive Soils Peer Review and Assessment	Inform the preparation of the Merrimu PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	23	23	N
Merrimu PSP – Native Vegetation Precinct Plan	Inform the preparation of the Merrimu PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	63.6	63.6	Y website
Montague PIP – advice for preparation of draft planning controls	Prepare draft planning controls relating to the Montague Precinct within the Fishermans Bend Precinct	Prepare draft planning controls from the Montague PIP	Draft planning controls to be used as a planning scheme amendment along with the Montague PIP	39	39	N
North Brighton Station Carpark Desktop Study	Assess how building development works in the North Brighton Station area are impacting coverage for train	Prepare and deliver documented impacts and recommendations for technical requirements	Technical requirements	24	24	N

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
	radio communications					
Northern Freight Precinct – Arboricultural Assessment and Report	Inform advice for future development of the Northern Freight Precinct	Study to support and inform advice for future development of an area	Evidence base to help support advice	62	62	Y website
Northern Freight Precinct – Drainage and Flood Strategy	Inform advice for future development of the Northern Freight Precinct	Study to support and inform advice for future development of an area	Evidence base to help support advice	74	74	N
Northern Freight Precinct – Employment and Retail Needs Assessment	Inform advice for future development of the Northern Freight Precinct	Study to support and inform advice for future development of an area	Evidence base to help support advice	54	54	N
Northern Freight Precinct – Land Capability Assessment	Inform advice for future development of the Northern Freight Precinct	Study to support and inform advice for future development of an area	Evidence base to help support advice	161.6	161.6	N
Northern Freight Precinct – Utility Servicing Assessment	Inform advice for future development of the Northern Freight Precinct	Study to support and inform advice for future development of an area	Evidence base to help support advice	87.6	87.6	N
Pain point prioritisation framework and governance	Develop a prioritisation framework and governance process to support the Customer Experience Strategy to focus customer improvements on the most impactful pain points	Develop a prioritisation tool for customer pain points	Improved customer experience	68.1	68.1	N
Parwan Employment Precinct – Adverse Amenity Impact Assessment	Inform the preparation of the Parwan Employment PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	14.6	14.6	Y website
Parwan Employment Precinct – Bushfire Assessment Panel	Inform the preparation of the Parwan	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and	20	20	N

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
	Employment PSP and DCP		broader 10-year Plan for Industrial Land			
Parwan Employment Precinct – Integrated Water Management Strategy	Inform the preparation of the Parwan Employment PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP and broader 10-year Plan for Industrial Land	24	24	Y website, website
Parwan Employment Precinct – Native Vegetation Precinct Plan Panel	Inform the preparation of the Parwan Employment PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	40	40	N
Parwan Employment Precinct – sodic soils	Inform the preparation of the Parwan Employment PSP and DCP	Study to support and inform the preparation of a PSP	Evidence base to help support delivery of the PSP	38.6	38.6	N
Review signage technology for uniformity	Assess current practices and opportunities for greater uniformity, clarity and safety outcomes, in light of the increasing adoption of new technologies at railway level crossings	Identify and document emerging signage technologies, consistency of signage design, placement and operation; evaluate alignment with Australian Standards and develop recommendations for standardisation	A clear, evidence-based view of signage consistency; identified pathways to improve uniformity; support for safer, more intuitive user experience across jurisdictions	79.9	N/A	N
Train and Tram Zone Activity Centres (TTZAC) – DJSIR Development Feasibility Modelling	Conduct an economic analysis of the proposed HCTZ plans and their implications for future housing delivery in the TTZAC	Final analysis to provide advice on the future housing delivery implications of the TTZAC plans	Final analysis that provides advice on the future housing delivery implications of the TTZAC plans	150	150	N
TTZAC – non-residential floor space projection	Conduct an economic analysis of the proposed TTZAC	Final analysis to provide advice on the future housing delivery	Final analysis that provides advice on the future housing	100	100	N

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
	plans and their implications for future housing delivery in the TTZAC	implications of the TTZAC plans	delivery implications of the TTZAC plans			
TTZAC – Pilot – Community Infrastructure Needs Assessment	Understand community infrastructure needs in pilot centres in light of anticipated population growth	Community Infrastructure Needs Assessment final reports to provide information on future community infrastructure needs in each TTZAC area	Community Infrastructure Needs Assessment final reports that provide information on future community infrastructure needs in each TTZAC area	12	12	N
TTZAC – Tranche 1 – Community Infrastructure Needs Assessment	Understand community infrastructure needs in Tranche 1 TTZAC generated by anticipated population growth	Community Infrastructure Needs Assessment final reports to provide information on future community infrastructure needs in each TTZAC area	Community Infrastructure Needs Assessment final reports that provide information on future community infrastructure needs in each TTZAC area	151.6	151.6	N
TTZAC – Tranche 2 – Community Infrastructure Needs Assessment	Understand community infrastructure needs in Tranche 2 TTZAC generated by anticipated population growth	Community Infrastructure Needs Assessment final reports to provide information on future community infrastructure needs in each TTZAC area	Community Infrastructure Needs Assessment final reports that provide information on future community infrastructure needs in each TTZAC area	290	290	N
TTZAC – Tranche 1 and Tranche 2 – Wurundjeri – Cultural Values Statement	Include a Cultural Values Statement in each tranche's TTZAC plan	Research and prepare a Cultural Values Statement for inclusion in each TTZAC plan	A Cultural Values Statement to include in each TTZAC plan	114	114	N
TTZAC areas – guidance material	Analyse the planning policy and guidance	Final report to provide advice on options for	Final report that provides advice on	25	25	N

				($ thousand)		
Name of review/study (portfolio(s) and output(s)/agency responsible)	**Reasons for review/study**	**Terms of reference/scope**	**Anticipated outcomes**	**Estimated annual cost (excl. GST)**	**Final cost if completed (excl. GST)**	**Publicly available (Y/N) and URL**
	options for improving decision-making for HCTZ development proposals in the Heritage Overlay	improving guidance to planners assessing HCTZ development proposals in the Heritage Overlay	options for improving guidance to planners assessing HCTZ development proposals in the Heritage Overlay			
Trambassadors	Understand the impact of Trambassadors on the tram network	Investigate the relationship between customer behaviour and the presence of staff on the network	Understanding of how the presence of different staff on the network impacts customer behaviour on trams	67.8	67.8	N
Victorian Level Crossing Roadmap	Proactively identify relevant emerging technology changes and implications	Review the Technology Readiness Roadmap; identify new or emerging technologies to include in the roadmap; workshop findings with stakeholders	Improved strategic use of technology, both now and into the future	65.8	65.8	N
Western Centre for Modern Construction – Market Testing and Delivery Review Model	Assess the feasibility of establishing the Western Centre for Modern Construction	Undertake market testing, assess international and domestic delivery models, identify barriers to investment and recommend for future delivery	Evidence base to inform Victorian Government policy, investment and implementatio n decisions	147	147	N

Note:

For 2025–26, the Department has only included reviews and studies where expenditure is greater than $10,000. Reviews and studies that are commercially sensitive and/or detrimental to commercial operations have been excluded (see the Department of Treasury and Finance Model Report 2025–26).

APPENDIX 14: ENVIRONMENTAL REPORTING

Commitment to environmental sustainability

The Department remains committed to delivering environmentally sustainable outcomes across its operations, projects and infrastructure.
The Department continues to seek opportunities to contribute to government targets to reduce Victoria's 2005 greenhouse gas emissions by 28–33 per cent by 2025 and 45–50 per cent by 2030. In pursuing these goals, the Department also leads efforts to decarbonise the transport sector and plays a key role in supporting emissions reduction across other sectors, including energy and whole-of-government sectors.

Environmental reporting

This appendix builds on the benchmark reporting established in 2022–23. In line with the Department of Treasury and Finance's *Financial Reporting Direction 24 – Reporting of Environmental Data by Government Entities*, it covers 42 key reporting indicators, provides a comprehensive view of the environmental impacts of the Department's sites, assets and operations 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 2025 to 31 March 2026.

Environmental management approach

The Department's Environmental Management System (EMS) provides a framework to guide continuous improvement in the Department's environmental performance and helps reduce associated risks across key focus areas.

The framework aligns with the Department's operational priorities, risk management processes and the relevant Australian/New Zealand Standard (AS/NZS ISO 14001:2016), which follows a continuous improvement cycle of 'Plan-Do-Check-Act'. This cycle is reflected in the EMS:

(a) Plan how and where to take action

(b) Take action

(c) Check effectiveness of actions and identify improvements

(d) Act to implement improvement

The EMS was last audited in 2024.

Environmental reporting boundary

Data in this Appendix has been captured from consumption reports, audits and surveys from all sites and assets under the Department's operational control. It contains environmental data from:

- The Department's administrative offices – Victorian Infrastructure Delivery Authority (VIDA) and the Office of the Victorian Government Architect (OVGA)
- The Department's operational assets
- Metro Trains Melbourne (MTM) – assets only
- Yarra Trams/Yarra Journey Makers (YJM) – assets only
- Metropolitan Bus Franchise (MBF) and
- Metropolitan Zero Emission Bus Franchise (MZF) buses – assets only (new this year)
- Southern Cross Station (bus and rail related buildings operated by Civic Nexus on behalf of the Department).

This year's report contains data from the following sites:

- 38 offices
- 22 depots (excluding privately operated depots)
- Southern Cross Station
- West Gate Bridge – electricity only
- Metro Trains Melbourne trains, Yarra Journey Makers trams, and Metropolitan Bus Franchise and Metropolitan Zero Emission Bus Franchise buses.

In July 2025, the Department commenced the Metropolitan Zero Emission Bus Franchise. As part of the franchise contract, operators will progressively introduce up to 600 battery–electric buses to the network, replacing existing diesel buses over the contract term and lowering transport greenhouse gas emissions significantly. Due to the transitional nature of the 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.

Before the Metropolitan Zero Emission Bus Franchise commenced in July 2025, these buses operated under Service Agreements and were not owned by the Department. Under the new franchise arrangements, the Department co-owns the relevant bus assets and infrastructure, bringing them within its environmental reporting boundary.

Electricity for Road Vehicles from Public or Private Chargers is also new to the reporting boundary for this year (2025-2026).

Climate-related risk disclosure statement

Climate change presents direct and indirect risks to the Department's services and programs. Ongoing effort is required to understand and respond to these risks and their impacts, identify opportunities and build resilience.

The Department aims to deliver services in ways that support Victoria's transition to net zero emissions and greater climate resilience.

Through its risk disclosure statement, the Department aims to:

(a) communicate actions to understand climate impacts on assets, operations and services

(b) demonstrate responsible management and mitigation of environmental impacts

(c) support efficient resource allocation to transition operations to net zero emissions by 2050 and improve environmental performance over time.

Climate-related risk governance

The Department's governance structure supports oversight of climate-related risks and enables effective decision-making on 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 operates effectively and efficiently. The Committee actively monitors the Department's risk profile, including climate-related risks, and assesses risk management strategies.

Climate-related risk maturity self-assessment

In line with whole-of-government guidance, the Department periodically undertakes a climate-related risk maturity self-assessment. This enables the Department to identify opportunities to improve management of climate-related risks, including risks arising from physical impacts of climate change.

The Department continues to identify and work towards priority actions to strengthen its climate-related risk maturity.

Climate-related risk management

The Department's Risk Management Framework aligns with AS ISO 31000:2018 Risk Management – Guidelines and the Victorian Government Risk Management Framework.

The framework provides guidance for designing, implementing, monitoring, reviewing and continually improving risk management throughout the Department.

It requires consideration of operating context, including climate change, and supports identification, assessment and management of risks and opportunities. Climate-related risks are assessed and managed at the strategic, operational and program/project level, including through operational risk management activities and climate-related program delivery.

Climate-related risk management activities

In June 2025, the Department finalised its work on the Climate Change Adaptation project co-funded by Emergency Management Victoria's State and Regional Priority Projects initiative. Since then, the project has provided greater detail around high-risk and highly vulnerable public transport sites, increased adaptation planning capacity and incorporated key climate datasets within the Digital Twin Victoria platform for use in project design and transport planning activities.

Under Yarra Trams' green roof trial, green arbours were installed at four tram stop locations across the Melbourne CBD. These arbours create canopies of flowering climbing plants making cool spaces for passengers to wait for their next tram. Yarra Trams monitored customer perception of the green infrastructure and found that 97 per cent of surveyed passengers responded positively about the addition of this greenery to tram stops. A trial of the green infrastructure was completed in September 2025.

