

OFFICIAL

2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Rachel Houghton

SB24-000170

SUBJECT: Regional Based Staff**Talking Points**

1. 473 (20.3%) of staff are located outside of Canberra in capital cities, regional towns or cities or overseas posts. Of this figure, 465 (19.9%) Australia-based staff are in locations outside of Canberra.
2. We have more than doubled our regionally based staff from 53 to 126 since June 2021. This is an increase of 138%.
3. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has a greater presence in more regional locations since June 2021, from 12 locations to 19.

Key Issues

1. Most employees are located in Canberra (79.7% or 1861 employees).
2. 473 employees (excluding Indian Ocean Territories Administration) are located outside of Canberra (20.3%):
 - a. 339 employees are based in other capital cities.
 - b. 126 employees are based in 19 different regional locations.
 - c. 3 employees are located overseas.
 - d. 5 employees are located overseas on Remote Working Arrangements – Accompanying spouse arrangements.
3. There are 15 staff working 100% from home in regional areas with no office location nearby. They are recorded as working in the location of their home.
4. Locations include all 8 capital cities, 19 regional locations, and 6 overseas locations.
 - a. growth can be seen in all capital cities.
 - b. growth in regional areas since June 2021 is greatest in:
 - i. Cairns (now 23 staff, from 0)
 - ii. Orange (now 40 staff, from 26 staff, 54% growth)
 - iii. Townsville (now 10 staff, from 1 staff).
 - c. overseas postings are stable at 3 staff, there are 5 staff working remotely overseas for personal reasons (e.g. accompanying spouse).

Background

1. Headcount figures include ongoing and non-ongoing employees and excludes inoperative staff and casual employees.
2. All figures are provided as at 31 August 2024.

Contact: s22(1)(a)(ii)**Cleared by:** Rachel Houghton, Chief People Officer**Phone:** s22(1)(a)(ii)**Version Number:** 2**Date:** 10/10/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Rachel Houghton

SB24-000170

Region	Location	30 Jun 2021	30 Jun 2022	30 Jun 2023	30 Jun 2024	31 Aug 2024	Trend	Work points	Desk Share
Capital Cities									
	Adelaide	3	5	9	13	17	Up	10	Yes
	Brisbane	2	27	57	106	115	Up	101	Yes
	Canberra	1573	1753	1800	1850	1861	Up	2195	No
	Darwin	5	9	11	8	8	Up	9	Yes
	Hobart	2	3	7	13	15	Up	16	No
	Melbourne	29	31	33	84	93	Up	70	Yes
	Perth	12	18	19	24	26	Up	28	Yes
	Sydney	37	41	49	64	65	Up	71	Yes
	Total Capital Cities	1663	1887	1985	2162	2200			
Regional Area									
	Alice Springs	1	1	1	2	2	Up	No Site	No Site
	Bendigo	1	0	0	1	1	Stable	No Site	No Site
	Broome *	1	0	0	0	0	Stable	No Site	No Site
	Cairns	0	4	12	21	23	Up	18	Yes
	Christmas Island	0	0	0	1	1	Stable	1**	NA
	Coffs Harbour	0	0	0	1	1	Up	1	No
	Dubbo	1	1	1	1	1	Stable	3	No
	Gold Coast	0	0	0	2	4	Up	No Site	No Site
	Jervis Bay	4	5	4	2	3	Stable	9	Yes
	Moree	0	1	2	1	1	Stable	4	No
	Newcastle	4	4	4	11	13	Up	10	Yes
	Norfolk Island	10	9	9	11	11	Up	17	No
	Orange	26	31	43	44	40	Stable	53	No
	Port Augusta	0	1	1	1	1	Stable	1	No
	Sunshine Coast	0	0	0	0	1	Up	No Site	No Site
	Toowoomba	2	2	2	1	1	Stable	5	No
	Townsville	1	3	5	9	10	Up	5	Yes
	Tweed Heads	1	1	2	2	2	Stable	2	No
	Wodonga	0	2	1	3	3	Stable	8	No
	Wollongong	1	1	4	6	7	Up	No Site	No Site
	Total Regional Area	53	66	91	120	126			
Overseas Posting									
	Jakarta, INDONESIA	1	1	1	1	1	Stable		
	Montreal, CANADA	2	2	2	2	2	Stable		
	Total Overseas Posting	3	3	3	3	3			
Overseas Remote Working Arrangements									
	Jakarta, INDONESIA	NA	NA	1	1	1	Stable		
	Vienna, AUSTRIA	NA	NA	1	NA	NA	Stable		
	Pretoria, SOUTH AFRICA	NA	NA	1	1	1	Stable		
	Manila, PHILIPPINES	NA	NA	1	1	1	Stable		
	Port Moresby, PAPUA NEW GUINEA	NA	NA	NA	1	1	Stable		
	Paris, FRANCE	NA	NA	1	1	1	Stable		
	Total Overseas Remote	-	-	5	5	5			
Total Headcount		1719	1956	2084	2290	2334			

*Broome included with one staff member present during the reporting period. 19 sites currently have staff.

**One departmental employee working to Indian Ocean Territories (IOT) Administrator using IOT facilities.

Contact: s22(1)(a)(ii)

Cleared by: Rachel Houghton, Chief People Officer

Phone: s22(1)(a)(ii)

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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

SB24-000171

SUBJECT: Future Workplaces**Talking Points**

1. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is consolidating its Canberra offices in advance of various major lease expirations in mid-2026.
2. Key timeline points
 - a. 8 March 2024 - approached the market via a Request for Expression of Interest (REOI) which closed 3 April 2024.
 - b. July 2024 - a high-level review of the department's Canberra accommodation requirements was undertaken which determined that a further reduction in the Net Lettable Area (NLA) could be achieved.
 - c. 4 September 2024 - the department made the decision to close the REOI and re-approach the market.
3. The current approach accords with the Department of Finance's Property Framework Guidelines.

Key Issues

1. The department is committed to providing fit-for-purpose, safe and compliant accommodation that demonstrates value for money and how staff flexibly use office accommodation.
2. The July review sourced market information on other options within Canberra's commercial property market that were not presented through the REOI.
3. The department closed the REOI process on 10 September 2024 in accordance with the terms and conditions of the process as the NLA is lower than the permitted limitations of the REOI, and advice received from the department's external probity adviser.
4. The department is conducting a direct approach to the market seeking suitable accommodation that meets the reduced NLA and in accordance with Department of Finance's Property Framework Guidelines.

Background

1. A previous Request for Proposal (RFP) process was undertaken in late 2022 with Austrade. This RFP failed to secure suitable premises and the process closed.
2. An REOI was released to the market on 8 March 2024 in order to understand the updated options available to the department.

Contact: s22(1)(a)(ii)**Cleared by:** Rachel Houghton, Chief People Officer**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1**Date:** 3/10/2024

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Rural and Regional Affairs and Transport

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

SB24-000171

-
3. An Evaluation Committee assessed the REOI proposals received and shortlisted the respondents deemed suitable, in accordance with the evaluation criteria.
 4. The shortlisted respondents were formally notified of the closure of the REOI process on 10 September 2024.

Financial Information as at 31 August 2024

1. While the below table represents the total costs, including previous procurement processes, the current approved project budget is \$4.9m. The budget reflects the level of risk and complexity relating to this project.
2. The investment continues to inform the department's approach to its accommodation. In particular procurement documents, department requirements and staff feedback.

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SB24-000171

Future Workplace Canberra – Project Actuals

Supplier	Description	2021-22	2022-23	2023-24	2024-25 as @ 31 Aug	Total
Ventia	Tenant advisory services	20,000	88,925	224,859		333,784
Procurement Professionals	Procurement advisory services incl. contracted staff	78,250	201,663			279,913
Probity	External probity	12,550	29,006	45,242	540	87,337
Legal	External legal	37,715	318,650	281,160	20,000	657,524
Department of Employment	Financial viability assessment		2,400			2,400
TSA	Project management		793,176	1,423,323	93,267	2,309,766
Agora Consulting	Project assurance services			44,240		44,240
Staff Expenses	Salaries and travel	32,908	384,823	921,805	119,194	1,458,730
Total		181,423	1,818,641	2,940,628	233,001	5,173,694

3. Project costs for future years will be approved post project establishment and lease negotiations.

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SB24-000172

SUBJECT: Campaigns - Modern, Cheaper-to-Run Cars**Talking Points**

- The Modern, Cheaper-to-Run Cars Awareness Campaign launched on Sunday 14 April 2024, with paid advertising concluding Sunday 30 June 2024. Public relations activities concluded on Friday, 30 August 2024.
- The total budget for the Campaign was \$10 million (excl GST). As at 2 October 2024, \$8.16 million had been spent.
- The Campaign raised awareness of what a New Vehicle Efficiency Standard is and highlighted the choice, savings and environmental benefits.
- The primary call-to-action for the Campaign was to direct audiences to the cleancars.gov.au website – the single, authoritative source of factual information.
- The Campaign's paid channels included television, radio, online (digital and social), out-of-home (such as billboards and at petrol stations) and paid search.
- The Campaign was developed in accordance with the whole-of-government *Guidelines on Information and Advertising Campaigns by non-Corporate Commonwealth entities*.
- The Campaign evaluation has not been finalised.

Key Issues

1. The total budget for the Campaign was \$10 million (excl GST) in 2023-24:
 - a. \$9.71 million (excl GST) in administered funding
 - b. \$0.29 million (excl GST) in departmental funding
2. A movement of funds of \$1.95 million was approved for the 2024-2025 financial year for public relations, community engagement, and evaluation activities.
3. The purpose of the Campaign was to inform audiences about what a New Vehicle Efficiency Standard is and highlight its benefits - whether that be creating more choice in the market, saving money at the bowser or taking a step towards a cleaner environment.
4. The campaigns target audiences were:
 - a. Australian drivers (aged 25–70 years) in regional, rural and suburban/outer metropolitan areas, and
 - b. Australians (aged 25-70 years) who rely on vehicles and travel as a key aspect of their work, including agricultural, trade and regional small businesses.