Climate-related metrics and targets

The Department continued working with internal and external stakeholders to attain targets established under *Victoria's Climate Change Strategy*. Actions have included:

(a) embedding environmentally sustainable design in 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. The Department's Ringwood office space achieved a 5-Star National Australian Built Environment Rating System (NABERS) energy tenancy rating and 100 per cent on the NABERS Renewable Energy Indicator

(b) when leasing office space, giving preference to buildings with higher energy efficiency ratings and green lease schedules

(c) procuring zero emission vehicles for the Department's corporate fleet.

Greenhouse gas emissions

The Department emitted 486,263 tonnes of carbon dioxide equivalent (CO_2-e) greenhouse gas (GHG) emissions in 2025–26, which is a 12.8 per cent increase on the 2024–25 CO_2-e figure.

G1 Total scope 1 (direct) GHG emissions [tonnes CO_2-e]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Carbon dioxide	82,874.73	55.02%
Methane	16.36	38.33%
Nitrous oxide	573.00	57.32%
Total	**83,464.09**	**55.03%**
GHG emissions from stationary fuel (F2) [tonnes CO_2-e]	**2,389.05**	**14.47%**
GHG emissions from vehicle fleet (T3) [tonnes CO_2-e]	**81,075.04**	**56.66%**
Medical/refrigerant gases		
SF6 emissions	6.08	18.07%
Total scope 1 (direct) GHG emissions [tonnes CO_2-e]	**83,470.17**	**55.02%**
G2 Total scope 2 (indirect electricity) GHG emissions [tonnes CO_2-e]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Electricity	392,021.36	5.43%
Electricity for road vehicles from public or private chargers*	15.75	N/A
Total scope 2 (indirect electricity) GHG emissions [tonnes CO_2-e]	**392,037.11**	**5.44%**

*This is new to the reporting boundary for 2025–26.

G3 Total scope 3 (other indirect) GHG emissions associated with commercial air travel and waste disposal [tonnes CO_2-e]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Commercial air travel	516.83	-42.31%
Waste emissions (WR5)	5,836.71	-13.84%
Indirect emissions from stationary energy	53,536.81	7.95%
Indirect emissions from transport energy	19,930.44	56.63%
Paper emissions	30.25	60.73%
Water emissions	453.76	-18.68%
Any other scope 3 emissions		
Total scope 3 GHG emissions [tonnes CO_2-e]	**80,304.79**	**13.80%**
G(Opt) net GHG emissions [tonnes CO_2-e]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Gross GHG emissions (G1 + G2 + G3) [tonnes CO_2-e]	**555,812.07**	12.01%
GreenPower electricity	-5,585.50	18.88%
Large-scale generation certificates (separately purchased)	-62,012.18	2.77%
Purchased large-scale certificates	-1,951.57	

Any reduction measures offsets purchased (EL4-related)	-69,549.25	6.94%
Any offsets purchased	**-69,549.25**	6.94%
Net GHG emissions [tonnes CO_2-e]	**486,262.82**	**12.77%**

Note: If GreenPower and large-scale generation certificates are deducted here rather than netted off as an offset, this would be 324,439.23 Scope 2 electricity emissions. Scope 3 emissions are covered under indirect emissions for stationary/transport energy below (for buildings/trains and trams).

Electricity production and consumption

The Department consumed 591,954 MWh of electricity in 2025–26, which was 4.7 per cent more than the previous year. Maidstone Tram Depot is now in operation, testing and commissioning the new G Class trams. The depot includes a 385 KW solar PV system, co-funded through Greener Government Buildings, supplying renewable energy to meet approximately 28 per cent of the depot's energy needs.

EL1 Total electricity consumption segmented by source [MWh]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Purchased	589,593.37	4.65%
Self-generated	2,361.05	21.63%
EL1 Total electricity consumption [MWh]	**591,954.42**	**4.71%**

EL2 On-site electricity generated [MWh] segmented by:	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Consumption behind-the-meter		
Solar electricity	2,361.05	21.63%
Total consumption behind-the-meter [MWh]	**2,361.05**	**21.63%**
Exports		
Solar electricity	127.65	0.74%
Total electricity exported [MWh]	**127.65**	**0.74%**
EL2 Total on-site electricity generated [MWh]	**2,488.70**	**20.35%**

EL3 On-site installed generation capacity [kW converted to MW] segmented by:	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Battery storage power capacity [converted from kWp to MW]	1.10	0.00%
Diesel generator	12.64	12.86%
Solar system	1.94	8.73%
EL3 Total on-site installed generation capacity [MW]	**15.68**	**11.16%**

EL4 Total electricity offsets segmented by offset type [MWh]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Large-scale generation certificates voluntarily retired on the entity's behalf	69,525.81	5.72%
GreenPower	6,071.20	18.59%
Renewable power percentage in the grid	105,596.17	1.21%
EL4 Total electricity offsets [MWh]	**181,193.18**	**3.41%**

Stationary fuel use

The Department consumed 43,076,421 megajoules (MJ) of fuel in buildings and machinery in 2025–26, generating 2,389 tonnes CO_2-e greenhouse gas emissions. The increase in total fuels used and greenhouse gas emissions from stationary fuel consumption represents a 12.4 per cent and 14.5 per cent increase, respectively, in 2024–25.

F1 Total fuels used in buildings and machinery segmented by fuel type [MJ]	Reporting boundary 2025–26	Percentage change from 2024–25
Natural gas	33,668,753.92	5.64%
LPG in buildings	658,366.90	-17.85%
Diesel in buildings	8,749,300.10	55.04%
F1 Total fuels used in buildings [MJ]	**43,076,420.92**	**12.42%**

F2 GHG emissions from stationary fuel consumption segmented by fuel type [tonnes CO_2-e]	Reporting boundary 2025–26	Percentage change from 2024–25
Natural gas	1,734.95	5.64%
LPG	39.90	-17.85%
Diesel	614.20	55.04%
F2 GHG emissions from stationary fuel consumption [tonnes CO_2-e]	**2,389.05**	**14.47%**

Transportation

Total energy used in transport for the Department in 2025–26 was 1,152,415,144 MJ, which is a 56.6 per cent increase on the previous year. The addition of 533 diesel buses under the MZF Contracts has resulted in an increase to DTP's transportation (fuel) and greenhouse gas emissions compared to last year's report.

At the beginning of the reporting period, there were 716 vehicles in the Department's corporate vehicle fleet. As a result of vehicle replacement or disposal, at the end of the reporting period, the Department's approved active fleet comprised 541 vehicles. Of these, 34 per cent were the commercial vehicles (utilities, vans and wagons) used to help keep Victoria's road network safe, operational and open.

In line with Victorian Government policy, the Department's internal combustion engine passenger vehicles will be phased out by 2030. Currently, 59 per cent of the Department's 357 passenger vehicle fleet are either battery–electric or hybrid vehicles.

Yarra Trams has commenced trialling zero emission vehicle-charging infrastructure at the Brunswick and Preston depots. Installation work was completed in 2025 and is part of a plan to move all fleet staff passenger vehicles to zero emission by the end of the current franchise contract.

From 1 July 2025, all new orders for public transport buses are to be zero emission, with some exceptions in the Department's Zero Emission Bus Transition Plan. There are currently 106 battery–electric buses and 2 hydrogen buses, making a total of 108 zero emission buses on the network.

T1 Total energy used in transportation (vehicle fleet), segmented by fuel type [MJ]	Reporting boundary 2025–26	Percentage change from 2024–25
Gasoline – utility vehicles	2,209.50	-95.39%
Gasoline in vehicles	19,445,120.90	2.92%
Non-road gasoline used in depots	374,366.40	-8.63%
Petrol	**19,821,696.80**	2.43%
E10 in vehicles	2,377.80	-57.72%
Petrol (E10)	**2,377.80**	-57.72%
Diesel – heavy commercial	23,513,436.40	28.79%
Diesel – light commercial	55,495,362.90	12.28%
Diesel – non-road – heavy rail locomotives[(i)]	10,957,918.20	-4.09%
Diesel oil in vehicles	32,774,561.60	0.05%
Diesel used in buses	956,100,415.30	74.10%
Non-road diesel used in depots	53,113,754.60	-2.94%
Diesel	**1,131,955,449.00**	58.15%
LPG used in depots	550,372.70	-26.26%
LPG	**550,372.70**	-26.26%
Electricity for road vehicles from public or private charge[(ii)]	85,247.80	N/A
Electricity (transport energy)	**85,247.80**	N/A
Total energy used in transportation (vehicle fleet) [MJ]	**1,152,415,144.10**	**56.61%**

Notes

(i) Most emissions from this source come from diesel locomotives on the Stony Point line.

(ii) This is new to the reporting boundary for 2025–26.

T2 Number and proportion of vehicles in the organisational boundary segmented by engine/fuel type and vehicle category	Reporting boundary 2025–26	Reporting boundary 2024–25
Diesel – passenger	114 (16%)	67 (9%)
Diesel – commercial	253 (35%)	332 (45%)
Electric	40 (6%)	12 (2%)
Unleaded	92 (13%)	74 (10%)
Unleaded hybrid	202 (28%)	249 (34%)
Unleaded PHEV	15 (2%)	1 (0%)

Note: In 2024–25 total operational vehicles numbered 735, with an approved active fleet of 540 vehicles. In the 2025–26 reporting period the Department operated a total of 716 vehicles, with an approved active fleet of 541 vehicles.

T3 GHG emissions from transportation (vehicle fleet) segmented by fuel type [tonnes CO_2-e]	Reporting boundary 2025–26	Percentage change from 2024–25
Gasoline – utility vehicles	0.15	-95.39%
Gasoline in vehicles	1,314.88	2.92%
Non-road gasoline used in depots	25.31	-8.63%
Petrol	**1,340.34**	2.43%
E10 in vehicles	0.14	-57.66%
Petrol (E10)	**0.14**	-57.66%

Diesel – heavy commercial	1,655.58	28.79%
Diesel – light commercial	3,907.43	12.28%
Diesel – Non-road – heavy rail locomotives[(i)]	771.55	-4.09%
Diesel oil in vehicles	2,307.66	0.05%
Diesel used in buses	67,319.03	74.10%
Non-road diesel used in depots	3,739.74	-2.94%
Diesel	**79,700.98**	58.15%
LPG used in depots	33.57	-26.26%
LPG	**33.57**	-26.26%
Electricity for road vehicles from public or private charges[(ii)]	15.75	N/A
Electricity (transport energy)	**15.75**	N/A
Total GHG emissions from transportation (vehicle fleet) [tonnes CO_2-e]	**81,090.79**	**56.69%**

Notes

(i) Most emissions from this source come from diesel locomotives on the Stony Point line.

(ii) This is new to the reporting boundary for 2025–26.

T4 Total passenger km travelled for business purposes by staff on commercial or charter aircraft	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Total distance travelled by commercial air travel	**2,064,191.04**	**-17.31%**

T(opt1) Total vehicle travel associated with entity operations [1,000 km]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Total vehicle travel associated with entity operations [1,000 km]	**10,945.92**	**-15.66%**

T(opt2) GHG emissions from vehicle fleet [tonnes CO_2-e per 1,000 km]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Tonnes CO_2-e per 1,000 km[(i)]	**7.41**	**85.78%**

Note

(i) Emissions per 1,000 km are for DTP fleet only and exclude network operator emissions and kilometres.

Total energy use

Several energy usage indicators feature small increases since the last reporting period. Total energy usage from electricity by the Department in 2025–26 was 2,131,035,911 MJ representing a 4.7 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 2025–26	Percentage change from 2024–25
Total energy usage from stationary fuels (F1) [MJ]	43,076,420.92	12.42%
Total energy usage from transport fuels (T1) [MJ]	1,152,415,144.10	56.61%
Total energy usage from fuels, including stationary fuels (F1) and transport fuels (T1) [MJ]	**1,195,491,565.02**	**54.42%**

E2 Total energy usage from electricity [MJ]	Reporting boundary 2025–26	Percentage change from 2024–25
Total energy usage from electricity [MJ]	**2,131,035,910.67**	**4.71%**

E3 Total energy usage segmented by renewable and non-renewable sources [MJ]	Reporting boundary 2025–26	Percentage change from 2024–25
Renewable	660,795,481.19	3.61%
Non-renewable (E1 + E2 – E3 renewable)	2,665,731,994.50	22.76%

E4 Units of stationary energy used normalised	Reporting boundary 2025–26	Percentage change from 2024–25
MJ/FTE	463,148.64	13.85%
MJ/m^2	10,461.95	9.84%

Sustainable buildings and infrastructure

Since its establishment in 2009, Greener Government Buildings has facilitated $346 million in energy efficiency and renewable energy across 57 projects. Combined, these projects are estimated to achieve annual savings of $53 million, abate almost 200,000 tonnes of greenhouse gases per year and avoid over $90 million in capital costs. In its 17 years of operations, Greener Government Buildings has upgraded over 600 buildings, reduced government emissions by 16.9 per cent and saved over $260 million.

In 2025–26, 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 facilitating projects. Combined, these projects are estimated to save the government $6.4 million in annual utility and operational expenses and reduce greenhouse gas emissions by 8,872 tonnes. Over the next 5 years, savings from these projects will be returned to the program to enable Greener Government Buildings to fund more projects.

Current projects include:

- Southwest TAFE Energy Performance Contract
- Gippsland TAFE Energy Performance Contract
- Barwon Health Energy Performance Contract
- Northeast Health Energy Performance Contract
- Minister for Finance Office Building Portfolio Energy Performance Contract.

The Victorian Government published *Office Accommodation Guidelines* and the *Victorian Government Office Building Standards Guidelines*. These set out principles, benchmarks and leasing

guidelines for Victorian Government accommodation and define 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.

Leases negotiated on behalf of the Department also incorporate a green lease schedule into the standard government lease. This schedule outlines obligations for the landlord and tenant in order to maintain the property to a minimum NABERS star rating for energy, water, waste and/or indoor environment performance. A NABERS energy rating is required for all departmental leases, with additional performance requirements for larger tenures.

The green lease schedule also commits the landlord to install the most efficient lighting systems, for example, by replacing fluorescent or halogen lighting with LED lighting, and commits both parties to data sharing, supporting 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
- 2 Lonsdale Street, Melbourne – NABERS rating of 4.5 for Base Building
- 1 Spring Street, Melbourne – NABERS rating of 5
- 110 Maroondah Highway, Ringwood – NABERS rating of 5
- 121 Exhibition Street, Melbourne – NABERS rating of 5.5
- 12 Clarke Street, Sunshine – NABERS rating of 5 for Base Building
- 300–304 Mair Street, Ballarat (GovHub) – NABERS rating of 5 for Base Building.

Sustainability in design and construction at VIDA

Major transport infrastructure projects in Victoria are overseen by 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:

- VIDA Rail – delivering the Level Crossing Removal Project, Regional Rail Revival, Melbourne Airport Rail and Big Build Rail
- VIDA Roads – delivering Big Build Roads, West Gate Tunnel and North East Link projects
- VIDA Metro – delivering the Metro Tunnel Project.

The activities of the other project offices, VIDA Health and VIDA Community Safety, are not included in this report as these are reported in the Department of Health Annual Report or the Department of Justice and Community Safety Annual Report, as relevant.

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
- designing value-for-money climate-resilient 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 capital design and/or delivery contracts and specifications that target, among other requirements, sustainability governance, emissions reduction, climate change resilience and circular economy outcomes. Project offices also incentivise performance. For example, Big Build Roads and the Level Crossing Removal Project have a reward regime with a sustainability result area and key performance indicators, which incentivise performance, typically in emissions reduction and using recycled materials.

The ecologiQ program at VIDA continued helping major transport 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. Since the policy was introduced in 2020, the uptake of recycled and reused materials on major transport infrastructure projects has significantly increased. To date, the ecologiQ program has supported in excess of 435,000 tonnes of reclaimed asphalt pavement, 1.8 million tonnes of crushed concrete, 45,000 tonnes of recycled glass and 2,500 tonnes of problematic plastic waste to be recycled and used in Recycled First major transport projects. Victorian major transport infrastructure projects are required to develop a Recycled First Plan and commit to optimising recycled and reused materials. In 2026, ecologiQ's remit expanded from its initial focus on recycled and reused materials to support three connected areas of greener infrastructure: circular economy, decarbonisation and climate resilience. This broader remit builds on the program's success in accelerating recycled materials use and extends that approach to help VIDA projects reduce emissions, improve resource efficiency and design infrastructure that is more resilient to climate change.

Projects are also assessed for sustainability performance, which includes confirming achievement of requirements, such as emissions reduction and circular economy initiatives. Third-party verification, using Infrastructure Sustainability ratings and/or Green Star ratings, is also undertaken for some high-risk, high-value projects.

The Metro Tunnel Project achieved top-tier recognition from both rating systems, demonstrating that sustainability outcomes were embedded and verified across design and construction. The project received the highest available ratings – known as 'Leading Ratings' – from the Infrastructure Sustainability Council for its As-Built construction, confirming best practice performance across key sustainability measures. Additionally, each of the five new stations achieved a 6-Star Green Star As-Built certification from the Green Building Council of Australia, the highest rating possible under the Green Star framework. Over 230,000 tonnes of carbon emissions were avoided across the project, including a reduction in usage of carbon-intense cement by 52 per cent.

Water consumption

Total water consumption for the Department's reporting boundary over 2025–26 was 313,030 kilolitres (kl), 8.2 per cent less than the 2024–25 reporting period.

W1 Total units of metered water consumed by water source [kl]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Potable water [kl]	310,334.01	-8.43%
Alternate supply consumption [kl]	1,594.00	208.32%
Reused water [kl]	1,102.00	-24.47%
Total units of water consumed [kl]	**313,030.01**	**-8.17%**

W2 Units of metered water consumed normalised by full-time equivalent (FTE), headcount, floor area, or other entity or sector-specific quantity	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
kl/FTE	66.68	-0.29%
kl/m^2	1.51	-3.81%

Waste and recycling

Total waste disposal for the Department over the 2025–26 reporting period decreased by 3.4 per cent to 18,991,251 kilograms (kg).

The following information was captured for this report, to enable the Department to report on its waste and recycling efforts:

- current levels of waste to landfill and recycling within the offices
- normalisation of waste data, audited against the Department's FTE
- level and type of recyclable material currently disposed of in landfill.

Victorian major transport projects continued to optimise their use of recycled and reused materials in construction, in line with the Victorian Government Recycled First policy.

In addition, the Department remains committed to reducing food waste and improving sustainable food practices. Departmental staff are required to:

- 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 2025–26	Percentage change from 2024–25
Landfill		
Ballast	97,990.00	172.65%
Landfill waste	3,538,416.59	-15.55%
Medical waste	43.20	-91.00%
Timber sleepers	11,500.00	48.20%
Offsite treatment		
Recycling/recovery (disposal)		
Aluminium recycling	840.00	-88.20%
Asphalt (recovered)	227,700.00	-8.92%
Ballast (recovered)	10,736,840.00	-10.79%
Batteries	160.00	-92.60%
Clean concrete (recovered)	269,200.00	-53.16%
Clean fill (recovered)	575,000.00	91.53%
Commingled recycling	75,298.67	-5.49%
Compost waste	6,050.50	-26.71%
Corflutes	14,100.00	16.67%
E-waste	5,300.00	-97.48%
Ferrous metal recycling	105,598.03	28.49%
Fluoro recycling	700.00	-77.05%
Garden organic recycling	12,073.97	0.00%
Glass recycling	11,200.00	24.44%
Liquid waste (recovered)	25,000.00	706.45%
Mattress disposal	4,665.00	-11.49%
Metal recycling	1,172,300.00	53.88%
Paper and cardboard recycling waste	155,995.82	44.18%

WR1 Total units of waste disposed of by waste stream and disposal method [kg]	Reporting boundary 2025–26	Percentage change from 2024–25
Prescribed (recovered)	9,500.00	-53.45%
Printer and toner cartridge recycling	504.22	137.46%
Secure documents recycling	20,435.79	184.49%
Timber sleepers (recovered)	1,866,000.00	110.58%
Tyre disposal	48,839.97	-4.48%
Total units of waste disposed [kg]	**18,991,251.78**	**-3.42%**

WR1 Total units of waste disposed of by waste stream and disposal method [%]	Reporting boundary 2025–26	Percentage change from 2024–25
Landfill (total)		
General waste	19.21%	-10.79%
Offsite treatment		
Recycling/recovery (disposal)		
Aluminium recycling	0.00%	-87.79%
Asphalt (recovered)	1.20%	-5.69%
Ballast (recovered)	56.54%	-7.63%
Batteries	0.00%	-92.34%
Clean concrete (recovered)	1.42%	-51.50%
Clean fill (recovered)	3.03%	98.31%
Commingled recycling	0.40%	-2.14%
Compost waste	0.03%	-24.11%
Corflutes	0.07%	20.81%
E-waste	0.03%	-97.39%
Ferrous metal recycling	0.56%	33.05%
Fluoro recycling	0.00%	-76.24%
Garden organic recycling	0.06%	3.54%
Glass recycling	0.06%	28.85%
Liquid waste (recovered)	0.13%	735.03%
Mattress disposal	0.02%	-8.35%
Metal recycling	6.17%	59.33%
Paper and cardboard recycling waste	0.82%	49.29%
Prescribed (recovered)	0.05%	-51.80%
Printer and toner cartridge recycling	0.00%	145.88%
Secure documents recycling	0.11%	194.57%
Timber sleepers (recovered)	9.83%	118.04%
Tyre disposal	0.26%	-1.10%

WR2 Percentage of office sites covered by dedicated collection services for each waste stream	Reporting boundary 2025–26	Percentage change from 2024–25
Printer cartridges	100%	0%

Batteries	100%	100%
E-waste	100%	0%
Soft plastics	N/A	N/A

A battery recycling service has been engaged since 2025 across Department offices, resulting in at least 121 kg of batteries being diverted from landfill.

There are green provisioned 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. For **metro site offices**, drop-off is available at two sites or materials can be couriered to a designated site office for processing. For **regional site offices**, materials can be couriered to a designated site office and disposed of 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 through regional stakeholder engagement.

WR3 DTP office waste disposed of normalised by FTE [kg/FTE][(i)]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Total waste to landfill per FRD FTE [(kg general waste)/FRD FTE]	777.12	-6.45%
Total waste recycled and reused per FRD FTE [(kg recycled and reused)/FRD FTE]	3,268.57	7.97%
Total waste to landfill per m^2 area [(kg general waste)/m^2 area]	17.55	-9.75%
Total waste recycled and reused per m^2 area [(kg recycled and reused)/m^2 area]	73.83	4.16%

Note

(i) The kg/FTE figure includes DTP office waste only to focus on departmental practices, and excludes network operator waste data.

WR4 Recycling rate	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Weight of recyclable and organic materials [kg]	15,343,301.99	-0.56%
Weight of total waste [kg]	18,991,251.78	-3.42%
Recycling rate [%]	**80.79%**	2.96%

WR5 GHG emissions associated with waste disposal [tonnes CO_2-e]	**Reporting boundary 2025–26**	**Percentage change from 2024–25**
Tonnes CO_2-e	5,836.71	-13.84%

APPENDIX 15: FREEDOM OF INFORMATION

Victoria's *Freedom of Information Act 1982* (the FOI Act) gives the public a right of access to documents held by the Department. The purpose of the FOI 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 FOI 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 or that is confidential under another Act.

Under the FOI Act, the time allocated to process freedom of information requests is 30 days. However, when external consultation is required under section 29, 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 FOI Act, they have the right to seek a review by the Office of the Victorian Information Commissioner (Information Commissioner) within 28 days of receiving a decision letter.

FOI statistics for the Department in 2025–26 are given below. Also listed separately in the table that follows are statistics for FOI requests made to the Victorian Planning Authority and to VIDA. Data for VIDA encompasses VIDA Rail (delivering the Level Crossing Removal Project, Regional Rail Revival, Melbourne Airport Rail and Big Build Rail), VIDA Roads (delivering the Big Build Roads, West Gate Tunnel and North East Link projects), VIDA Metro (delivering the Metro Tunnel Project), VIDA Health (delivering health infrastructure projects) and, as of 1 April 2026, VIDA Community Safety (delivering facilities to support Victoria's justice system and emergency services).

FOI statistics and timeliness

During 2025–26, the Department received 2,139 FOI requests. Of these requests, 64 were from members of parliament, 27 from the media and the remainder from the general public.

The Department made 2,094 FOI decisions during the 12 months ending 30 June 2026.

There were 1,801 decisions made within the statutory time period. Of the decisions made outside time, 233 were made within a further 45 days of the statutory time period, and 60 decisions were made in greater than 45 days of the statutory time period. A total of 1,587 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 4 days.