Contact: s22(1)(a)(ii)

Cleared by: Rachel Houghton, Chief People Officer

Phone: (02) s22(1)(a)(ii)

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

SB24-000172

5. Campaign materials described factual details about what fuel efficiency standards are (also referred to as a New Vehicle Efficiency Standard), based on international best practice, and the benefits of a Standard without providing specifics of the proposed Australian legislation.
6. Specifics about Australia's New Vehicle Efficiency Standard were included in public relations activities which commenced following the passage of legislation.
7. A 'village' of suppliers was allocated in 2024 from the Department of Finance's Government Communications Campaign Panel (GCCP). The village consists of:
 - a. WhereTo Research – Market research
 - b. Clemenger BBDO – Creative services
 - c. 33Creative – First Nations communications supplier
 - d. CultureVerse – CALD communications supplier
 - e. ThinkHQ – Public Relations
8. The use of the GCCP is mandatory for all non-corporate Commonwealth entities covered by the Public Governance, Performance and Accountability Act (PGPA), where total campaign expenditure is over \$250,000.
9. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts followed appropriate procurement processes to engage its Campaign village suppliers.
10. Universal McCann (UM), is the Australian Government's master media agency, responsible for the placement of all advertising under the Department of Finance's Central Advertising System. UM provided media purchasing and placement services for the Campaign.
11. Advertising campaigns with total budgets above \$500,000 per financial year and undertaken by non-corporate Commonwealth entities, must be evaluated using the whole-of-government campaign evaluation framework. Hall & Partners Pty Ltd conducts the benchmarking, tracking and evaluation research services for all relevant advertising Campaigns. Hall & Partners provided evaluation services for the Campaign and were sourced through the whole-of-government Campaign evaluation arrangement.
12. The formal campaign evaluation has not been finalized. Departmental data indicates the campaign was effective in driving traffic to the cleanercars.gov.au website for further information. The landing page received 483,801 unique visits during the campaign's period in market.

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

Contact: s22(1)(a)(ii)

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SB24-000172

FOI Request

13. On 29 May 2024 the Hon James Steven MP (Shadow Assistant Minister for Government Waste Reduction) submitted the following request through FOI:
- All correspondence between the minister's office and the department relating to the \$10.0 million national communication campaign relating to the New Vehicle Efficiency Standard as outlined in Budget Paper No. 2, page 149.
14. The department determined 42 documents were in scope of the request, with:
- 10 documents released in full
 - 18 documents granted partial access, and
 - 14 documents refused access
15. The documents were released on 26 September 2024.

Background

- The department adheres to the *Guidelines on Advertising and Information Campaigns by non-Corporate Commonwealth Entities* in delivering campaigns.
- The guidelines state that examples of suitable uses for government campaigns include to:
 - inform the public of new, existing or proposed government policies, or policy revisions
 - inform consideration of issues.
- On 21 November 2023, the government agreed to the proposal of a spending provision of \$10 million in 2023-24 for the creation of an awareness campaign relating to a Fuel Efficiency Standard.
- The Campaign received minister's approval on 28 March 2024.

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SB24-000172

Administered financial information as at September 2024 in millions (excl GST)

Project Start Date:	14 April 2024					
Project End Date:	30 September 2024					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget		7.76	1.95			9.71
Less:						
Actual Expenditure YTD		7.76	0.40			8.16
Total Committed Funds						
Total Uncommitted Funds (balance)			1.55			1.55

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

Table 2: Administered Budget in millions (excl GST)

	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Opening Appropriation	\$9.71					\$9.71
Movements/decisions		\$1.95				
Movements/decisions						
Movements/decisions						
Movements/decisions						
Current Appropriation	\$9.71	\$1.95				9.71

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Contact: §22(1)(a)(ii)

Cleared by: Rachel Houghton, Chief People Officer

Phone: (02) §22(1)(a)(ii)

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Rachel Houghton

SB24-000173

SUBJECT: Open Letter on the Palestine-Israel Conflict**Talking Points**

1. 10 employees signed the open letter, referring to themselves as working for the Federal Government.
2. No disciplinary action was taken against any employee.
3. Communications have been sent to all staff to remind them of their obligations.

Current as at 03 September 2024

Key Points

1. Australian public servants have signed an open letter to the Prime Minister condemning Australian Government complicity in Palestinian Genocide.
2. As at 27 June 2024, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts had identified the names of 10 employees on the list.
3. All 10 employees confirmed they signed the open letter.
 - a. 9 employees elected to removed their name from the open letter, after they reviewed their obligations under the department's social media policy.
 - b. 1 employee did not respond to communication attempts. Written guidance was provided to this employee on the department's social media policy.
4. The department considered the Australian Public Service Commission's guidance of 31 May 2024 when determining its approach. Other agencies were also consulted.
5. On 25 June 2024, the department issued an intranet article titled 'Using social media: a reminder for staff.' A copy is enclosed at **Attachment A**.

Attachments

- A: Using Social Media: reminder to staff
B: Details regarding public servants' open letter - SQ24-000828
C: Public servants open letter regarding Palestinian genocide - SQ24-000666
D: APSC – SQ24-000110

Contact: s22(1)(a)(ii)

Cleared by: Rachel Houghton, Chief People Officer

Phone: (02) s22(1)(a)(ii)

Version Number: 01

Date: 4/10/2024

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Rachel Houghton

SB24-000173

Attachment A

Using social media: a reminder for staff

Home > What's happening at the department > Newsroom > Using social media: a reminder for staff



s22(1)(a)(ii)
Published 3 months ago [Liz's Move](#)

Check out these tips to maintain an appropriate presence on social media

Social media is a powerful tool that's now embedded into many of our daily lives. It's important that you are conscious of how you act and what you say when engaging with others on social platforms.

As with any rapid advances in technology, you should familiarise yourself with public service policies for social media use, and regularly check them for updates. Relevant policies include the Australian Public Service Commission's (APSC) [social media guidance](#) as well as the APSC's guidance on [APS Values and Code of Conduct in Practice](#) (particularly Chapter 6: Employees as Citizens) and our department's own [Social Media Employee Acceptable Use Policy](#).

As a citizen and community member, you have the right to your own personal views on issues. However, as a public servant, you need to exercise caution and judgment on how and when to engage on particular issues. This includes:

- ensuring your online interactions are consistent with the APS Values and Code of Conduct
- making sure your views are not seen as representing those of the department, government, or broader public service, and
- being mindful that communications can be interpreted in different ways by different people, based on context, and the backgrounds or views of others reading the content.

Exercising caution also minimises the risk from online predators and phishing scammers, who may contact you if they know where you work based on your online interactions.

You should be able to, and are encouraged to, safely discuss any questions or concerns you have about social media use with your manager. Likewise, managers also have support to have conversations with employees they manage about their social media use.

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

Contact: s22(1)(a)(ii)

Cleared by: Rachel Houghton, Chief People Officer

Phone: (02) s22(1)(a)(ii)

Version Number: 01

Date: 4/10/2024

Environment and Communications

QUESTION ON NOTICE

Budget Estimates 2024 - 2025

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 119

Departmental Question Number: SQ24-000828

Division/Agency Name: Secretary

Hansard Reference: Written (19 June 2024)

Topic: Details regarding public servants' open letter

Senator Dave Sharma asked:

Regarding the public release of the open letter titled 'Public servants condemn Australian Government complicity in Palestinian genocide', signed by self-identifying Department staff:

1. When did the department first become aware of the letter?
2. Have any employees of the department signed the letter?
 - a. If so, how many?
3. Is it the department's view that the signing of this open letter by an APS employee is consistent with the APS Values and Code of Conduct?
4. Was advice sought and/or received from the APS Commission in relation to the open letter and its signatories?
5. Has disciplinary or other action been taken against employees that have signed the letter?
 - a. If so, who undertook this action and what was the action?
6. Did the department take any action seeking to remind all department employees of their obligations under the APS Values and APS Code of Conduct?
 - a. If so, how was this communicated and by whom?
 - b. What was the content of that advice?

Answer:

1. 31 May 2024.
2. A preliminary enquiry on the petition as at 27 June 2024 identified 10 employees of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
3. Whether or not an individual APS employee's participation in political activities or use of social media is appropriate can be complex to assess, and will depend on the circumstances of each case.
4. Guidance on the appropriate use of social media from the Australian Public Service Commission was received by the department on 31 May 2024.
5. No disciplinary action has been undertaken.
6. Yes, a reminder was issued on the intranet on 25 June 2024 titled 'Using social media: a reminder for staff' (see [Attachment A](#)).

Attachments

A: Using social media

Environment and Communications

QUESTION ON NOTICE

Budget Estimates 2024 - 2025

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 56

Departmental Question Number: SQ24-000666

Division/Agency Name: Secretary

Hansard Reference: Spoken, Page No. 21-22 (31 May 2024)

Topic: Public servants open letter regarding Palestinian genocide

Senator Dave Sharma asked:

Senator SHARMA: Alright. There's an open letter that's being circulated today—I don't know if you're aware of it; I'm happy to table it—from public servants condemning, I'm quoting here, 'the Australian government's complicity in Palestinian genocide'. There are about 700-odd public servants, a large number of them federal government—

CHAIR: Is this related to the arts portfolio?

Senator SHARMA: It is, because one of the signatories identifies as coming from the arts portfolio. I'm happy to table the letter.

Mr Betts: That circulated today, did you say?

Senator SHARMA: Yes, I believe it's in the media today, and I've obtained a copy to circulate. The one employee who self-identifies as being from the department of the arts is No. 781 on the list.

[...]

Mr Betts: I would like the opportunity to look at it and take advice and to give you a considered view, and that's what I will do. I will commit to following up and let you know what conclusion we reach.

Senator SHARMA: As I said, you'll see there are 829 signatories. I can't vouch, obviously, for the veracity of their identity or anything else. Some of them identify as being from the arts portfolio; some of them just say 'federal government'. Could I ask that you take on notice whether any of these or more than these are actually employed as public servants within the portfolio.

Mr Betts: I will take it on notice.

Answer:

A preliminary enquiry on the petition as at 27 June 2024 identified 10 employees of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

Senate Finance and Public Administration Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
BUDGET ESTIMATES 2024-25

Prime Minister and Cabinet
 May 2024

Department/Agency: Australian Public Service Commission
Outcome/Program: Outcome 1: Australian Public Service Commission
Topic: APS open letter re Israel/Gaza

Senator: Dave Sharma

Question reference number: TBC

Type of question: Written

Date set by the committee for the return of answer: 25 July 2024

Number of pages: 2

Question:

1. Is the Commission aware of an open letter titled 'Public servants condemn Australian Government complicity in Palestinian genocide', signed by self-identified APS employees?
 - a. When did the Commissioner first become aware of the letter?
2. Is it the Commission's view that the signing of this open letter by APS employees is consistent with the APS Values and Code of Conduct?
3. Did any government department or agency seek advice from the APSC in relation to the letter and/or APS employees who had signed the letter?
 - a. If so, which departments and/or agencies?
 - b. What was the advice provided by the APSC to departments and/or agencies on the matter? Please provide a copy.
4. Has any advice been sought and/or provided regarding disciplinary or other action against APS employees who signed the letter?
 - a. If so, what was that advice?
5. Did the Commission issue any general advice to APS employees reminding them of their obligations under the APS Values and Code of Conduct?
 - a. If so, what was the content of that advice?