During 2025–26, 32 requests were subject to review by the Office of the Victorian Information Commissioner. Twelve appeals were made to the Victorian Civil and Administrative Tribunal (VCAT).

Further information

Further information regarding the operation and scope of freedom of information can be obtained from the FOI Act, Regulations made under the Act and the Information Commissioner's website: ovic.vic.gov.au.

Department of Transport and Planning – 1 July 2025 to 30 June 2026

FOI requests from members of parliament	64
FOI requests from media	27
FOI requests other	2,048
Total	**2,139**
Total Information Commissioner reviews	32
Total VCAT appeals	12

Victorian Infrastructure Delivery Authority – 1 July 2025 to 30 June 2026

FOI requests from members of parliament	11
FOI requests from media	12
FOI requests other	50
Total	**73**
Total Information Commissioner reviews	6
Total VCAT appeals	2

Victorian Planning Authority – 1 July 2025 to 30 June 2026

FOI requests from members of parliament	0
FOI requests from media	0
FOI requests other	0
Total	**0**
Total Information Commissioner reviews	0
Total VCAT appeals	0

Lodging FOI requests

FOI requests can be lodged online at justice.vic.gov.au/freedom-of-information. An application fee of $34.50 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 FOI team, as detailed in section 17 of the FOI 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 should now be directed to the Department.

Department of Transport and Planning

Privacy and Information Access Manager
Department of Transport and Planning
GPO Box 2392 Melbourne VIC 3001
Telephone: 03 9208 3112
Email: foi@transport.vic.gov.au

Victorian Infrastructure Development Authority

Freedom of Information Officer, VIDA
GPO Box 4509 Melbourne VIC 3001
Telephone: 1800 105 105
Email: VIDA-FOI@vida.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 and VIDA.

The majority of the Department's leased office accommodation is managed by the Department of Government Services (DGS) through the Centralised Accommodation Management model.

The Department's directly managed portfolio includes offices, combined offices/depots and depots. Head of Transport for Victoria, former VicRoads portfolio, is managed by BGIS Pty Ltd and includes 3,500 parcels of land, with residential and commercial buildings.

Number of building permits, occupancy permits or certificates of final inspection issued in relation to buildings owned by the Department

A total of 31 building projects were undertaken across 26 properties inclusive of consolidated:

- portfolio solar upgrades across 7 buildings (1 project)
- portfolio LED upgrades across 7 buildings (1 project)
- portfolio thermal upgrades across 9 buildings (1 project)
- precinct blind replacements across 6 buildings (1 project)
- precinct lift replacements across 2 buildings (1 project).

A total of 15 building permits and 15 certificates of final inspection were issued.

Mechanisms for inspection, reporting, scheduling and carrying out maintenance works on existing buildings

The Department engages DGS to ensure that its buildings are compliant with the *Building Act 1993* and are maintained in a safe and serviceable condition. DGS performs detailed condition audits (covering asbestos, cladding and building conditions) and ensures 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 Workplace Services and Delivery branch, or teams embedded in VIDA, as relevant. These teams triage scheduled and ad-hoc maintenance works that are undertaken by DGS or managed directly.

For other buildings, such as depots and offices, that are not managed by DGS, 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 Head of Transport for Victoria portfolio are managed by contractor, BGIS.

Number of emergency orders and building orders issued in relation to buildings

One emergency order was issued in the form of an EPA notice to a depot in Norlane regarding a contamination event. Remediation works were completed and the EPA notice revoked.

Number of buildings that have been brought into conformity with building standards during the reporting period

Nil.

Major works projects

All works are 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. Thirty-one projects (each valued over $50,000) pertaining to the Department's leased and owned office accommodation portfolio were commenced or completed in 2025–26.

Major works projects commenced or completed in 2025–26

Department depots are located at:

- 21 Norwood Avenue, Norlane (wash bay water treatment upgrade)

- 112–114 Mangans Road, Lilydale (site accommodation installation)
- 49 Atlas Road, Junortoun (wastewater treatment and disposal infrastructure upgrades*).

*Remnants of original EPA notice issued in 2024 during previous reporting period. These works are an extension of the original emergency order reported in 2024–25.

Department offices (including those of VIDA) commenced or completed major works in 2025–26 are located at:

- 353 Canterbury Road, Surrey Hills (demolition and rear wall rebuild on heritage-listed commercial building)
- 123–125 Bell Street, Coburg (demolition of three vacant commercial buildings)
- 180 Lonsdale Street, Melbourne (office refurbishment)
- 30 Little Malop Street, Geelong (make good works, CCTV installation, building lift upgrade, solar installation, LED lighting upgrade)
- 1 Treasury Place, East Melbourne (solar installation, blinds upgrade, thermal metering)
- 2 Treasury Place, East Melbourne (solar installation, blinds upgrade, thermal metering, LED lighting upgrade, lift upgrade)
- 3 Treasury Place, East Melbourne (blinds upgrade)
- 23 St Andrews Place, East Melbourne (blinds upgrade, lift upgrade)
- 55 St Andrews Place, East Melbourne (solar installation, blinds upgrade, thermal metering, LED lighting upgrade, lift upgrade)
- 253 Eleventh Street, Mildura (solar installation, LED lighting upgrade)
- 21 McLachlan Street, Horsham (solar installation, LED lighting upgrade, thermal metering)
- 163–167 Welsford Street, Shepparton (solar installation, LED lighting upgrade, thermal metering)
- 1 Macarthur Street, East Melbourne (thermal metering)
- 20 Spring Street, Melbourne (thermal metering)
- 33 St Andrews Place, East Melbourne (blinds upgrade, thermal metering)
- 1 Spring Street, Melbourne (office refurbishment Level 19, HVAC replacement Level 21)
- 8–12 Seymour Street, Traralgon (office refurbishment)
- 27 Brougham Street, Geelong (office design, refurbishment and relocation)
- 53 Princes Highway, Bairnsdale (demolition of portables).

Residential properties are located at:

- 6/308 Tooronga Road, Glen Iris (refurbishment of vacant property prior to being leased again on a residential lease)
- 10 Dempster Street, Tottenham (refurbishment of vacant residential property).

Compliance with DataVic access policy

In accordance with the Victorian DataVic policy, the Department has improved and released more open datasets via the Transport Victoria Open Data Portal. In 2025–26, DTP now has 37 data collections comprising 106 unique datasets and application programming interfaces (APIs).

Of these data collections, 25 were updated based on strategic programs and agreed maintenance activities. Additionally, eight new data collections/datasets were released, including:

- the infrared traffic logger traffic counts and classification
- site location, vehicle class and counts
- telemetry traffic counts and classification
- unplanned roads disruptions API
- new version that aligns closer with third-party journey planning requirements
- general transit feed specification (GTFS)-realtime APIs (supporting third-party journey planners)
- GTFS-realtime trip updates – metro and regional bus
- GTFS-realtime vehicle position – metro and regional bus
- GTFS-realtime trip updates – V/Line (regional train)

- GTFS-realtime vehicle position – V/Line (regional train)
- Australian Road Assessment Program (known as AusRAP)
- road safety rating across Victoria's arterial road network
- DTP-managed roads (with embedded insights, i.e. dashboards/maps)
- Victorian traffic signals
- Victorian integrated survey of travel and activity (known as VISTA) (with embedded insights, i.e. 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 where services compete, or potentially compete with the private sector, any advantage arising solely from their 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. The 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 the Victorian Government fulfils its requirements on competitive neutrality reporting for technological-based businesses against the enhanced principles, as required under the *Competition principles agreement* and *Competition and infrastructure reform agreement*.

Compliance with the *Public Interest Disclosures Act 2012*

The *Public Interest Disclosures Act 2012* (the PID Act) encourages and assists people in making disclosures of improper conduct by public officers and public bodies. The PID Act provides protection to people who make disclosures in accordance with the Act. It also 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 it is legally possible.

Reporting procedures

Disclosures of improper conduct or detrimental action by the Department or any of its employees or officers may be made to any of the following departmental personnel:

- Secretary of the Department
- Public Interest Disclosure Coordinator
- manager or supervisor of the discloser
- 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 3, 2 Lonsdale Street Melbourne VIC 3000

Telephone: 1300 735 135
Internet: www.ibac.vic.gov.au
Email: see the website above for the secure email disclosure process, which also provides for anonymous disclosures.

Further information

Information about the Department's framework for reporting improper conduct or detrimental action by the Department or its employees or officers is available on the Department's website.

Disclosures under the *Public Interest Disclosures Act 2012*

	2025–26	2024–25
Assessable disclosures[(i)]	3	3

Note:

(i) The number of disclosures made by an individual to the Department and notified 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 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 being made to improve the overall clarity of the exemptions, including changes to graffiti management provisions to improve heritage outcomes.

Compliance with World Heritage provisions

In 2025–26, the World Heritage Steering Committee for the Royal Exhibition Building and Carlton Gardens commenced implementation of the revised World Heritage Management Plan and World Heritage Strategy Plan approved by the Minister for Planning in April 2025. The World Heritage Strategy Plan has been implemented through planning controls affecting the World Heritage Environs Area, helping to ensure development is sensitively designed and the world heritage values of the Royal Exhibition Building and Carlton Gardens are protected and effectively managed into the future, as required under 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 2025–26, no exemptions to give notice were made under these sections.

Compliance with the *Yarra River Protection (Wilip-gin Birrarung murron) Act 2017*

In 2025–26, the Department continued to support implementation of the *Yarra River Protection (Wilip-gin Birrarung murron) Act 2017* and *Burndap Birrarung burndap umarkoo (Yarra Strategic Plan) 2022–32* through planning system reforms, planning guidance and ongoing collaboration with Traditional Owners and responsible public entities.

Key actions delivered during the year included:

- implementing Amendment VC278, which introduced new planning controls and policy guidance to protect 17 urban waterways across Victoria, including waterways within the Birrarung catchment, and strengthened recognition of waterways as living and integrated natural entities in the planning system
- publishing Planning Practice Note 97 Strategic Planning for Waterways and Planning Practice Note 98 Assessing Permit Applications in Waterway Corridors, providing clearer and more consistent guidance for planning authorities and decision-makers in managing waterway corridors across Victoria, including Birrarung and its tributaries
- continuing to work with Traditional Owners to inform waterway planning, planning policy and implementation activities, including through the preparation of statements of significance and planning guidance for waterways as part of Amendment VC278
- maintaining participation in the Yarra Collaboration Committee and associated land use planning reference groups to support implementation of *Burndap Birrarung burndap umarkoo* and coordinated decision-making affecting Birrarung.

Delivering coordinated actions to protect Birrarung for current and future generations

The Department continued to embed the Birrarung protection principles within planning policy, guidance and decision-making processes and to support recognition of Birrarung as a living and integrated natural entity. DTP progressed work on planning guidance specifically for Birrarung to support planning and development decisions consistent with the Act and the outcomes of *Burndap Birrarung burndap umarkoo*.

The Department also continued to work with Traditional Owners, local councils, Melbourne Water, Parks Victoria and other responsible public entities to improve implementation of *Burndap Birrarung burndap umarkoo* and strengthen protection of the environmental, cultural, landscape and community values of Birrarung and its lands for current and future generations.

Compliance with the *Statewide Treaty Act 2025*

In 2025-26, the Department supported whole of Victorian Government work to implement the *Statewide Treaty Act 2025* and progress commitments arising from the Statewide Treaty, coordinated by the Department of Premier and Cabinet.

Key activities undertaken during the reporting period included:

- supporting DTP Portfolio Ministers to prepare Statements of Treaty Compatibility for Bills tabled in Parliament since 1 May 2026
- supporting the First Peoples' Assembly of Victoria in exercising its appointment powers under the Act to appoint the designated First Peoples member to the Heritage Council.

The Department will continue to work with Gellung Warl to support implementation of the Statewide Treaty and associated commitments.

Compliance with the *Traditional Owner Settlement Act 2010*

The Department supported whole of Victorian Government efforts to negotiate and implement agreements with Traditional Owners under the *Traditional Owner Settlement Act 2010*, including by recognising and respecting Traditional Owner rights and interests when undertaking activities on land covered by Recognition and Settlement Agreements.

Compliance with the *Native Title Act 1993*

The Department undertook its activities in accordance with applicable obligations under the *Native Title Act 1993 (Cth)*, including through engagement with Traditional Owners to facilitate consideration of native title rights and interests in land and planning-related matters where required.