Answer:

1. The Australian Public Service Commission (the Commission) first became aware of the open letter through media reporting on 30 May 2024.
2. As expressed in its published guidance, the Commission's view is that APS employees have a right as members of the community to express their personal views on issues of social, cultural, or political significance, but this right must be balanced with the obligations of APS employment, and the need to maintain public trust and confidence in the impartiality and professionalism of the APS.

Whether or not an individual APS employee's participation in political activities or use of social media is appropriate or fails to comply with the APS Values and Code can be complex to assess, is a matter for their employing agency, and will depend on the circumstances of each case. Agency Heads are responsible and have authority for assessing individual circumstances and taking appropriate action. This may range from reminding employees about their responsibilities as public servants, through to taking formal action in accordance with the APS Code of Conduct.

3. The Commission has engaged with all portfolios on this matter. On 31 May 2024, the Commission provided APS agencies, by email from the Deputy Commissioner, Integrity, Reform and Enabling Services to the Chief Operating Officers' Committee network, with information to assist them to remind APS employees of their obligations under the *Public Service Act 1999* to uphold the APS Values and Code of Conduct, and the need for employees to at all times be seen as trusted and impartial public servants.

A copy of this email and its attachment including further advice is provided. The information included links to the Commission's existing guidance publications and relevant extracted material. As not all agencies are members of the Chief Operating Officers' Committee, recipients were asked to share the message and information to colleagues in portfolio agencies.

4. No.

5. As per the answer at 3. above, information and guidance has been shared with the Chief Operating Officers' Committee network for distribution within their portfolio agencies.

Date sent to MO	Parliamentary Coordinator Unit to populate
Cleared by (Deputy Commissioner or Commissioner):	Dr Gordon de Brouwer, Commissioner
Group/Agency:	Integrity, Performance and Employment Policy / Australian Public Service Commission
Contact Officer and Branch (AC):	s22(1)(a)(ii), A/g Assistant Commissioner
Telephone No:	(02) s22(1)(a)(ii)
Consultation:	N/A
QoN Reference Number:	TBC
PDR Number:	SQ24-000110

----- / /
Katy Gallagher

From: s22(1)(a)(ii)
To:

Subject: Public Servant open letter on Gaza and Israel [SEC=OFFICIAL]
Date: Friday, 31 May 2024 7:14:27 PM
Attachments: [Freedom of Speech and Relevant Laws \(Attachment A\).docx](#)
Importance: High

OFFICIAL

Dear Colleagues

With recent [media coverage](#) and questions arising in Senate Estimates regarding an open letter from public servants to the Prime Minister referring to Australia's foreign policy position on the current Middle East conflict, it is important that your APS employees are:

- aware of the APSC [Social media Guidance](#) as well as our guidance on the [APS Values and Code of Conduct in Practice](#) (particularly Chapter 6: Employees as Citizens)
- able to safely discuss any concerns they may have about potential conflicts of values with their manager, and
- supported to have effective conversations with the employees they manage.

The social media guidance in particular provides a framework and principles that can be applied to a wide range of situations, including public commentary on matters of political and international significance that may arise from time to time.

APS employees, as private citizens, have a right to express their views on issues of social, cultural, or political significance to the community. However, this right must be balanced with the obligations of APS employment, and the need to be seen as trusted and impartial public servants.

In relation to matters of high-profile public debate that engender strong feelings and opinions, APS employees must take care to ensure that their behaviour—both in the workplace and in a private capacity, including on social media—is consistent with the APS Values.

In their personal capacity APS employees must ensure that any engagement in public comment or participation in activities outside work does not:

- reasonably call into question their capacity to work professionally, respectfully, or impartially in the APS, or

- undermine trust in the integrity of the APS as an institution.

Whether or not an individual APS employee's participation in political activities or use of social media is appropriate can be complex to assess, and will depend on the circumstances of each case.

From time to time employees may experience a conflict between their personal and professional values. For example, they may disagree personally with an element of government policy. It is not wrong to have a conflict of values. It is expected that APS employees, in the course of their work and in their personal engagement in the public domain, are guided by the APS Values rather than their personal values in these circumstances.

Further information is attached, extracted from the social media guide, which may be useful to you and your teams in any further messaging you may wish to conduct.

I also ask that you share this message and information with your colleagues in portfolio agencies.

Myself and the team are happy to discuss any aspect of the Commission's guidance and provide advice.

Kind regards

Rachel

Dr Rachel Bacon

Deputy Commissioner

Integrity, Reform & Enabling Services

Australian Public Service Commission

Level 5 B Block, Treasury Building, Parkes Place West, PARKES ACT 2600

GPO Box 3176 CANBERRA ACT 2601

E: s22(1)(a)(ii) [@apsc.gov.au](mailto:s22(1)(a)(ii)@apsc.gov.au) w: www.apsc.gov.au

I acknowledge the traditional owners of the First Nations throughout Australia, and their continuing connection to land, sea and community.

I pay my respects to their elders past, present and into the future.

ATTACHMENT A

Freedom of Speech and Relevant Laws

In the *Comcare v Banerji* decision, the High Court confirmed that the requirement in the APS Code of Conduct for employees to behave ‘at all times’ in a way that upholds the APS Values does not impinge on the implied freedom of political communication in the Constitution.

The Court held that while the Code of Conduct provisions in the *Public Service Act 1999* do restrict political communication of APS employees, they do so for a legitimate purpose—namely, the maintenance and protection of an apolitical public service that is skilled and efficient in serving the national interest.

This does not mean that APS employees must always be positive, polite, or even neutral in their public expressions of personal views—the range of acceptable expression is broad.

APS employees are also free to participate in political activities as part of normal community affairs, including campaigning on matters of contentious debate.

The test of unacceptable behaviour is whether a reasonable member of the community would conclude on the basis of the conduct that the employee could not be trusted to work impartially, respectfully, or with integrity in the APS.

Guidance on Agency Responses and Risk Framework

The Commission’s social media guidance makes clear that agency responses to employees’ online behaviour should be proportionate to the risk the behaviour poses to public confidence in the APS, and emphasises the importance of discussion in assessing risks and making sound decisions.

The guidance provides a useful **risk assessment framework** for employees and agencies to consider the risks to public confidence posed by particular behaviours, having regard to at least the following three risk factors:

Seniority

- Generally, the more senior an employee, the greater the risk of their personal behaviour affecting public confidence in the APS.
- The community is more likely to believe senior employees’ comments or activities are based on specialised inside knowledge, and to give their opinions and actions more weight than those of junior colleagues.
- The more senior an employee, the more difficult it may be for members of the public to differentiate what they do and say in a private capacity from what they do and say on behalf of their agency or Minister.

Connection between topic and employee’s work

- On social media, comments by APS employees on some topics might be given greater weight—and cause greater concern—than similar comments made by members of the public, because APS employees may be perceived to have privileged access to knowledge and influence within government. This becomes more likely the closer the topic is to their area of work.

Expression

- The risk to public confidence is greater the more extreme the employee’s behaviour and expression, including the tone and language of their posts.

ATTACHMENT A

- For example, an employee's extreme criticism or praise of a political party or a policy may lead a reasonable member of the community to believe the employee is so entrenched in their position that they cannot put aside their personal views to behave professionally and impartially at work.

Guidance of direct relevance to online petitions and other online conduct

The guidance notes that higher-risk online activities may include:

- Creating or sharing a petition in protest of the employee's agency, policy area, or Minister.
- Establishing an online community that is critical of the employee's agency or policy area, or which encourages or endorses harassment or defamation of individuals including Ministers, colleagues, members of particular communities, public figures; etc.

Other behaviours may pose a higher or lower risk, depending on the particular circumstances. For example:

- Criticising or praising the employee's agency; the Government, Opposition, or other parties; or a Minister or Member of Parliament. This will need to be considered in the context of the risk factors, noting that extreme pro-Government posts raise the same concerns as those that are extremely anti-Government: both can call into question an employee's capacity to be impartial, and damage public confidence.
- Signing a petition that is critical of a government policy, an agency, or the Government. This may have a different risk profile than starting or sharing a petition, and will need to be assessed having regard to all the risk factors.
- Comments about other jurisdictions' governments or leaders. This will depend on a range of factors, including the employee's involvement with that jurisdiction in their work, but also the nature and expression of their comments.
- Risks can also arise in commenting on political matters in other countries, though this will always need to be considered in the context of the risk factors.

Anonymity, aliases, and disclaimers

While the risk is greater if an employee identifies themselves as an employee of the APS or their agency, it is not eliminated if they do not do so.

Employees can be identified online in a range of ways, even if they post anonymously or using an alias—and once identified as an APS employee, their behaviour can affect public confidence regardless of their intention to keep their posts and their employment separate.

While the use of a disclaimer can be helpful, it may not always be sufficient to eliminate all the risks—public confidence can still be damaged by an employee's behaviour even if the employee has stated that they are acting in a private capacity.

'Liking' posts

'Liking' someone else's post carries similar risks to posting the material personally. This is because the employee might reasonably be perceived to endorse the content, whether or not this is their intention.

ATTACHMENT A

For example, if an employee 'likes' their friend's highly politicised post about small business regulation to show support for their café, a reasonable member of the community is likely to think the employee endorses the political statement.

Following particular individuals or accounts

Following someone on social media, or adding them as a 'friend' or connection, is a low-risk activity in itself.

It is reasonable, for example, to follow Members of Parliament across the political spectrum in the interests of staying well-informed or because an employee supports their particular party, or to be Facebook friends with someone the employee knows personally and who expresses strong political opinions online.

Risks will only arise to the extent that the employee engages with the content their friends or connections post.

Subject matter experts

The same risk factors should be considered in relation to posts by subject matter experts, but consideration should also be given to whether their opinions on certain topics might be given more weight, or be taken to be informed by specialised knowledge, than those of other staff; and whether their opinions as an expert could reasonably be viewed as representing their agency or the APS, whether or not this is intended.

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Mike Hogben

SB24-000174

SUBJECT: Budget Funding**Talking Points**

1. For 2024-25, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts received **departmental appropriations** of **\$553.9 million** and **administered appropriations** of **\$7.0 billion** through the 2024-25 Budget Appropriation Bills.
2. **2024-25 departmental appropriation** funding comprises **\$530.0 million** in departmental operating appropriation and **\$23.9 million** in departmental capital budget (2024-25 PBS page 30).
 - a. this is a net increase of **\$66.3 million** from the 2023-24 total departmental funding of **\$487.6 million**, comprising **\$464.9 million** in departmental operating appropriation and **\$22.7 million** in departmental capital budget (2023-24 PAES page 22).
3. Increased **departmental appropriation** funding is predominantly attributable to 2024-25 Budget measures, including:
 - a. ***New Vehicle Efficiency Standard Implementation*** (\$26.1 million – 2024-25 PBS, page 34);
 - b. ***Building a Better Future Through Considered Infrastructure Investment*** (\$24.0 million – 2024-25 PBS, page 34);
 - c. ***Supporting Connectivity, Media and Communications*** (\$18.8 million – 2024-25 PBS, page 35); and
 - d. ***Supporting Transport Priorities*** (\$15.4 million – 2024-25 PBS, page 34).
4. For 2024-25, the department is responsible for **\$19.6 billion** in **agency resourcing** (2024-25 PBS pages 30-31) comprising:
 - a. **\$687.0 million** in departmental resourcing (includes departmental appropriations of \$553.9 million plus \$10.2 million in external revenue, \$110 million in prior year appropriations and \$12.3 million for special accounts); and
 - b. **\$18.9 billion** in administered resourcing (includes administered appropriations of \$7.0 billion plus \$7.6 billion in prior year appropriations, \$4.2 billion in special appropriations and \$0.5 billion for special accounts).
 - c. 2024-25 Agency Resourcing **excludes** payments to Portfolio Bodies (\$2.8 billion), payments from annual/special appropriations credited to special accounts (\$96.5 million) and payments to States and Territories.
5. **Agency resourcing** increases in 2024-25 by **\$5.0 billion** from **\$14.6 billion** in 2023-24 (2023-24 PAES page 23) comprising:
 - a. **\$0.1 billion** increase in **departmental** resourcing; and
 - b. **\$4.9 billion** increase in **administered** resourcing.

Contact: Mike Hogben

Cleared by: First Assistant Secretary Cha Jordanoski

Phone: (02) s22(1)(a)(ii)

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6. The **\$4.9 billion administered resourcing** difference between 2023-24 and 2024-25 largely reflects reduced expenditure for financial assistance grants to local governments in 2023-24 due to **\$3.1 billion** being brought forward and paid in 2022-23 to assist cash flow for local government councils.
- a. in addition, profile changes in administered funding (including movement of funds) and the impact of new measures also contributes to the year on year difference.
7. At the 2024-25 Budget, **payments to States and Territories** increased by **\$2.2 billion** through various National Partnership Payments from **\$13.1 billion in 2023-24** (\$15.5 billion at the 2023-24 Budget) to **\$15.3 billion in 2024-25** (\$16.3 billion at the Budget 2023-24) and **\$57.8 billion** across the forward estimates (\$61.0 billion at Budget 2023-24) (Budget Paper 3, 2023-24 Budget, page 59 and 2024-25 Budget page 67 refers).
8. **Payments to States and Territories** are appropriated through the Treasury (see 2024-25 Budget, Budget Paper 3, page 66). The increase from 2023-24 to 2024-25 is predominately the result of the following:
- a. funding increases for Rail and Road Investment Components (\$1.6 billion);
- b. funding increases for the National Water Grid Fund (\$0.3 billion); and
- c. funding increases related to a range of other payments to align with expected milestone delivery timeframes including city deals and regional projects (\$0.8 billion), partially offset by decreases in funding for Local Roads and Community Infrastructure (\$0.5 billion).
9. In addition to the impacts from measures in the 2024-25 Budget, funding from the department and affected portfolio agencies has been reduced as a result of the measure **Savings from External Labour – extension**, reducing funding for the **Portfolio by \$18.5 million over 4 years** from 2024-25 and by **\$11.6 million** over the same period for the **department**.
- a. this is in addition to the October 2022-23 Budget and 2023-24 Budget measures **Savings from External Labour, Advertising, Travel and Legal Expenses**, which collectively resulted in **\$70.3 million** savings over 5 years from 2022-23 (the **department** contributing **\$39.6 million**).
- b. detail of the savings (including background on the ED) is at **Attachment D**
10. At the 2024-25 Budget, the department received approval for an operating loss of \$22.9m to support finalising the implementation of MoG related IT consolidation from the 2019-20 MoG. This is reflected on page 81 of the PBS.

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Cleared by: First Assistant Secretary Cha Jordanoski

Phone: (02) s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

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Background

1. All entities, including the department, are required to prepare a 2024-25 PBS chapter see **Attachment B** – Funding and Staffing by Agency for 2024-25.
2. See **Attachment C** for further breakdown of the department's resourcing.

2023-24 End of year position

1. The department reported a deficit of **\$48.1 million in 2023-24**. After adjusting for depreciation and amortisation, and lease payments under Australian Accounting Standard AST 16 Leases the department ran an **adjusted loss of \$28.0 million** as published in the department's annual report (page 24).
2. The operating loss is largely due to **write-down and impairment of assets (\$13.9 million)** and expenditures to **consolidate and uplift IT infrastructure (12.8 million)** following the machinery of government change with commenced in 2019-20.
3. The adjusted loss of \$28.0 million is **\$5.1 million higher** than the budgeted operating loss of **\$22.9 million** approved by the Minister of Finance and published on page 81 of the department's 2024-25 Portfolio Budget Statement.
 - a. the \$5.1 million increase in the adjusted operating loss largely reflects an **increase** in asset impairments from **\$8.8 million** to **\$13.9 million**.
 - b. the increase in asset impairments relates to action taken in response to a 2022-23 ANAO Financial Statements audit finding, following which the department undertook additional quality assurance reviews over the treatment of capital expenses and wrote-off a number of capital assets/expenses that did not meet the recognition criteria.
4. Consistent with the expectation of the Budget Process Operational Rules (BPORs) the increased operating loss has been reported to the Minister for Finance.

ASL

1. The department's estimated average staffing level (ASL) in **2024-25** is **2,271**, a net increase of **228** from the **2023-24** ASL level of **2,043** (Table 1.1 page 23 2023-24 PAES). The ASL increases represents the net change of ASL associated with new measures announced at the 2024-25 Budget offset by ASL reductions from terminating measures and ASL fluctuations already factored into the forward estimates.
2. The total cost of **employee benefits** will grow from **\$294.4 million in 2023-24** (2023-24 PAES, Page 60) to **\$307.4 million in 2024-25** (2024-25 PBS, Page 81). This reflects year on year growth in ASL numbers as outlined above, as well as the costs of wage increased agreed through the new Enterprise Agreement.

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Departmental Impacts – Savings measures

1. The 2024-25 Budget Measure Savings from External Labour - extensions allocated additional savings for the **portfolio of \$18.5 million**, including **\$11.6 million** for the **department** over 4 years from 2024-25.
2. The portfolio's total contribution to savings over the past 3 Budgets is **\$88.8 million** over **6 years from 2022-23**, comprising:
 - a. **2022-23 Budget:** savings contribution of **\$16.5 million** over 3 years from 2022-23 from the measure *External Labour, and Savings from Advertising, Travel and Legal Expenses* with allocated agency savings against the 2022-23 year only (the department providing \$11.0 million and portfolio agencies \$5.5 million). The Australian Government also announced the measure *An Ambitious and Enduring APS Reform Plan* that portfolios offset through savings.
 - the allocation of the remaining savings from the **2022-23 October Budget** measure to entities was reprofiled over 4 years by the government (rather than the original 3 remaining years) to smooth the profile across the remaining years.
 - b. **2023-24 Budget:** residual savings contribution of a further **\$53.8 million** over 4 years from 2023-24 (the department providing \$28.6 million and portfolio agencies \$25.2 million). The allocation of the remaining savings from the 2022-23 October Budget measure to entities was reprofiled over 4 years by the government (rather than the original 3 remaining years) to smooth the profile across the remaining years.
 - c. **2024-25 Budget:** savings contribution of **\$18.5 million** over 4 years from 2024-25 as part of the measure *Savings from External Labour - extension* (the department contributing \$11.6 million and portfolio agencies \$6.9 million).
3. Any questions regarding the methodology for calculating or applying the saving should be referred to the Department of Finance.
4. The above savings are exclusive of the Efficiency Dividend (ED). A breakdown of the savings (including background on the ED) is at **Attachment D**.

APS Reform Agenda – conversion of external labour roles to APS

1. As part of the APS Reform Agenda, the government has committed to reducing the APS' reliance on consultants and contractors, although there is acknowledgement external labour will continue to remain a component of the APS workforce.
2. To support this commitment, the department participated in the **Audit of Employment** led by the Department of Finance with returns, including those for its portfolio agencies, submitted in late 2022.

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-
- a. the department is now participating in the 2023-24 Audit of Employment, which will build on the findings of the 2021-22 Audit of Employment.
 3. The department also converted **50 external labour roles** to APS on an ongoing basis to APS at the 2023-24 Budget, resulting in efficiencies of **\$3.0 million** over 5 years from 2022-23.
 4. Across the portfolio (excluding the department), a further **16 external labour roles** were converted to ASL at the 2024-25 Budget (refer to page 171 of Budget Paper 4). The additional 16 conversions for portfolio entities brings total portfolio conversions to 72.
 5. Further background on the APS Reform Agenda is at **Attachment D**.

Revision to the Wage Cost Index (WCI) framework

1. The government agreed to an ongoing change to the WCI framework in the 2023-24 Budget.
2. As part of the revision to the WCI framework, across all affected portfolio agencies, the portfolio received an additional \$99.9 million in departmental funding and \$21.5 million in administered funding over 4 years from 2023-24 (the department received \$18.5 million in departmental funding and \$20.0 million in administered funding over the same period).

Background on the Efficiency Dividend

1. Government entities are subject to an annual efficiency dividend that reduces entity budgets each year in anticipation of efficiencies being found. The efficiency dividend, currently 1.0% per annum, applies to all entities for operational (running) costs (with the following entities exempt¹ as per table below). The objectives of the efficiency dividend have been to:
 - a. provide managers with a financial incentive to continually seek new or more efficient ways of carrying out ongoing government business;
 - b. allow government to redirect a portion of efficiency gains to higher priority activities; and
 - c. clearly demonstrate public service efficiencies resulting from improvements in management and administrative practices and return these gains to the Budget.