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 purpose of GAIC is to help fund state infrastructure needed to support Melbourne's fastest growing communities. Infrastructure types eligible for funding include road and intersection upgrades, public transport services and community facilities, such as schools, emergency services and health facilities.

GAIC applies to land brought into Melbourne's Urban Growth Boundary in 2005–06 and 2010 that is zoned for urban development. It applies to the local government areas of Cardinia, Casey, Hume, Melton, Mitchell, Whittlesea and Wyndham.

GAIC is generally paid by landowners when certain events occur, such as selling land, subdividing land or applying for a building permit. Funds are distributed equally between two special purpose accounts: the Growth Areas Transport Fund (GATF) and the Building New Communities Fund (BNCF). The funding collected is allocated annually through the State Budget or through competitive funding rounds.

Roles and responsibilities for the Growth Areas Infrastructure Contribution

Responsibility for administering the GAIC framework is shared between the Minister for Planning and the Treasurer. The Minister for Planning approves funding allocations from the GATF and BNCF, with Treasurer approval required for all expenditure from the GATF and expenditure greater than $2 million from the BNCF.

The State Revenue Office (SRO) assesses and collects GAIC liabilities and interest, maintains records of liable land, and transfers collected revenue into the GATF and BNCF to support investment in infrastructure in Melbourne's growth areas.

The Department administers the GAIC framework, including program delivery, policy and legislative oversight, reductions and exemptions, work-in-kind agreements (WIK), staged payment arrangements (SPAs) and GAIC-related planning matters. The Department also calculates annual GAIC rates and thresholds for ministerial approval and supports the assessment of financial hardship applications under the PE Act.

Reporting on the Growth Areas Infrastructure Contribution

The Department and the Victorian Planning Authority report annually on the operation of GAIC, as required by section 45 of the *Financial Management Act 1994* and section 201VC of the PE Act.

Table 1: Growth Areas Infrastructure Contribution rates per hectare of contribution area

Land type	Year ended 30 June 2026 ($)	Year ended 30 June 2025 ($)
A	118,830	115,530
B-1, B-2, C	141,150	137,230

Table 2: Land type definitions

Land type	Criteria
A	• Brought within an urban growth boundary between 28 November 2005 and 31 December 2006 inclusive • Sits 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 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 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 or B-2 • Brought within a growth area and an urban growth zone on or after 1 July 2010

Note: More information about the collection of the GAIC is available on the Department's website and the SRO website.

Growth Areas Infrastructure Contribution – combined income summary 2010–26

Since 2010, GAIC has raised $1.665 billion in development contributions and $91.59 million in interest to support infrastructure in Melbourne's growth areas.

GAIC funding has been provided to 174 infrastructure projects across the GATF and BNCF, with total investment reaching $1.369 billion. The distribution of funds is as follows:

- GATF – 65 projects for a combined funding commitment of $604.20 million
- BNCF – 109 projects for a combined funding commitment of $764.41 million.

Growth Areas Infrastructure Contribution – uncommitted funds as at 30 June 2026

As at 30 June 2026, 82 per cent of all GAIC revenue collected has been committed to infrastructure projects. Total remaining funds available for allocation (including interest earned) is $387.59 million. The distribution of funds is as follows:

- GATF – approximately $306 million remains for allocation
- BNCF – approximately $82 million remains for allocation.

2025–26 financial year key activities

From 1 July 2025 to 30 June 2026:

- GAIC collected $167.40 million in cash revenue, an increase of $19.79 million on the previous financial year

- $22.54 million in unspent project funding was returned to the GAIC trust, resulting in a net expenditure of $61.13 million
- nine new projects received funding, representing a combined investment of $188.61 million.

Table 3: Accumulated cash receipts and expenditure as at 30 June 2026[i],[ii]

	Accumulated cash receipts ($m)	2025–26 new commitments ($m)	Accumulated commitments ($m)[iii]	Commitments/ receipts (%)[iv]	Expenditure ($m)[v]	Expenditure receipts (%)[vi]	Expenditure during 2025–26 ($m)	Uncommitted ($m)[vii]	Interest earned ($m)	Available for allocation incl. interest ($m)
GATF	832.38	52.51	604.20	73%	354.40	43%	51.75	228.18	77.31	305.49
BNCF	832.38	136.10	764.41	92%	597.06	72%	9.38	67.97	14.29	82.26
Total	**1,664.75**	**188.61**	**1,368.61**	**82%**	**951.46**	**57%**	**61.13**	**296.14**	**91.60**	**387.74**

Notes

(i) Reporting on this data has changed from previous years following amendments to the PE Act requiring disclosure of GATF and BNCF expenditure.

(ii) Accumulated committed funds include expenditure and SRO costs.

(iii) Percentage of committed cash receipts compared to cash receipts.

(iv) GATF expenditure includes SRO expenses.

(v) Total of expenditure.

(vi) Percentage of expenditure compared to cash receipts.

(vii) Uncommitted funds exclude interest earned from the central banking system; total interest earned to 30 June 2026 is $91.56 million.

Table 4: Income, approvals and expenditure by growth area

Growth area	Income received from 1 July 2010 to 30 June 2025 ($) from SRO report	Income for FY 2025–26 ($)	Total income received as at 30 June 2026 ($) from SRO report	Total approved funding by 30 June 2026[(i)] ($)	Total expenditure as at 30 June 2026[(ii)] ($)	Proportion of total income received (%)	Proportion of total expenditure as at 30 June 2026[(iii)] (%)
Cardinia	31,817,148	13,185,881	45,003,028	52,935,739	33,476,739	3%	4%
Casey	319,604,493	25,883,498	345,487,991	322,933,377	231,944,159	21%	24%
Hume	247,564,212	22,016,841	269,581,053	181,467,991	144,725,112	16%	15%
Melton	390,287,153	42,092,742	432,379,894	326,121,387	199,973,115	26%	21%
Mitchell	26,096,035	14,322,199	40,418,234	26,703,434	15,698,434	2%	2%
Whittlesea	135,210,127	24,611,922	159,822,050	104,763,381	88,974,821	10%	9%
Wyndham	346,772,490	25,287,735	372,060,225	353,679,495	236,670,289	22%	25%
Total	**1,497,351,657**	**167,400,818**	**1,664,752,475**	**1,368,604,806**	**951,462,671**	**100%**	**100%**

Notes

(i) Includes $8.59 million in SRO expenses.

(ii) Includes SRO expenses paid in proportion to GAIC funds received per growth area.

(iii) Reported under section 201VC(b) of the PE Act.

Receipts and expenditure by source fund and local growth areas

Growth Areas Transport Fund for the year ending 30 June 2026

As at 30 June 2026, the GATF had committed $604.2 million to 65 transport infrastructure projects. Of this commitment, $354.4 million total expenditure has been disbursed, while $249.8 million will be paid under funding agreements extending to 2030.

The delivery of 10 bus routes across Casey, Hume, Melton and Wyndham were completed during the 2025–26 financial year, resulting in $21.53 million savings returned to the GATF.

The GATF received $83.7 million in cash receipts and holds approximately $306 million, for future investment, including interest earnings.

Table 5: Growth Areas Transport Fund by growth area

Growth area	Cash receipts as at 30 June 2025	Cash receipts 2025–26 ($)	Total cash receipts as at 30 June 2026 ($)	Expenditure as at 30 June 2025 ($)	Expenditure paid 2025–26 ($)	SRO costs 2025–26 ($)	SRO costs 2010–26 ($)	Total expenditure 2025–26	Total expenditure as at 30 June 2026	Balance of cash receipts ($)
Cardinia	15,908,574	6,592,940	22,501,514	7,320,000	–	19,005	232,239	19,005	7,552,239	14,949,275
Casey	159,802,247	12,941,749	172,743,996	90,108,292	8,014,209	145,903	1,782,900	8,160,113	99,905,401	72,838,594
Hume	123,782,106	11,008,420	134,790,526	55,116,902	8,161,071	113,847	1,391,180	8,274,918	64,669,154	70,121,373
Melton	195,143,576	21,046,371	216,189,947	62,330,931	13,477,944	182,598	2,231,308	13,660,543	78,040,183	138,149,764
Mitchell	13,048,017	7,161,100	20,209,117	87,355	–	17,069	208,579	17,069	295,934	19,913,183
Whittlesea	67,605,064	12,305,961	79,911,025	25,048,645	12,026,000	67,494	824,766	12,093,495	37,899,412	42,011,613
Wyndham	173,386,245	12,643,868	186,030,112	54,747,000	9,369,237	157,125	1,920,027	9,526,362	66,036,264	119,993,848
Total	**748,675,829**	**83,700,409**	**832,376,237**	**294,759,126**	**51,048,461**	**703,044**	**8,591,001**	**51,751,505**	**354,398,588**	**477,977,650**

Growth area	Total commitments ($)	Commitment yet to be paid ($)[(i)]	Balance of fund yet to be committed ($)[(ii)]
Cardinia	22,971,239	15,419,000	-469,725
Casey	126,931,401	27,026,000	45,812,594
Hume	78,050,490	13,381,336	56,740,037
Melton	144,721,623	66,681,440	71,468,324
Mitchell	340,934	45,000	19,868,183
Whittlesea	50,987,972	13,088,560	28,923,053
Wyndham	180,195,264	114,159,000	5,834,848
Total	**604,198,924**	**249,800,336**	**228,177,314**
Interest earned			**77,303,557**
Available for allocation incl. interest			**305,480,871**

Notes

(i) Commitment yet to be paid does not include future SRO costs.

(ii) Balance of cash receipts does not include interest earned from the central banking system.

Building New Communities Fund for the year ending 30 June 2026

As at 30 June 2026, the BNCF has committed $764.41 million across 109 individual community infrastructure projects. Of this amount, $597.06 million total expenditure has been disbursed, while $167.34 million will be paid under funding agreements extending to 2029.

The completion of the Craig Road shared use path project resulted in $1.01 million savings returned to the BNCF.

The BNCF received $83.7 million in cash receipts and holds approximately $82 million yet to be committed for future investment, including interest earnings.

Table 6: Building New Communities Fund by growth area 2025–26

Growth area	Cash receipts as at 30 June 2025 ($)	Cash receipts 2025–26 ($)	Total cash receipts as at 30 June 2026 ($)	Expenditure as at 30 June 2025 ($)	Expenditure paid 2025–26 ($)	Total expenditure as at 30 June 2026
Cardinia	15,908,574	6,592,940	22,501,514	18,733,800	7,190,700	25,924,500
Casey	159,802,247	12,941,749	172,743,996	133,044,353	-1,005,595	132,038,758
Hume	123,782,106	11,008,420	134,790,526	80,055,958	–	80,055,958
Melton	195,143,576	21,046,371	216,189,947	122,677,372	3,200,000	125,877,372
Mitchell	13,048,017	7,161,100	20,209,117	15,402,500	–	15,402,500
Whittlesea	67,605,064	12,305,961	79,911,025	47,130,970	–	47,130,970
Wyndham	173,386,245	12,643,868	186,030,112	170,634,026	–	170,634,026
Total	**748,675,829**	**83,700,409**	**832,376,237**	**587,678,979**	**9,385,105**	**597,064,084**

Growth area	Total commitments ($)	Balance of cash receipts ($)	Commitment yet to be paid ($)	Balance of fund yet to be committed ($)[(i)]
Cardinia	29,964,500	-3,422,986	4,040,000	-7,462,986
Casey	196,001,976	40,705,238	63,963,218	-23,257,980
Hume	103,417,501	54,734,568	23,361,543	31,373,025
Melton	185,344,204	90,312,575	59,466,832	30,845,743
Mitchell	26,362,500	4,806,617	10,960,000	-6,153,383
Whittlesea	49,830,970	32,780,055	2,700,000	30,080,055
Wyndham	173,484,232	15,396,086	2,850,206	12,545,880
Total	**764,405,883**	**235,312,153**	**167,341,799**	**67,970,354**
Interest earned				**14,287,971**
Available for allocation incl. interest				**82,258,325**

Note

(i) Balance of cash receipts does not include interest earned from the central banking system.

Growth Areas Infrastructure Contribution approvals and allocations

In 2025–26, the Victorian Government committed a combined $188.609 million across nine projects, comprising $174.209 million through the 2026–27 State Budget and a further $14.4 million through the 2025 Supplementary GAIC Funding Round.

New funding commitments will support public transport improvements, including bus services across the Casey and Melton local government areas, accessibility upgrades at Donnybrook Station, access works for Tarneit West Station and the acquisition, development and expansion of schools in the Casey, Hume, Melton and Mitchell local government areas.