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

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

Printing

1. Costs associated with printing the Portfolio Budget Statements were \$12,221 (Incl-GST).

Attachments

- A: Financial Snapshot 2024-25
- B: Funding and Staffing by Agency for 2024-25
- C: Department's Resourcing
- D: Whole of Government Savings and APS Reform Agenda

Linked Briefing

- EC24-001503 – Average Staffing Level
- EC24-001502 – Movement of Funds
- EC24-001501 – 2024-25 Budget Measures

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Attachment C

Department's Resourcing

2024-25 Budget			
Breakdown of resourcing	2024-25 Estimate (\$m)	2023-24 PAES (\$m)	2023-24 to 2024-25 variance (\$m)
Departmental	687.0	615.8	71.2
Operating Appropriation	530.0	464.9	65.1
Departmental Capital Budget	23.9	22.7	1.2
S74 external revenue	10.2	10.7	-0.5
Prior year appropriations	110.5	106.5	4.0
Special Accounts*	12.3	11.0	1.3
Administered	18,905.3	13,981.2	4,924.1
Bill Nos 1/3 - Appropriation	2,440.8	2,333.4	107.4
Bill Nos 1/3 - Administered Capital Budget	29.7	37.0	-7.3
Payments to Corporate Entities	2,418.4	2,348.4	70.0
Bill Nos 2/4 - Appropriation	4,573.4	4,349.7	223.7
Payments to Corporate Entities	98.2	78.5	19.7
Prior year appropriations:			
Bill No.1	3,025.5	2,792.4	233.1
Bill No.2	4,533.2	3,453.9	1,079.3
Special Appropriations	4,211.9	1,156.6	3,055.3
Special Accounts	455.2	412.3	42.9
Less administered <u>appropriations</u> credited to special accounts**	-96.5	-327.7	231.2
Less payments to Corporate Entities (as department does not control this funding)	-2,784.5	-2,653.2	-131.3
Total Resourcing	19,592.3	14,597.0	4,995.3

*Excludes departmental appropriations drawn from annual/special appropriations and credited to special accounts. **Administered appropriations drawn from annual/special appropriations and then credited to special accounts are removed to avoid double counting. (Source: 2024-25 PBS pages 30-31).

Contact: Mike Hogben

Cleared by: First Assistant Secretary Cha Jordanoski

Phone: (02) s22(1)(a)(ii)

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Attachment D

Savings from External Labour – Department and Portfolio Entities²

	2022-23 (\$m)	2023-24 (\$m)	2024-25 (\$m)	2025-26 (\$m)	2026-27 (\$m)	2027-28 (\$m)
DITRDCA						
• Original (Oct 2022 and 23-24 Budget)	10.2	7.5	8.7	8.2	5.0	-
• Extension (May 2024)	-	-	1.2	1.2	1.0	8.1
DITRDCA Total	10.2	7.5	9.9	9.5	6.0	8.1
Portfolio Agencies						
• Original (Oct 2022 and 23-24 Budget)	5.1	6.9	6.8	6.9	4.9	-
• Extension (May 2024)	-	-	0.9	0.7	0.6	4.7
Agency Total	5.1	6.9	7.7	7.6	5.6	4.7
Portfolio Total	15.3	14.4	17.6	17.0	11.6	12.8
Total – 2022-23 to 2027-28: \$88.8 million* (totals in table may not add due to rounding)						

² Includes the original measure and 2023-24 residual savings allocation, and the 2024-25 Budget measure

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Cleared by: First Assistant Secretary Cha Jordanoski

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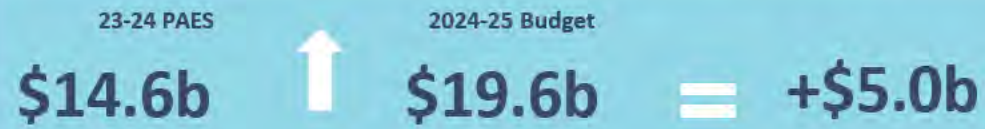


Budget

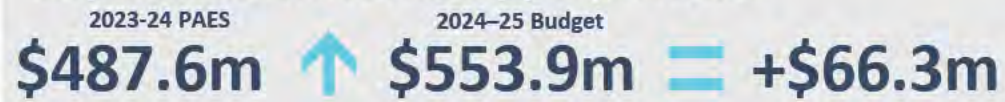
2024-25 | Financial snapshot

Department's total budget resourcing year on year comparison

(includes Administered and Departmental, excludes payments to Portfolio Bodies)



Departmental Annual Appropriations



At the 2024-25 Budget the department received \$553.9 million in departmental appropriations through Appropriation Bill (No. 1).

Departmental resourcing

Comparison between 2023-24 PAES and 2024-25 Budget



In addition to the annual departmental appropriations outlined above (comprising departmental operating funding of \$530.0 million and departmental capital budget of \$23.9 million), departmental resourcing also comprises external revenue of \$10.2 million, prior year appropriations of \$110 million and special accounts of \$12.3 million.

The difference between 2023-24 PAES and 2024-25 Budget of \$71.2 million is attributed to government decisions, outlined in the table below.

Departmental impacts for the Department for 2024-25 Budget measures

Measure	Net impact 2024-25 (\$m)
New Vehicle Efficiency Standards Implementation	26.1
Building a Better Future Through Considered Infrastructure Investment	24.0
Supporting Connectivity, Media and Communications	18.8
Supporting Transport Priorities	15.4
Delivering a Strategic Fleet	6.7
Urban Agenda and Community Programs	3.6
Future Made in Australia: Making Australia a Renewable Energy Superpower	3.2
Other [^]	6.3
Total departmental	104.1

Totals may not sum due to rounding; [^] NFP item.

End of year position

The department incurred an operating loss of **\$28.0 million** for the 2023-24 financial year, **\$5.1 million higher** than the approved budgeted operating loss of **\$22.9 million** from the Minister for Finance in April 2024.

The **approved budgeted operating loss** comprised \$12.3 million in IT expenditure incurred post MoG changes in 2019-20 and \$10.6 million (timing differences to grants hub expenses of \$1.8 million and asset impairments of \$8.8 million).

The **adjusted operating loss** reflects an increase in asset impairments from \$8.8 million to \$13.9 million

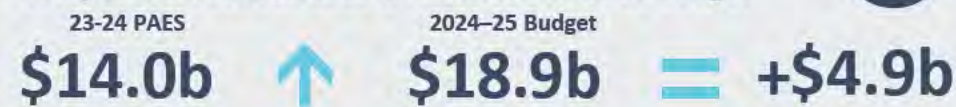
Administered Annual appropriations



At the 2024-25 Budget the department received \$7,043.9 million in administered annual appropriations, comprising \$2,470.5 million through the Appropriation Bill (No.1) and \$4,573.4 million through Appropriation Bill (No.2).

Administered resourcing

Comparison between 2023-24 PAES and 2024-25 Budget



In addition to the annual administered appropriations of \$7.0 billion outlined above (comprising ordinary annual services of \$2.4 billion, administered assets and liabilities of \$3.7 billion and payments to states \$0.9 billion), administered resourcing also comprises prior year appropriations of \$7.6 billion, special appropriations of \$4.2 billion and special accounts of \$0.5 billion.

The difference from 2023-24 to 2024-25 is primarily the result of:

- \$3.3 billion in special appropriations in 2024-25 associated with payments under the Local Government Financial Assistance Act 1995 compared to \$8.7 million in 2023-24 (as \$3.1 billion in assistance was brought forward and paid in 2022-23 to assist cash flow for local government councils), profile changes in administered funding (including movement of funds) and the impact of new measures.

There is a further \$15.3 billion in 2024-2025 (\$57.8 billion across four years) provided to States and Territories through various National Partnership Payments – reported in the Treasury Portfolio Budget Statements.

Administered impacts for the Department for 2024-25 Budget measures

Measure	Net impact 2024-25 (\$m)
Support Transport Priorities	20.9
Revive National Cultural Policy	9.1
AIS revitalisation	8.0
Funding for Territories	7.0
Online Safety	6.5
Other [^]	0.4
Total Administered	51.9

Totals may not sum due to rounding; [^] NFP item.

ASL snapshot

Department ASL



Increase is attributable to new decisions in the 2024-25 Budget offset by existing reductions in ASL already forecast.

Key measures impacting ASL

The increase in ASL in 2024-25 compared to 2023-24 Estimated Actual for new decisions is predominately driven by the following six measures:

- Resourcing to Deliver the Infrastructure Pipeline (87)
- Supporting Connectivity, Media and Communications (73)
- Supporting Transport Priorities (45)
- NVES Regulator and IT Build (38.5)
- Delivering a Strategic Fleet (33)
- Urban Agenda and Community Programs (20)

Total Employee Benefits

Total employee benefits will grow from \$294.4 million in 2023-24 to \$307.4 million in 2024-25

Conversion of contractors to APS

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



Converting contractors by 2026-27

50 DITRDCA - 72 Portfolio Agencies



Achieving savings

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

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

Whole of Australian Government Savings – External Labour – 2024-25 Measure

DITRDCA UCB impact \$m				
2024-25	2025-26	2026-27	2027-28	Total
1.2	1.2	1.0	8.1	11.6

Portfolio agencies: contributed \$0.9m in 2024-2025 and \$6.9m from 2024-25 to 2027-28.

The savings above are further to the October 2022-23 Budget and 2023-24 Budget which collectively resulted in savings in the Portfolio of \$88.8 million over six years from 2022-23 - \$51.2 million for the Department.



2024-25 Budget - Funding and staffing by agency for 2024-25

<p>Department Departmental Approp: \$553.9m Operating: \$530.0m Capital: \$23.9m ASL: 2,271 Administered Approp: Administered capital: \$29.7m <u>Outcome 1</u> Annual Admin : \$21.1m Act 2: \$649.5m ASL: 364 <u>Outcome 2:</u> Annual Admin: \$427.4m Special Approp: \$265.5m ASL: 697 <u>Outcome 3:</u> Annual Admin: \$1,095.5m Act 2: \$269.7m Special Approp: \$3,271.0m ASL: 417 <u>Outcome 4:</u> Annual Admin: \$195.9m Special Account: \$20.5m ASL: 138 <u>Outcome 5:</u> Annual Admin: \$389.4m Special Account: \$312.3m ASL: 408 <u>Outcome 6:</u> Annual Admin: \$311.5m Special Account: \$0.5m ASL: 247</p>	<p>ABC* Dept Approp: \$1,196.1m Operating: \$1,196.1m Capital: Nil ASL: 4,313</p>	<p>ACMA Dept Approp: \$170.7m Operating: \$151.8m Capital: \$18.9m ASL: 654 Special account approp: \$52.6m Admin Approp: \$10.3m Special Approp: \$8.3m</p>	<p>AFTRS* Dept Approp: \$27.9m Operating: \$27.9m Capital: Nil ASL: 145</p>	<p>AMSA* Dept Approp: \$222.1m Operating: \$86.2m Special Approp: \$135.8m Capital: Nil ASL: 481</p>
	<p>ANMM* Dept Approp: \$29.5m Operating: \$24.9m Capital: \$4.6m ASL: 115</p>	<p>ATSB Dept Approp: \$26.7m Operating: \$26.1m Capital: \$0.6m ASL: 120</p>	<p>CASA* Dept Approp: \$173.5m Operating: \$41.5m Special Approp: \$132.0m Capital: Nil ASL: 832</p>	<p>Creative Australia (Formerly Australia Council)* Dept Approp: \$289.6m Operating: \$289.6m Capital: Nil ASL: 149</p>
	<p>HSRA* Dept Approp: \$55.1m Operating: \$55.1m Capital: Nil ASL: 28</p>	<p>IA* Dept Approp: \$13.2m Operating: \$13.2m Capital: Nil ASL: 40</p>	<p>NAA Dept Approp: \$93.6m Operating: \$87.1m Capital: \$6.5m ASL: 376</p>	<p>NCA Dept Approp: \$11.0m Operating: \$10.3m Capital: \$0.7m ASL: 61 Admin Approp: \$21.0m Admin Capital: \$15.6m Special Approp: \$0.03m</p>
	<p>NFRA Dept Approp: Nil Operating: Nil Capital: Nil ASL: -</p>	<p>NFSA* Dept Approp: \$47.8m Operating: \$40.8m Capital: \$7.0m ASL: 213</p>	<p>NGA* Dept Approp: \$112.2m Operating: \$70.0m Capital: \$42.2m ASL: 217</p>	<p>NLA* Dept Approp: \$113.0m Operating: \$86.2m Capital: \$26.7m ASL: 410</p>
	<p>NMA* Dept Approp: \$71.5m Operating: \$55.2m Capital: \$16.3m ASL: 222</p>	<p>NPGA* Dept Approp: \$19.4m Operating: \$19.2m Capital: \$0.2m ASL: 55</p>	<p>NTC* Dept Approp: \$6.7m Operating: \$6.7m Capital: Nil ASL: 44</p>	<p>NAIF* Dept Approp: \$21.8m Operating: \$21.8m Capital: Nil ASL: 1</p>
	<p>OPH* Dept Approp: \$27.6m Operating: \$22.3m Capital: \$5.3m ASL: 101</p>	<p>Screen Australia* Dept Approp: \$13.2m (Plus \$72.6m OFTA program funding) Operating: \$13.2m Capital: Nil ASL: 105</p>	<p>SBS* Dept Approp: \$348.4m Operating: \$348.4m Capital: Nil ASL: 1,369</p>	

* Funding is appropriated through the Department for Corporate Commonwealth Entities
 All appropriation figures exclude prior year appropriations available

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SB24-000175

SUBJECT: Consultancy and Non-Consultancy Contracts (incl. Big 4)**Talking Points**2023-24 Financial Year (1 July 2023 to 30 June 2024)

1. From 1 July 2023 to 30 June 2024, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts entered into a total of **988 new contracts (both consultancy and non-consultancy)** with a total contract value of **\$264.9 million** (GST inclusive) – refer to **Table A**.
2. Of the **988 new contracts** in FY23-24:
 - a. **904** were **non-consultancy** contracts valued at **\$227.7 million** (GST inclusive); and
 - b. **84** were **consultancy** contracts valued at **\$37.2 million** (GST inclusive).
3. The number of new contracts entered into between 2023-24 and 2022-23 has remained consistent (**988 new contracts** for **2023-24**, which is the same the number of **new contracts in 2022-23 of 988**) – refer to **Table A**.

2024-25 Financial Year (1 July 2024 to 31 August 2024)

1. From **1 July 2024 to 31 August 2024**, the department has entered into **196** new contracts with a total contract value of **\$54.2 million** (GST inclusive). **Table A**.
2. Of the **196 new contracts** in FY24-25 YTD:
 - a. **178** were **non-consultancy** contracts valued at **\$46.0 million** (GST inclusive); and
 - b. **18** were **consultancy** contracts valued at **\$8.2 million** (GST inclusive).
3. All procurement activity, including engagement of consultants, is undertaken in accordance with the Commonwealth Procurement Rules (CPR), which are made under section 105B (1) of the PGPA Act.
4. The department ensures its compliance via the **Accountable Authority Instructions** (AAIs) which are **instructions** to all departmental officials issued by the Secretary of the department.
5. The department **engages consultants** only when there is a need for specialist or independent expertise, advice or services that are not available in-house.
6. Use of the mandatory whole of government **Management Advisory Services (MAS)** panel is used to procure consultants, where services align.
7. The department **has continued to strengthen its procurement framework** guidance for staff to ensure procurement activities achieve a value for money outcome and are compliant with the Resource Management Framework, Department of Finance (DoF) Guidance and through the use of standard templates such as the **Commonwealth Contracting Suite**.

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Key Issues

1. The department entered into a total of **988 new contracts (both consultancy and non-consultancy)** for the **2023-24 Financial Year** with a total contract value of **\$264.9 million (GST inclusive)**.
2. The number of new contracts entered into between 2023-24 and 2022-23 has remained consistent (**no increase of new contracts in 2023-24**) however, the total contract value between the two financial years has increased by **\$27.6 million** or **11.6%**.

Table A – Consultancy and Non-Consultancy Contracts

	2024-25 YTD (as at 31 Aug 24)		2023-24		2022-23		Variance between 2023-24 & 2022-23			
	#	\$m (GST inc)	#	\$m (GST inc)	#	\$m (GST inc)	#	%	\$m (GST inc)	%
Non-Consultancy Contracts	178	\$46.0	904	\$227.7	902	\$221.6	2	0.2 %	\$6.1	2.8%
Consultancy Contracts	18	\$8.2	84	\$37.2	86	\$15.7	(1)	(1.2)%	\$21.5	136.9%
Total	196	\$54.2m	988	\$264.9m	988	\$237.3m	1	0.1%	\$27.6m	11.6%

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

3. A list of all new contracts entered into since 1 July 2023 by group and division for **2023-24** and **2024-25 YTD** is provided at **Attachment A**.

Non-Consultancy Contracts

1. In **2023-24**, of the **904 non-consultancy contracts** the department has entered into, **3** are with the **Big 4**.
2. From **1 July 2024 to 31 August 2024**, of the **178 non-consultancy contracts** the department has entered into, **none** are with the **Big 4**.

Consultancy Contracts

1. In **2023-24**, of the **84 consultancy contracts** the department has entered into **11** are with the **Big 4**.
2. From **1 July 2024 to 31 August 2024**, of the **18 consultancy contracts** the department has entered into **5** are with the **Big 4**.

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3. As part of the APS **Reform** and the **2022-23 Budget measure Savings from External Labour, and Savings from Advertising, Travel and Legal Expenses**, the Australian Government has committed to reducing the APS' reliance on consultants and contractors, although there is acknowledgement external labour will continue to remain a component of the APS workforce.
4. The **increase** in the value of consultancy contracts in **2023-24 in comparison to 2022-23** is a result of the growing number of complex projects undertaken by the department which demand specialized knowledge and technical expertise. The increase largely relates to **2 large contracts in 2023-24**:
 - a. engagement of **Jacobs Group (Australia) Pth Ltd** for the period 1 July 2023 to 30 June 2026 at a cost of **\$13,781,808.71**. The contract, titled '**Environmental Investigations**' relates to the engagement of a specialist to deliver the government's commitment to determine the nature, extent and magnitude of PFAS contamination at 8 federally leased airports to support the department in developing appropriate management plans (these are Melbourne, Launceston, Hobart, Bankstown, Canberra, Brisbane, Adelaide and Parafield) as part of the pilot (Main Works Program). The contract owner is within the Domestic Aviation and Reform division.
 - b. engagement of **Aurecon Australasia Pty Ltd** for the period 8 March 2024 to 30 June 2026 at a cost of **\$5,566,765.26**. The contract titled '**PFAS Airports Investigation Program - Main works (tranche 2 airports)**' relates to Tranche 2 of the PFAS investigation program, where the department committed to conducting investigations at airports to determine levels of contamination and develop appropriate management plans. The contract owner is within the Domestic Aviation and Reform division.
5. A list of all new consultancy contracts entered into since 1 July 2023 for **2023-24** and **2024-25 YTD** is provided at **Attachment B**.

Contracts with the Big 4

1. Of the **988** new contracts entered into from **1 July 2023 to 30 June 2024**, the department has entered into **14 new contracts** valued at **\$3.1 million** (GST inclusive) with the Big 4. Of the 14 new contracts entered into, **11** were **consultancy** and **3** were **non-consultancy** contracts.
2. Of the **196** new contracts entered into from **1 July 2024 to 31 August 2024**, the department has entered into **5 new contracts** valued at **\$6.7 million** (GST inclusive) with the Big 4. **All of the new contracts** entered into are **consultancy** contracts.
3. Refer to **Table B** for a comparison of Big 4 contracts between years.

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Table B – New contracts with Big 4

	2024-24 YTD (as a 31 Aug 24)		2023-24 FY		2022-23 FY		Variance between 2023-24 & 2022-23			
	#	\$m (GST inc)	#	\$m (GST inc)	#	\$m (GST inc)	#	%	\$m (GST inc)	%
Deloitte	3	0.5	3	0.9	5	2.5	- 2	(40.0)%	- 1.6	(64.0)%
Ernst & Young	-	-	4	0.5	8	1.4	- 4	(50.0)%	- 0.9	(64.3)%
KPMG	1	0.2	5	1.5	7	1.4	- 1	(14.3)%	0.1	(7.1)%
PwC/Scyne	1	6	2	0.2	5	3.2	-3	(60.0)%	- 3.0	(93.8)%
Total	5	\$6.7m	14	\$3.1m	25	\$8.5m	- 10	(40.0)%	\$5.4m	(63.5)%

4. Of the 14 new contracts entered into with the Big 4 between **1 July 2023 and 30 June 2024**:
 - a. **11** are **consultancy** contacts valued at **\$2.7 million** (GST inclusive)
 - b. **3** are **non-consultancy** contacts valued at **\$431,556.30** (GST inclusive)
5. Of the 5 new contracts entered into with the Big 4 between **1 July 2024 and 31 August 2024**:
 - a. **5** are **consultancy** contacts valued at **\$6.7 million** (GST inclusive)
6. Of the 14 new contracts entered into from **1 July 2023 to 30 June 2024** with Big 4, **9 new contracts** are **no longer active**, with the contract period ending before 31 August 2024. The contracts are as follows:
 - a. **2 inactive** contracts with Ernst & Young with a value of **\$178,715.00**;
 - b. **3 inactive** contracts with KPMG with a value of **\$443,901.30**;
 - c. **3 inactive** contracts with Deloitte with a value of **\$594,196.60**; and
 - d. **1 inactive** contract with PwC/Scyne with a value of **\$198,473.00**.
7. As at 31 August 2024, there are **10 active** contracts with the Big 4 valued at **\$8.9 million** (GST inclusive) The contracts are as follows:
 - a. **2 active** contracts with PwC/Scyne with a value of **\$6,025,482.00**;
 - b. **3 active** contracts with Deloitte with a value of **\$929,097.90**;
 - c. **3 active** contracts with KPMG with a value of **\$1,151,498.70**; and
 - d. **2 active** contracts with Ernst & Young with a value of **\$323,674.50**.