The Treasurer also approved the reprioritisation of $1.8 million previously allocated for a Victorian State Emergency Service (VICSES) facility in Tarneit to address cost pressures associated with constructing a new VICSES facility in Devon Meadows.

Table 7: Growth Areas Infrastructure Contribution-funded project details 2010–26

GATF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Craigieburn Railway Station – Park and Ride expansion	Hume	2014–15 Funding Round	4,000,000	3,670,108	Department of Transport and Planning	Complete
Craigieburn Railway Station	Hume	2014–15 Funding Round	200,000	197,794	Department of Transport and Planning	Complete
Wallan Railway Station	Mitchell	2014–15 Funding Round	100,000	87,355	Department of Transport and Planning	Complete
South Morang Railway Station	Whittlesea	2014–15 Funding Round	3,000,000	–	Department of Transport and Planning	Cancelled
Mernda rail extension project	Whittlesea	2016–17 Funding Round	7,400,000	7,400,000	Department of Transport and Planning	Complete
Cranbourne Railway Station	Casey	2016–17 Funding Round	2,000,000	992,292	Department of Transport and Planning	Complete
Merinda Park Railway Station	Casey	2016–17 Funding Round	9,000,000	9,000,000	Department of Transport and Planning	Complete
Caroline Springs Station bus access	Melton	2016–17 Funding Round	2,000,000	1,450,133	Department of Transport and Planning	Complete
Toolern Railway Station – early works	Melton	2016–17 Funding Round	6,800,000	6,788,358	Department of Transport and Planning	Complete
Donnybrook Railway Station	Whittlesea	2016–17 Funding Round	4,000,000	4,000,000	Department of Transport and Planning	Complete
Cobblebank Station futureproofing	Melton	2017–18 Funding Round	26,900,000	26,900,000	Department of Transport and Planning	Complete
Pakenham bus interchange	Cardinia	2017–18 Funding Round	1,000,000	120,000	Department of Transport and Planning	Complete
Cranbourne East Railway Station	Casey	2017–18 Funding Round	3,000,000	3,000,000	Department of Transport and Planning	Active

GATF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Wollert rail corridor	Whittlesea	2017–18 Funding Round	3,800,000	3,800,000	Department of Transport and Planning	Active
Metro bus service improvements at Cranbourne	Casey	2018–19 Budget	2,100,000	2,100,000	Department of Transport and Planning	Complete
Metro bus service improvements at Narre Warren North	Casey	2018–19 Budget	1,200,000	–	Department of Transport and Planning	Cancelled
Parking and amenity improvements – Craigieburn Station	Hume	2018–19 Budget	11,000,000	11,000,000	Department of Transport and Planning	Complete
Parking and amenity improvements – Sunbury Station	Hume	2018–19 Budget	3,000,000	3,000,000	Department of Transport and Planning	Complete
Parking and amenity improvements – Epping Station	Whittlesea	2018–19 Budget	1,900,000	1,900,000	Department of Transport and Planning	Complete
Metro bus service improvements at Werribee	Wyndham	2018–19 Budget	800,000	800,000	Department of Transport and Planning	Complete
Cranbourne Station car parking and pedestrian amenity upgrade	Casey	2018–19 Funding Round	4,800,000	4,800,000	Department of Transport and Planning	Complete
Parking and amenity improvements – Sunbury Station	Hume	2018–19 Funding Round	7,000,000	7,000,000	Department of Transport and Planning	Complete
Route 889 Clyde North – Berwick bus route	Casey	2018–19 Funding Round	4,300,000	3,054,387	Department of Transport and Planning	Complete
Route 888 Clyde – Berwick bus route	Casey	2018–19 Funding Round	3,700,000	2,685,109	Department of Transport and Planning	Complete
Route 525 Donnybrook – Craigieburn bus route	Hume	2018–19 Funding Round	8,920,000	7,458,808	Department of Transport and Planning	Complete
Route 454 Cobblebank (Toolern) Station – Melton Station bus route	Melton	2018–19 Funding Round	3,500,000	1,694,991	Department of Transport and Planning	Complete
Route 444 Rockbank – Aintree bus route	Melton	2018–19 Funding Round	2,700,000	1,677,466	Department of Transport and Planning	Complete
Route 182 Werribee Station – Tarneit Station bus route	Wyndham	2018–19 Funding Round	10,200,000	5,979,533	Department of Transport and Planning	Complete

GATF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Route 152 Tarneit Station – Williams Landing Station bus route	Wyndham	2018–19 Funding Round	7,200,000	3,848,108	Department of Transport and Planning	Complete
Cranbourne – 100 new car parking spaces	Casey	2019–20 Budget	1,694,000	1,694,000	Department of Transport and Planning	Complete
Melton Station – 100 new spaces and car park upgrade	Melton	2019–20 Budget	1,976,000	1,976,000	Department of Transport and Planning	Complete
Extension of Route 881 Merinda Park – Clyde North	Casey	2019–20 Funding Round	15,000,000	15,000,000	Department of Transport and Planning	Complete
Extension of Route 528 Craigieburn Central Shopping Centre – Craigieburn and Route 529 Craigieburn North – Craigieburn	Casey	2019–20 Funding Round	10,455,000	4,851,713	Department of Transport and Planning	Active
Bus and cycle access to Tarneit Station	Hume	2019–20 Funding Round	8,362,000	6,683,916	Department of Transport and Planning	Active
Bus and cycle access to Tarneit Station	Melton	2019–20 Funding Round	6,572,000	6,443,487	Department of Transport and Planning	Active
Bus and cycle access to Tarneit Station	Wyndham	2019–20 Funding Round	18,847,000	18,847,000	Department of Transport and Planning	Complete
Cobblebank Station futureproofing	Whittlesea	2019–20 Funding Round	7,790,000	3,845,560	Department of Transport and Planning	Complete
Cobblebank Station futureproofing	Melton	2019–20 Funding Round	8,500,000	12,444,440	Department of Transport and Planning	Complete
WIK supplementary payment Wollert rail corridor	Casey	2019–20 Funding Round	20,817,000	20,817,000	Department of Transport and Planning	Active
WIK supplementary payment Wollert rail corridor	Whittlesea	2021–22 WIK	4,103,085	4,103,085	Department of Transport and Planning	Complete
New/upgraded services – Cardinia – Route 925	Cardinia	2023–24 Funding Round	22,619,000	22,619,000	Department of Transport and Planning	Active
Extended bus services – Casey Bells Road – routes 831 and 928	Casey	2023–24 Funding Round	23,670,000	23,670,000	Department of Transport and Planning	Active

GATF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Bus service extension – Route 798 to Clyde North via Hardys Road	Casey	2023–24 Funding Round	16,227,000	16,227,000	Department of Transport and Planning	Active
Sunbury Station – northern car park and access paths upgrade	Hume	2023–24 Funding Round	1,867,000	1,867,000	Department of Transport and Planning	Active
Roxburgh Park Railway Station upgrade	Hume	2023–24 Funding Round	331,347	331,347	Department of Transport and Planning	Active
Bus service extension – Route 543 to Craigieburn Central	Hume	2023–24 Funding Round	13,145,597	13,145,597	Department of Transport and Planning	Active
New bus service – Route 524 Kalkallo – Olivine via Donnybrook Station	Hume	2023–24 Funding Round	16,406,739	16,406,739	Department of Transport and Planning	Active
Williams Landing Station upgrade	Wyndham	2023–24 Funding Round	4,552,596	4,552,596	Department of Transport and Planning	Active
New bus service – Route 194 Harpley and Cornerstone estates – Wyndham Vale Station	Wyndham	2023–24 Funding Round	21,473,000	21,473,000	Department of Transport and Planning	Active
New/upgraded bus service – Route 154 Tarneit – Laverton	Wyndham	2023–24 Funding Round	39,732,000	39,732,000	Department of Transport and Planning	Active
Horizon 1 Route 390 Mernda Station – Craigieburn Station via Wollert	Whittlesea	2025–26 Funding Round	4,382,000	4,382,000	Department of Transport and Planning	Active
Horizon 1 northern upgrade package CDC North routes 525, 528, 529, 533 and 537	Hume	2025–26 Funding Round	5,898,000	5,898,000	Department of Transport and Planning	Active
Horizon 1 western upgrade package CDC routes 170, 180, 190 and 192	Wyndham	2025–26 Funding Round	8,483,000	8,483,000	Department of Transport and Planning	Active
Horizon 2 Tarneit West Station package – new Route 186 (Tarneit Station – Tarneit West Station) and Route 182 Tarneit West Station access and service uplifts	Wyndham	2025–26 Funding Round	45,940,000	45,940,000	Department of Transport and Planning	Active
Horizon 2 Wyndham Law Courts – Route 153 service uplift and courts access improvements	Wyndham	2025–26 Funding Round	15,094,000	15,094,000	Department of Transport and Planning	Active

GATF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Horizon 2 Riverwalk and Kings Leigh Estate – Route 441 extension	Wyndham	2025–26 Funding Round	8,326,000	8,326,000	Department of Transport and Planning	Active
Horizon 2 Melton package – scalable Option A (new bus route Thornhill Park – Cobblebank Station)	Melton	2025–26 Funding Round	17,597,000	17,597,000	Department of Transport and Planning	Active
Horizon 2 Rockbank – Tarneit – new Route 140 (Rockbank Station – Tarneit Station via Mt Atkinson)	Melton	2025–26 Funding Round	31,223,000	31,223,000	Department of Transport and Planning	Active
Horizon 2 DTP-scaled package: Wollert network package – new Route 335 (Mystique Estate – Epping Station) and routes 356, 357, 358 and 577 reconfiguration and service uplifts	Whittlesea	2025–26 Funding Round	13,662,000	13,662,000	Department of Transport and Planning	Active
Horizon 2 Rockbank, Aintree, Watergardens Station, Caroline Springs package – routes 444, 461, 463 and 464 reconfiguration and service uplifts	Melton	2025–26 Funding Round	11,314,000	11,314,000	Department of Transport and Planning	Active
Horizon 2 Beveridge to Craigieburn service uplift (1-hour frequency) Route 511	Mitchell	2025–26 Funding Round	45,000	45,000	Department of Transport and Planning	Active
Critical bus investments	Melton	2026–27 Budget	19,037,000	19,037,000	Department of Transport and Planning	Active
Critical bus investments	Casey	2026–27 Budget	17,257,000	17,257,000	Department of Transport and Planning	Active
Donnybrook Station upgrade	Whittlesea	2026–27 Budget	11,015,000	11,015,000	Department of Transport and Planning	Active
Tarneit West Station Leakes Road station access	Wyndham	2025–26 Funding Round	5,200,000	5,200,000	Department of Transport and Planning	Active
State Revenue Office administration costs	N/A		8,591,001	8,591,001	State Revenue Office	
		Total	**632,724,365**	**604,198,924**		

Note

(i) The revised amount reflects projects that were completed under budget and/or cancelled. Any unspent funds have been returned to the source fund.