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8. A further breakdown of the active and inactive Big 4 contracts for 2023-24 and 2024-25 YTD can be found in **Table C**.

Table C – New contracts with Big 4 – Active and Inactive (2023-24 and 2024-24 YTD)

Contract Notice ID	Supplier Name	Description	Start Date	End Date	Value (GST incl.)	Tender process	Division
New ACTIVE contracts – 10 contracts							
CN4033077	PWC/Scyne	Media Outlook Services	17 Jan 24	16 Jan 25	\$26,500	Limited	Communications Infrastructure
CN4033096	Deloitte	Financial Services	1 Feb 24	31 Jan 27	\$500,000	Open	Finance Budget & Governance
CN3996362	KPMG	Rail technical expertise	12 Jul 23	30 Jun 26	\$880,000	Open	Surface Transport Emissions and Policy
CN4033094	Ernst & Young	Financial Services	1 Feb 24	31 Jan 27	\$301,020	Open	Finance Budget & Governance
CN4011920	EY Digital Pty Ltd	Software Services	4 Nov 23	4 Nov 24	\$22,654.50	Open	People, Culture & Change
CN4082282	Deloitte	Telecommunications advice and modelling	1 Jul 24	31 Dec 24	\$148,500	Open	Communications Infrastructure
CN4090083	Deloitte	Economic Modelling Impact Analysis	14 Aug 24	20 Sept 24	\$280,597.90	Open	Surface, Transport, Emissions and Policy

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Contract Notice ID	Supplier Name	Description	Start Date	End Date	Value (GST incl.)	Tender process	Division
CN4037311	KPMG	Social Benefits Remote Regional Roads 2	1 Jul 24	31 Dec 24	\$198,370.70	Open	Data, Research, Strategy and Net Zero
CN4044123	KPMG	Management advisory services	25 Mar 24	6 Sept 24	\$73,128	Open	Land Transport Infrastructure
CN4090061	PWC/Scyne	USO Technical Trials	21 Aug 24	30 Jun 25	\$5,972,482	Open	Communications Infrastructure
New INACTIVE contracts – 9 contracts							
CN4028865	Ernst & Young	Accommodation Modelling	11 Dec 23	19 Feb 24	\$99,348.00	Open	Olympic, Paralympic & Sport Infrastructure
CN3996364	KPMG	Social benefits remote roads consultancy	31 July 23	22 Dec 23	\$131,629.30	Open	Data, Research, Strategy & Net Zero
CN4026199	Ernst & Young	Training Services	10 Jan 24	22 May 24	\$ 79,367.00	Open	Communications Infrastructure
CN4028969	Deloitte	Corporate Strategy Roadmap	15 Jan 24	7 May 24	\$382,401.80	Open	People, Culture Change

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Contract Notice ID	Supplier Name	Description	Start Date	End Date	Value (GST incl.)	Tender process	Division
CN4034385	Scyne Advisory Pty Ltd	Middle arm commercial advice	7 Feb 24	31 March 24	\$198,473.00	Open	Partnerships and Projects
CN4033079	KPMG	Financial Services	1 Mar 24	28 Jun 24	\$27,500.00	Open	Finance Budget & Governance
CN4076941	KPMG	Public engagement on draft policy	7 Jun 24	14 Aug 24	\$284,772.00	Open	Partnerships and Projects
CN4085142	Deloitte	SMS Sender ID Register Cost Benefit Analysis	12 Jul 24	30 Aug 24	\$149,878.00	Open	Communications Services and Consumer
CN4075321	Deloitte	Macro and microeconomic modelling	5 Jun 24	23 Jul 24	\$61,916.80	Open	Surface, Transport, Emissions and Policy

Contracts with the Big 7

1. From **1 July 2023 to 30 June 2024**, the department has entered into **15 new contracts** valued at **\$20.5 million** (GST inclusive) with the Big 7.
2. This is a **decrease of 11 contracts** compared to 2022-23 but **an increase in contract value of \$11.7 million**. This is largely due to a significant contract with Accenture to deliver the National Audit of Mobile Hotspots which was an election commitment.

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3. Outside the Big 4, there are no active contracts with other Big 7 firms as at 31 August 2024 (**McKinsey, Boston Consulting Group, Accenture contract from 2023-24 is inactive**)
4. Refer to **Table D** for a comparison of Big 7 contracts between years.

Table D – New contracts with Big 7 (2023-24 and 2024-24 YTD)

	2024-25 YTD (as at 31 Aug 2024)		2023-24		2022-23 FY		Variance between 2023-24 & 2022-23			
	#	\$m (GST inc)	#	\$m (GST inc)	#	\$m (GST inc)	#	%	\$m (GST inc)	%
Accenture	-	-	1	17.4	1	0.3	-	-	17.1	5700%
Boston Consulting	-	-	-	-	-	-	-	-	-	-
Deloitte	3	0.5	3	0.9	5	2.5	- 2	(40)%	- 1.6	(64)%
Ernst & Young	-	-	4	0.5	8	1.4	- 4	(50)%	- 0.9	(64)%
KPMG	1	0.2	5	1.5	7	1.4	- 2	(29)%	0.1	(7)%
McKinsey	-	-	-	-	-	-	-	-	-	-
PWC/Scyne	1	6.0	2	0.2	5	3.2	- 3	(60)%	- 3.0	(94)%
Total^b	5	\$6.7m	15	\$20.5m	26	\$8.8m	- 11	(42)%	\$11.7m	133%

Background

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

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

*Contracts are reported on AusTender where they exceed \$10,000 (GST inclusive).

*Contracts reported may be across financial years.

The department's process and policy for procurement

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

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4. For procurements between \$80,000 and \$200,000, officials must investigate whether an indigenous owned supplier is able to fulfil the requirement under the Indigenous Procurement Policy's Mandatory Set Aside. Mandatory Set Aside (MSA) (www.niaa.gov.au/sites/default/files/publications/ipp-mandatory-set-aside-factsheet.pdf).
 5. As part of the AAI's, **section 23 PGPA Act approvals** (i.e., commitment of relevant monies) are required to be signed off by the appropriate delegate prior to the execution of the contract/work order.

Attachments

A: 2023-24 and 2024-25 YTD - All new Contracts entered into since 1 July 2023 by Division

B: 2023 -24 and 2024-25 YTD – All new Consultancy Contracts entered into since 1 July 2023

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Attachment A - 2023-24 and YTD 2024-25 – All new Contracts entered into since 1 July 2023 by Division

Contracts by Division – FY 2023-24

CN ID	Supplier Name	Description	Agency Ref. ID	Start Date	End Date	Value (AUD)	Group	Divison
Chief Operating Officer								
CN3977485	OAG AVIATION WORLDWIDE PTE LTD	Airline schedule data	41014307	1-Jul-23	30-Jun-24	19,235.75	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN3983895	AUSTRALIAN PROPERTY MONITORS PTY LI	Housing Data Purchase	41014347	1-Jul-23	30-Jun-24	24,640.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN3991433	GS1 AUSTRALIALTD	National Location Registry Freight - Phase 4	41014382	1-Jul-23	30-Jun-24	127,600.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN3988552	STRATEGIC REFORM PTY LTD	Data Services	0042009321	1-Jul-23	30-Jun-24	200,200.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN3968819	ESRI AUSTRALIA PTY LTD	Learning and Development	41014248	20-Jul-23	20-Jul-23	12,012.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN3996364	KPMG	Social benefits remote roads consultancy	42009368	31-Jul-23	22-Dec-23	131,629.30	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN3996365	MARITIME INSIGHTS & INTELLIGENCE LI	Data subscription	41014410	18-Aug-23	30-Jun-24	72,831.37	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN3997855	AUSTROADS LTD	Australian Transport Assessment and Planning (ATAP) Guidelines	41014413	22-Aug-23	30-Jun-24	345,266.90	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN3999905	BIS OXFORD ECONOMICS	Cost escalation update 2023	42009392	29-Aug-23	6-Oct-23	82,665.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4002871	ROYAL MELBOURNE INSTITUTE OF TECHNO	Research services	42009420	8-Sep-23	30-Jun-24	151,250.00	Chief Operating Officer	Data, Research, Strategy & Net Zero

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CN4011917	BIS OXFORD ECONOMICS	Subscription Licence	0041014504	15-Oct-23	14-Jun-24	13,029.50	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4017001	Hudson Global Resources (Aust) P/L	Contractor	0042009535	15-Nov-23	17-May-24	70,992.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4017016	Hudson Global Resources (Aust) P/L	Recruitment services	0042009512	16-Nov-23	16-Feb-24	38,500.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4026323	DATA CAMP INC	Data Subscription Services	0041014611	27-Nov-23	27-Nov-24	27,500.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4022398	GLOBAL DATA UK LTD	Data Services	0041014582	12-Dec-23	11-Dec-24	46,000.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4026220	S&P GLOBAL MARKET INTELLIGENCE	Software Licence Subscription	0041014597	15-Dec-23	14-Dec-24	41,000.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4047430	PUBLIC AFFAIRS NETWORK PTY LTD	Roadmap Roundtable facilitation	41014761	5-Apr-24	30-Aug-24	41,437.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4046582	HITECH GROUP AUSTRALIA LIMITED HITECH PERSONNEL	Contractor	42009757	9-Apr-24	9-Oct-24	57,120.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4060049	BLISS MEDIA PTY LTD	Implementation of Data Hub websites	42009766	16-Apr-24	30-Jun-24	39,055.50	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4044788	ELYSIUM DIGITAL PTY LTD	Temporary Personnel services	42009743	18-Apr-24	18-Oct-24	79,160.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4048417	Hudson Global Resources (Aust) P/L	Recruitment services	42009764	22-Apr-24	30-Aug-24	56,000.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4048543	MICROSOFT PTY LTD	Microsoft Purview Review Sessions	41014771	22-Apr-24	30-May-24	29,114.80	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4050213	IBISWORLD PTY LTD	IBISWorld Data Subscription	41014791	30-Apr-24	29-Apr-25	21,461.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4063352	AUSTROADS LTD	Data Extract Services 2024-2026	41014848	16-May-24	30-Jun-26	36,300.00	Chief Operating Officer	Data, Research, Strategy & Net Zero