BNCF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Berwick Railway Station	Casey	2012–13 Funding Round	1,100,000	1,100,000	Department of Transport and Planning	Complete
South Gippsland Highway/Craig Road intersection	Casey	2012–13 Funding Round	1,500,000	–	Department of Transport and Planning	Cancelled
Mickleham Road/Greenvale Gardens Boulevard/Dellamore Boulevard intersection	Hume	2012–13 Funding Round	1,400,000	1,400,000	Local councils	Complete
Hume Regional Tennis and Community Centre	Hume	2012–13 Funding Round	1,000,000	1,000,000	Local councils	Complete
Western Freeway/Ferris Road interchange	Melton	2012–13 Funding Round	1,500,000	588,640	Department of Transport and Planning	Complete
Wyndham Leisure and Events Centre	Wyndham	2012–13 Funding Round	900,000	900,000	Local councils	Complete
Melton Ambulatory Care Centre	Melton	2014–15 Budget	5,000,000	5,000,000	Department of Health	Complete
Greater Beveridge Community Centre	Cardinia	2015–16 Funding Round	2,000,000	2,000,000	Department of Health	Complete
Greater Beveridge Community Centre	Mitchell	2016–17 Funding Round	1,600,000	1,600,000	Local councils	Complete
Truganina East P9 Primary and Middle School	Wyndham	2016–17 Funding Round	4,200,000	4,200,000	Department of Education	Complete
Taylors Hill West Secondary College	Hume	2016–17 Funding Round	4,400,000	4,250,000	Department of Education	Complete
Taylors Hill West Secondary College	Melton	2016–17 Funding Round	6,400,000	6,400,000	Department of Education	Complete
Craigieburn Ambulance Station	Hume	2016–17 Funding Round	1,200,000	1,200,000	Department of Health	Complete
Pakenham Ambulance Station	Cardinia	2016–17 Funding Round	1,100,000	–	Department of Health	Cancelled
Werribee Ambulance Station (Wyndham Vale)	Wyndham	2016–17 Funding Round	1,500,000	1,346,609	Department of Health	Complete

BNCF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Mernda Ambulance Station	Melton	2016–17 Funding Round	1,200,000	3,200,000	Department of Health	Active
Mernda Ambulance Station	Whittlesea	2016–17 Funding Round	1,500,000	1,200,000	Department of Health	Complete
Hillside Ambulance Station	Melton	2016–17 Funding Round	2,000,000	–	Department of Health	Cancelled
Merri Creek Marran Baba Parklands	Whittlesea	2017–18 Funding Round	1,700,000	1,700,000	Parks Victoria	Complete
Timbertop (Officer NW) P6 School	Casey	2017–18 Budget	3,062,500	3,062,500	Department of Education	Complete
Greenvale North West P6	Cardinia	2017–18 Budget	3,237,500	3,237,500	Department of Education	Complete
Greenvale North West P6	Hume	2017–18 Budget	3,500,000	3,500,000	Department of Education	Complete
Edgars Creek proposed P–12 (Pri)	Whittlesea	2017–18 Budget	4,620,000	4,575,000	Department of Education	Complete
Craigieburn South proposed 7–12	Hume	2017–18 Budget	7,350,000	7,350,000	Department of Education	Complete
Botanic Ridge proposed P6	Casey	2017–18 Budget	3,062,500	3,062,500	Department of Education	Complete
Wyndham South (Riverwalk) P6	Wyndham	2017–18 Budget	2,625,000	2,625,000	Department of Education	Complete
Clyde North Ambulance Station	Mitchell	2017–18 Budget	2,362,500	2,362,500	Department of Education	Complete
Clyde North Ambulance Station	Casey	2017–18 Funding Round	1,200,000	1,200,000	Department of Health	Complete
Clyde North Fire Station land acquisition	Casey	2017–18 Funding Round	3,000,000	2,525,000	Country Fire Authority	Complete
Casey active transport improvements	Casey	2017–18 Funding Round	2,500,000	2,500,000	Department of Transport and Planning	Complete
Vineyard Road shared use path (construction)	Hume	2017–18 Funding Round	1,100,000	1,011,407	Department of Transport and Planning	Complete
Mickleham Ambulance Station	Hume	2017–18 Funding Round	1,500,000	1,225,525	Department of Health	Complete

BNCF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Melton South Ambulance Station	Melton	2017–18 Funding Round	3,600,000	3,600,000	Department of Health	Complete
Tarneit Ambulance Station	Wyndham	2017–18 Funding Round	1,500,000	1,500,000	Department of Health	Cancelled
Wyndham Vale Fire Station	Wyndham	2017–18 Funding Round	3,750,000	3,750,000	Country Fire Authority	Complete
New Truganina Fire Station	Wyndham	2017–18 Funding Round	3,750,000	3,750,000	Country Fire Authority	Complete
Wyndham active transport improvements	Wyndham	2017–18 Funding Round	900,000	691,539	Department of Transport and Planning	Complete
Hume early access kindergartens	Hume	2017–18 Funding Round	2,500,000	2,500,000	Department of Education	Complete
Wyndham early access kindergartens	Wyndham	2017–18 Funding Round	1,750,000	1,750,000	Department of Education	Complete
Clyde North East proposed P6 construction	Casey	2018–19 Budget	20,800,000	20,800,000	Department of Education	Complete
Casey Fields (Five Ways) proposed P6 construction	Casey	2018–19 Budget	20,100,000	20,100,000	Department of Education	Complete
Botanic Ridge proposed P6 construction	Casey	2018–19 Budget	3,000,000	3,000,000	Department of Education	Complete
Clyde North P6 land acquisition	Casey	2018–19 Budget	15,700,000	10,523,857	Department of Education	Complete
Clyde Primary School site extension	Casey	2018–19 Budget	4,700,000	4,700,000	Department of Education	Complete
Cranbourne West proposed 7–12 and special school land acquisition	Casey	2018–19 Budget	32,100,000	23,541,932	Department of Education	Complete
Thoroughbred P6 land acquisition	Casey	2018–19 Budget	15,700,000	11,578,249	Department of Education	Complete
Craigieburn South proposed 7–12 construction	Hume	2018–19 Budget	24,000,000	24,000,000	Department of Education	Complete
Merrifield West P6 land acquisition	Hume	2018–19 Budget	11,300,000	9,602,067	Department of Education	Complete
Aintree 7–12 secondary school land acquisition	Melton	2018–19 Budget	16,200,000	16,200,000	Department of Education	Complete
Grasslands P6 land acquisition	Melton	2018–19 Budget	11,300,000	8,855,732	Department of Education	Complete

BNCF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Wollahra P6 land acquisition	Wyndham	2018–19 Budget	9,100,000	8,222,188	Department of Education	Complete
Truganina South P6 school land WIK supplementary payment	Wyndham	2018–19 Budget	1,000,000	1,000,000	Department of Transport and Planning	Complete
Berwick-Cranbourne Road and Hardy's Road land acquisition	Wyndham	2017–18 WIK	2,500,000	1,936,930	Department of Education	Complete
Berwick-Cranbourne Road and Hardy's Road land acquisition	Casey	2018–19 Funding Round	3,800,000	3,800,000	Department of Transport and Planning	Active
Clyde North Fire Station construction	Casey	2018–19 Funding Round	8,520,000	8,520,000	Fire Rescue Victoria	Active
Casey Fields Regional Soccer Centre	Casey	2018–19 Funding Round	5,000,000	5,000,000	Local councils	Complete
Kalkallo P6 school	Hume	2018–19 Funding Round	9,970,000	8,851,883	Department of Education	Complete
Clyde Primary School (improving existing schools)	Hume	2018–19 WIK	4,430,000	4,366,335	Department of Education	Complete
Cranbourne Secondary College	Casey	2019–20 Budget	2,280,000	2,280,000	Department of Education	Complete
Cranbourne Secondary College	Casey	2019–20 Budget	662,000	662,000	Department of Education	Complete
Beveridge Primary School new campus	Mitchell	2019–20 Budget	2,800,000	2,800,000	Department of Education	Complete
Edgars Creek Secondary School (Stage 2)	Whittlesea	2019–20 Budget	22,800,000	21,748,775	Department of Education	Complete
Davis Creek Primary School	Wyndham	2019–20 Budget	2,200,000	2,200,000	Department of Education	Complete
Wyndham South (River Walk) Primary School	Wyndham	2019–20 Budget	3,000,000	3,000,000	Department of Education	Complete
The Grange P–12 College	Wyndham	2019–20 Budget	9,500,000	9,500,000	Department of Education	Complete
Warringa Park School	Wyndham	2019–20 Budget	12,400,000	12,400,000	Department of Education	Complete
Emergency services facility program for Point Cook	Wyndham	2019–20 Budget	2,000,000	855,000	Department of Justice and Community Safety	Complete
Emergency services facility program for Caroline Springs	Melton	2019–20 Budget	2,000,000	2,900,000	Department of Justice	Complete

BNCF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
					and Community Safety	
Emergency services facility program for Craigieburn North/ Kalkallo	Hume	2019–20 Budget	2,000,000	–	Department of Justice and Community Safety	Complete
Emergency services facility program for Cranbourne	Casey	2019–20 Budget	2,000,000	2,130,000	Department of Justice and Community Safety	Complete
Emergency services facility program for Clyde	Casey	2019–20 Budget	2,000,000	1,350,000	Department of Justice and Community Safety	Complete
Emergency services facility program for Officer	Cardinia	2019–20 Budget	2,000,000	1,920,000	Department of Justice and Community Safety	Complete
WIK supplementary payment – Werribee Secondary School	Whittlesea	2019–20 WIK	6,600,000	6,356,400	Department of Education	Complete
WIK supplementary payment – Werribee Secondary School	Wyndham	2019–20 WIK	4,400,000	4,243,238	Department of Education	Complete
WIK supplementary payment – Future Victoria Police site	Whittlesea	2020–21 WIK	3,200,000	2,650,795	Department of Education	Complete
Ballarto Rd proposed P6 school	Casey	2023–24 Funding Round	4,000,000	4,000,000	Department of Education	Complete
Cobblebank 7–12 Secondary School land acquisition	Melton	2023–24 Funding Round	16,700,000	16,700,000	Department of Education	Complete
Truganina South P6 school land WIK supplementary payment	Cardinia	2023–24 Funding Round	6,000,000	6,000,000	Local councils	Active
Officer – Princes Highway/Arena Parade intersection upgrade	Cardinia	2023–24 Funding Round	2,800,000	2,800,000	Local councils	Active
Pakenham – Drake Place reconfiguration	Cardinia	2023–24 Funding Round	8,400,000	8,400,000	Local councils	Active

BNCF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Pakenham – John Street extension	Cardinia	2023–24 Funding Round	4,300,000	4,300,000	Local councils	Active
Victorian State Emergency Service – Officer Unit	Cardinia	2023–24 Funding Round	1,307,000	1,307,000	Department of Justice and Community Safety	Complete
Craig Road shared use path design and construction	Casey	2023–24 Funding Round	1,333,860	328,265	Local councils	Complete
Soldiers Road shared use path development	Casey	2023–24 Funding Round	555,673	555,673	Local councils	Active
Country Fire Authority New Clyde Fire Station	Casey	2023–24 Funding Round	4,230,000	4,230,000	Department of Justice and Community Safety	Active
Sunbury Community Hospital – expanded floor area for additional dialysis chairs	Hume	2023–24 Funding Round	2,920,000	2,920,000	Victorian Health Building Authority	Active
Victorian State Emergency Service –Kalkallo Unit	Hume	2023–24 Funding Round	1,800,000	4,645,000	Department of Justice and Community Safety	Active
Toyon Road pedestrian bridge	Hume	2023–24 Funding Round	1,206,090	1,206,090	Local councils	Active
Victorian State Emergency Service – Sunbury Unit	Hume	2023–24 Funding Round	5,941,194	5,941,194	Department of Justice and Community Safety	Active
New shared use path – Ferris Road, Melton South	Melton	2023–24 Funding Round	4,000,000	4,000,000	Department of Transport and Planning	Active
Land acquisition for Aintree North proposed P6 site	Melton	2023–24 Funding Round	15,136,000	15,136,000	Department of Education	Active
New shared use path between Grand Boulevard and Sheahan Road and widening of Hopkins Road bridge – Rockbank	Melton	2023–24 Funding Round	11,000,000	11,000,000	Department of Transport and Planning	Active

BNCF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Connecting Melton – active transport connections: Taylors Road, Deanside	Melton	2023–24 Funding Round	1,350,872	1,350,872	Local councils	Active
Connecting Melton – active transport connections: Vineyard Road, Diggers Rest	Melton	2023–24 Funding Round	940,960	940,960	Local councils	Active
New school construction – Cobblebank Secondary School	Melton	2023–24 Funding Round	35,472,000	35,472,000	Department of Education	Active
Wallan East Integrated Family and Children Centre	Mitchell	2023–24 Funding Round	9,600,000	9,600,000	Local councils	Active
Mernda Aquatic Precinct transport infrastructure project	Whittlesea	2023–24 Funding Round	10,000,000	10,000,000	Local councils	Active
Shared use path Greenbrook Drive to Epping Station	Whittlesea	2023–24 Funding Round	800,000	800,000	Department of Transport and Planning	Active
Ferres Boulevard shared use path – Flindon Road to South Morang Station	Whittlesea	2023–24 Funding Round	800,000	800,000	Department of Transport and Planning	Active
Ison Road (Princes Freeway to Ison Road Overpass)	Wyndham	2023–24 Funding Round	60,000,000	60,000,000	Local councils	Active
Land acquisition for Wollahra proposed 7–12 site	Wyndham	2023–24 Funding Round	29,392,000	29,392,000	Department of Education	Active
Ambulance Victoria Wyndham Vale branch	Wyndham	2023–24 Funding Round	7,960,920	7,960,920	Victorian Health Building Authority	Complete
Victorian State Emergency Service – Wyndham Vale Unit	Wyndham	2023–24 Funding Round	12,260,808	12,260,808	Department of Justice and Community Safety	Active
Victorian State Emergency Service – Tarneit/Truganina Unit	Wyndham	2023–24 Funding Round	1,800,000	–	Department of Justice and Community Safety	Cancelled
Victorian State Emergency Service – Devon Meadows Unit	Casey	2025–26 Funding Round	1,800,000	1,800,000	Department of Justice and Community Safety	Active

BNCF project	Growth area	Funding method	Approved amount	Revised amount[(i)]	Agency	Status
Beveridge Station Primary School (interim name)	Mitchell	2026–27 Budget	10,000,000	10,000,000	Department of Education	Active
Wulerrp Secondary College	Casey	2026–27 Budget	53,652,000	53,652,000	Department of Education	Active
Rockbank Toolern Road Primary School (interim name)	Melton	2026–27 Budget	54,000,000	54,000,000	Department of Education	Active
Yubup Primary School	Hume	2026–27 Budget	18,448,000	18,448,000	Department of Education	Active
		Total	**799,039,377**	**764,405,882**		

Note

(i) The revised amount reflects projects that were completed under budget and/or cancelled. Any unspent funds have been returned to the source fund.

Contributions from developers – Staged Payment Arrangements

Staged Payment Arrangements (SPAs) allow eligible landowners to pay GAIC liabilities progressively as development occurs, with interest applying to outstanding balances.

The Minister for Planning approves SPAs with liabilities of $10 million or more, while the Victorian Planning Authority CEO approves SPAs below this threshold as well as amendments to existing agreements under delegation. All SPAs are reviewed by the State Revenue Office before approval.

2025–26 financial year key activities

From 1 July 2025 to 30 June 2026:

- 26 new SPAs were approved, with a total liability of $110.45 million
- 91 SPA amendments were processed, covering an outstanding liability of $213.2 million.

Table 8: Growth Areas Infrastructure Contribution deferrals and future payments 2025–26

	Transaction value for 2025–26 ($)	Transaction value for 2024–25 ($)
GAIC deferred[(i)]	31,111,411	23,674,576
Staged payment arrangements[(ii)]	110,456,290	30,389,843
Net staged payments outstanding[(iii)]	352,739,170	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 a 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 Victorian Planning Authority CEO under delegated authority to no more than $10 million or amendment, approves each SPA. The SRO is responsible for processing approved SPAs.

(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.

Growth Area Infrastructure Contribution work-in-kind agreements

Work-in-kind (WIK) agreements allow landowners to meet some or all of their GAIC liability by delivering land or infrastructure instead of making a cash payment.

As at 30 June 2026, 10 WIK agreements reached a combined value of $52.63 million.

In the 2025–26 financial year, no new GAIC WIK agreements were finalised. The Victorian Government is currently negotiating terms for the Gunns Gully Road Interchange GAIC WIK which is one of the 21 projects named in *Victoria's Housing Statement* (2023).

Table 9: Work-in-kind agreement details 2010–26

Date complete	Project detail	Local government area	GAPF ($m)	BNCF ($m)
Nov 2017	Transfer of land to the Department of Education (DET) for the future Truganina Primary School	Wyndham		5.2
Jun 2018	Transfer of land to DET for the future Rockbank North Primary School	Melton		8.2
Oct 2018	Transfer of land to DET for the future Hayes Hill Primary School	Whittlesea		5.36
Dec 2018	Transfer of land to DET for the future Merrifield South Primary School	Hume		3.38
Mar 2019	Transfer of land to DET for the future Melton South Primary School	Melton		6.3
Oct 2019	Transfer of land to DET for the future Wollert Primary School	Whittlesea		1.96
Jul 2021	Construction of the Leakes Road Rockbank shared pathway	Melton		0.96
Jul 2021	Transfer of land to DET for the future Werribee Secondary School	Wyndham		16.66
Sep 2021	Transfer of land to Victoria Police for future Wollert police site	Whittlesea		4.022
Dec 2021	Transfer of land to the Department of Transport for the future Wollert rail corridor	Whittlesea	0.59	
		Total	**0.59**	**52.042**

Compliance with the *Victorian Planning Authority Act 2017*

The Victorian Planning Authority (VPA) is accountable to the Minister for Planning and must follow any directionsissued by the Minister for Planning under section 36 of the *Victorian Planning Authority Act 2017* (VPA Act).

Pursuant to section 36 of the VPA Act, in 2025–26 the Minister issued the following directions to the Victorian Planning Authority, now part of the Department, to:

- Direct the VPA, under section 36 of the VPA Act, to provide advice and use a streamlined planning process in progressing the Ballarat North Precinct Structure Plan (PSP), Development Contributions Plan (DCP), and draft Amendment (C256ball).
  (Approved 22 August 2025)
- Direct the VPA, under section 36 of the VPA Act, to provide advice and use a streamlined planning process in progressing the East of Aberline PSP, DCP, and draft Amendment (C217warr).
  (Approved 28 August 2025)
- Direct the VPA, under section 36 of the VPA Act, to provide advice and use a streamlined planning process to progress the Inner West Employment Zoning project by preparing a draft amendment to the Maribyrnong and Hobsons Bay planning schemes.
  (Approved 1 September 2025)
- Direct the Department, pursuant to section 36 of the VPA Act, to use a streamlined planning process for draft Amendment (C296gben) to the greater Bendigo Planning Scheme to facilitate the development of the Bendigo Regional Employment Precinct (BREP).
  (Approved 9 November 2025)
- Direct the Department, pursuant to section 36 of the VPA Act, to use a streamlined planning process for projects identified in the 2025-26 VPA Business Plan that are anticipated to proceed to public consultation before 31 December 2026, being:
  - Northern Freight Precinct (packages 2 and 3).
  - Merrimu Precinct Structure Plan.
  - Cardinia Creek South (Part 2) Precinct Structure Plan.
  - Kororoit (Part 2) Precinct Structure Plan.
  - Parwan (Employment) Precinct Structure Plan.

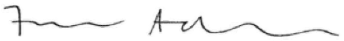
  (Approved 4 February 2026)
- Direct the Department, under section 36 of the VPA Act, to provide advice and use a streamlined planning process in progressing the Merrifield North PSP, Infrastructure Contributions Plan and associated draft amendment (GC295) to the Hume and Mitchell Shire Planning Schemes.
  (Approved 31 May 2026)
- Direct the Department to prepare the four remaining (and yet-to-commence) PSPs in the Northern and Western Geelong Growth Areas (NWGGA) subject to full cost recovery through third party funding; and direct DTP to prepare these concurrently, being Batesford North, McCanns Lane/Merrawarp Road, Batesford South and Heales Road East.
  (Approved 18 June 2026)

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 – 2025-26 for the Department of Transport and Planning.

I, **Fiona Adamson**, certify that the **Department of Transport and Planning** has no Material Compliance Deficiency with respect to the applicable Standing Directions under the *Financial Management Act 1994* and Instructions.



Fiona Adamson

Secretary, Department of Transport and Planning

1 October 2026

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 Box 2392 Melbourne VIC 3001
Telephone: 03 9208 3112
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 – People and workplace)
- details of time lost through industrial accidents (refer to Appendix 1 – People and workplace).

APPENDIX 18: ACRONYMS

AASB	Australian Accounting Standards Board
AEE	Annualised employee equivalent
AFL	Australian Football League
API	Application Programming Interfaces
ARIC	Audit, Risk and Integrity Committee
AS/NZS	Australian/New Zealand Standard
AusRAP	Australian Road Assessment Program
AWU	Australian Workers' Union
BADS	Better Apartments Design Standards
BAU	Business as usual
BGIS	BGIS Pty Ltd
BNCF	Building New Communities Fund
BPC	Building and Plumbing Commission
BREP	Bendigo Regional Employment Precinct
CALD	Culturally and linguistically diverse
CaRM	Culturally and racially marginalised
CBD	Central business district
CCTV	Closed-circuit television
CDC	ComfortDelGro Corporation P. 23
CEO	Chief Executive Officer
CO2-e	Carbon dioxide equivalent
COVID	Coronavirus disease
CPSU	Community and Public Sector Union
CXI	Customer experience index
CTH	Commonwealth
DA	Detector Alarm
DCP	Development Contributions Plan
DE	Department of Education
DJSIR	Department of Jobs, Skills, Industry and Regions
DGS	Department of Government Services
DTF	Department of Treasury and Finance
DTP	Department of Transport and Planning
DWG	Designated Working Group
EAP	Employee Assistance Program
EES	Environmental Effects Statement
EIA	Enterprise and Innovation Area
EMS	Environmental Management System
EPA	Environment Protection Authority
E10	Ethanol 10%
FOI	Freedom of information
FOI Act	Freedom of Information Act 1982
FRD	Financial Reporting Direction
FTE	Full-time equivalent
GAEP	Greater Avalon Employment Precinct
GAIC	Growth Areas Infrastructure Contribution
GATF	Growth Areas Transport Fund
GE Act	Gender Equality Act 2020
GHG	Greenhouse gases
GST	Goods and Services Tax
GTFS	General Transit Feed Specifications
GTFS-Realtime	General Transit Feed Specifications Realtime
HCTZ	Housing Choice and Transport Zone
HVAC	Heating, Ventilation, and Air Conditioning
HSR	Health and Safety Representative
IBAC	Independent Broad-based Anti-corruption Commission
ICP	Infrastructure Contributions Plan
ICT	Information and communications technology
IRP	Issue Resolution Procedure
ISO	International Organisation for Standardisation
I&T	Information and technology
kg	Kilogram
Kl	Kilolitre
Km	Kilometre
kW	Kilowatt
kWh	Kilowatt hour
kWp	Kilowatt peak
LED	Light-emitting diode
LGBTQIA+	Lesbian, Gay, Bisexual, Transgender, Queer, Intersex, Asexual and other sexually or gender diverse
LiDAR	Light Detection and Ranging
LPG	Liquefied Petroleum Gas
LVT	Licensed Vehicle Tester
L&P	Learner and Probationary
L2P	Learner to Probationary
m	Metres
MBC	myki backwards compatibility
MBF	Metropolitan Bus Franchise
MJ	Megajoule
MR4	Melbourne Train Refranchising 4
MR5	Melbourne Train Refranchising 5
MTIA	Major Transport Infrastructure Authority
MTM	Metro Trains Melbourne
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

NWGGA	Northern and Western Geelong Growth Areas
OHS	Occupational health and safety
OVGA	Office of the Victorian Government Architect
PE Act	Planning and Environment Act 1987
PHEV	Plug-in hybrid electric vehicle
PID Act	Public Interest Disclosures Act 2012
PIP	Precinct Implementation Plan
PS	Principal Scientist
PSA	Professional Services Assessment
PSP	Partial Service Payment, Precinct Structure Plan
PTV	Public Transport Victoria
PXR	Passenger Experience Regime
PV	Photovoltaic
RACV	Royal Automobile Club of Victoria
RAP	Registered Aboriginal Parties
ROC	Roads occupation
R&L	Registration and licensing
SCA	Service Concession Arrangement
SES	Senior Executive Service
SD	Self-determined
SPA	Stage payment arrangement
SRL	Suburban Rail Loop
SRO	State Revenue Office
STS	Senior Technical Specialist
TAC	Transport Accident Commission
TBC	To be confirmed
TAFE	Technical and Further Education
TBM	Tunnel Boring Machine
TEI	Total estimated investment
TGSI	Tactile Ground Safety Indicators
TTZAC	Train and Tram Zone Activity Centres
VAR	Variation
VAGO	Victorian Auditor-General's Office
VASS	Vehicle Assessment Signatory Scheme
VCAT	Victorian Civil and Administrative Tribunal
VHBA	Victorian Health Building Authority
VIC	Victoria
VicRoads	Roads Corporation of Victoria
VICSES	Victorian State Emergency Service
VicTrack	Victorian Rail Track Corporation
VIDA	Victorian Infrastructure Delivery Authority
VISTA	Victorian Integrated Survey of Travel and Activity
VPA	Victorian Planning Authority
VPS	Victorian Public Service
VTF	Victorian Transport Fund
WCAG	Web Content Accessibility Guidelines
WIK	Work-in-kind
WoVG	Whole of Victorian Government
YJC	Yoorrook Justice Commission
YJM	Yarra Journey Makers

APPENDIX 19: DISCLOSURE INDEX

The Department's Annual Report 2025–26 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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