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CN4063349	PUBLIC AFFAIRS NETWORK PTY LTD	Data Strategy Workshops	41014849	20-May-24	31-Dec-24	66,000.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4063346	THE COUNCIL OF CAPITAL CITY LORD MA	Purchase of night-time economy data	41014861	22-May-24	30-Jun-24	18,700.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4075328	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	42009820	3-Jun-24	30-May-25	169,946.40	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4075325	FACE2FACE RECRUITMENT	Contractor	42009824	17-Jun-24	13-Jun-25	219,180.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4080293	MGS HOLDINGS PTY LTD	Drones and Associated Equipment	0041014969	21-Jun-24	31-Oct-24	14,150.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN3994571	Lex Australia Pty Ltd	Freedom of Information database	41014394	1-Jul-23	30-Jun-28	76,550.00	Chief Operating Officer	Finance, Budget & Governance
CN4002881	FINXL PROFESSIONAL SERVICES PTY LTD	SAP Support Services 2023-2024	42009411	3-Jul-23	30-Jun-24	152,064.00	Chief Operating Officer	Finance, Budget & Governance
CN4002882	EPI-USE AUSTRALIA PTY LIMITED	SAP Support Services 2023-2024	42009410	3-Jul-23	30-Jun-24	197,472.00	Chief Operating Officer	Finance, Budget & Governance
CN4002883	EPI-USE AUSTRALIA PTY LIMITED	SAP Support Services (BW/BO) - 2023-2024	42009409	3-Jul-23	30-Jun-24	363,528.00	Chief Operating Officer	Finance, Budget & Governance
CN4002884	PHOENIX MANAGEMENT SERVICES PTY LTD	SAP Support Services 2023-2024	42009408	3-Jul-23	30-Jun-24	198,000.00	Chief Operating Officer	Finance, Budget & Governance
CN3988545	HAYS SPECIALIST RECRUITMENT (AUST)	RECRUITMENT PLACEMENT FEES	0041014366	18-Jul-23	18-Jul-23	17,168.31	Chief Operating Officer	Finance, Budget & Governance
CN3991446	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment fee	41014384	27-Jul-23	27-Jul-23	18,316.78	Chief Operating Officer	Finance, Budget & Governance

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CN4002880	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	42009412	31-Aug-23	30-Dec-23	86,900.00	Chief Operating Officer	Finance, Budget & Governance
CN4002891	DFP BUSINESS TRUST T/A DFP RECRUITMENT SERVICES PTY LT	Recruitment services	42009399	1-Sep-23	30-Sep-23	10,583.69	Chief Operating Officer	Finance, Budget & Governance
CN4002878	XAANA PTY LTD	Recruitment services	41014442	7-Sep-23	7-Sep-23	17,309.20	Chief Operating Officer	Finance, Budget & Governance
CN4020012	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	Recruitment Services	0041014571	11-Sep-23	11-Sep-23	17,309.18	Chief Operating Officer	Finance, Budget & Governance
CN4006895	SYNERGY GROUP AUSTRALIA LTD	Business Analyst - Business Services Engagement	0042009454	20-Sep-23	30-Apr-24	110,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4011912	CHARTERPOINT PTY LTD	Financial Analysis	0042009486	25-Sep-23	29-Feb-24	429,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4011907	SENTENTIA CONSULTING PTY LTD	Internal Audit Services	0042009490	9-Oct-23	30-Apr-24	70,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4016982	SENTENTIA CONSULTING PTY LTD	Performance Reporting	0042009541	25-Oct-23	30-Apr-24	124,833.75	Chief Operating Officer	Finance, Budget & Governance
CN4011909	CANON BUSINESS SERVICES AUSTRALIA P	Paperless Accounts Payable Services	0041014516	27-Oct-23	26-Oct-25	245,381.00	Chief Operating Officer	Finance, Budget & Governance
CN4015975	CAPITAL COMMUNICATIONS PTY LTD T/A CAPITAL PUBLIC AFFAIRS CONSULTANTS	Strategic Advisor	0041014531	30-Oct-23	30-Jun-24	132,000.00	Chief Operating Officer	Finance, Budget & Governance

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CN4022409	SENTENTIA CONSULTING PTY LTD	Purpose and performance redesign services	0042009564	30-Oct-23	31-Jan-24	124,833.75	Chief Operating Officer	Finance, Budget & Governance
CN4017003	INFOCAPITAL PTY LTD	Computer Services	0041014557	13-Nov-23	30-Jun-24	40,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4016997	AGORA CONSULTING PTY LTD	Business Management Services	0042009545	14-Nov-23	30-Jun-24	66,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4026219	CPA AUSTRALIA	CPA Bulk Membership Renewal	0041014604	1-Jan-24	31-Dec-24	13,513.00	Chief Operating Officer	Finance, Budget & Governance
CN4026319	GINNANE CONSULTING MS GAYLE GINNANE	Independent Member of the Audit and Risk Committee	0041014620	1-Jan-24	31-Dec-24	32,500.00	Chief Operating Officer	Finance, Budget & Governance
CN4026320	KNUCKEY FAMILY TRUST MCBEATH PTY LTD AS TRUSTEE OF THE	Independent Member of the Audit and Risk Committee	0041014619	1-Jan-24	31-Dec-24	40,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4037317	CANPRINT COMMUNICATIONS P/L	Printing	0041014676	18-Jan-24	29-Feb-24	12,760.00	Chief Operating Officer	Finance, Budget & Governance
CN4033094	ERNST & YOUNG	Financial Services	0042009648	1-Feb-24	31-Jan-27	301,020.00	Chief Operating Officer	Finance, Budget & Governance
CN4033096	DELOITTE TOUCHE TOHMATSU	Financial Services	0042009647	1-Feb-24	31-Jan-27	500,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4043055	Corporate Travel Management Group Pty Ltd	Travel management services		5-Feb-24	30-Jun-27	4,800,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4039366	CLICKS RECRUIT (AUSTRALIA) PTY LTD	Recruitment Services	0041014713	21-Feb-24	22-Mar-24	12,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4033079	KPMG	Financial Services	0042009638	1-Mar-24	28-Jun-24	27,500.00	Chief Operating Officer	Finance, Budget & Governance

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CN4036470	McGrath Nicol Advisory Partnership	Internal Audit Services	0042009670	4-Mar-24	30-Sep-24	200,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4037314	SENTENTIA CONSULTING PTY LTD	Internal Audit Services	0042009678	4-Mar-24	30-Sep-24	200,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4039368	PROTIVITI PTY LTD	Internal Audit Services	0042009696	4-Mar-24	30-Sep-24	200,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4039942	CAPITAL RECRUIT PTY LTD	APS6 placement fee	0042009701	4-Mar-24	1-May-24	10,500.00	Chief Operating Officer	Finance, Budget & Governance
CN4039944	AXIOM ASSOCIATES (AUST) PTY LTD	Internal Audit Services	0042009699	4-Mar-24	30-Sep-24	200,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4039365	KAREN WILLIAMS	Corporate objectives or policy development	0041014714	18-Mar-24	30-Jun-24	44,550.00	Chief Operating Officer	Finance, Budget & Governance
CN4044131	PROXIMITY ADVISORY SERVICES PTY LTD	Management advisory services	42009736	2-Apr-24	31-Jul-24	146,922.60	Chief Operating Officer	Finance, Budget & Governance
CN4054832	Cox Inall Ridgeway	Review of the Indigenous Art Code	42009792	29-Apr-24	30-Jun-25	159,502.00	Chief Operating Officer	Finance, Budget & Governance
CN4056897	CANPRINT COMMUNICATIONS P/L	Printing and binding services	41014816	2-May-24	30-Jun-24	12,595.00	Chief Operating Officer	Finance, Budget & Governance
CN4054838	MAGICAL LEARNING PTY LTD	Development of E-Learning Modules	41014801	6-May-24	31-Jul-24	13,200.00	Chief Operating Officer	Finance, Budget & Governance
CN4075330	SUPPLY NATION AUST INDIGENOUS MINORITY SUPPLIER O	Supply Nation Membership 2024-25	41014855	30-May-24	24-May-25	16,500.00	Chief Operating Officer	Finance, Budget & Governance
CN4075320	MAGICAL LEARNING PTY LTD	Learning and development	41014874	1-Jun-24	31-Dec-24	17,600.00	Chief Operating Officer	Finance, Budget & Governance
CN4076994	INFOCAPITAL PTY LTD	TM1 Internal Budget System	42009873	14-Jun-24	31-Dec-24	190,000.00	Chief Operating Officer	Finance, Budget & Governance

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CN3965454	SALORIX PTY LTD	Contractor	42009210	1-Jul-23	30-Jun-24	329,049.60	Chief Operating Officer	Information Technology
CN3975286	XAANA PTY LTD	Contractor Services	42009273	1-Jul-23	30-Jun-24	313,896.00	Chief Operating Officer	Information Technology
CN3977490	INFORMATECH PTY LTD	Contractor Services	42009283	1-Jul-23	30-Jun-24	317,615.52	Chief Operating Officer	Information Technology
CN3978480	DATA#3 LTD	Cisco Maintenance & Support	42009303	1-Jul-23	30-Jun-24	133,264.66	Chief Operating Officer	Information Technology
CN3978484	TERRACE SERVICES PTY LTD	Provision of procurement support services	42009298	1-Jul-23	30-Jun-24	868,925.00	Chief Operating Officer	Information Technology
CN3986273	COSMIC TECH SOLUTIONS PTY LTD	ICT Services	42009324	12-Jul-23	11-Jan-24	190,300.00	Chief Operating Officer	Information Technology
CN3988546	DATA#3 LTD	Network Devices	0042009343	17-Jul-23	16-Oct-23	33,026.40	Chief Operating Officer	Information Technology
CN3994572	Adecco Australia P/L	Contractor	42009366	9-Aug-23	30-Nov-23	47,025.00	Chief Operating Officer	Information Technology
CN3997859	THE TRUSTEE FOR CONSTECH UNIT TRUST CTDS AUSTRALIA PTY LTD	IT Hardware	42009386	24-Aug-23	31-Aug-23	40,425.00	Chief Operating Officer	Information Technology
CN3996369	ETERNITY SOLUTIONS PTY LTD	ICT Contractor Services	0042009371	28-Aug-23	30-Jun-24	258,792.00	Chief Operating Officer	Information Technology
CN3999919	STUTCH DATA SERVICES PTY LTD	Printer Cartridges	41014421	30-Aug-23	30-Sep-23	16,478.00	Chief Operating Officer	Information Technology
CN4002889	VOCUS PTY LTD	Data Carriage and Managed Router Services	42009401	31-Aug-23	31-Aug-26	4,873,103.00	Chief Operating Officer	Information Technology
CN4002890	DATA#3 LTD	ICT Hardware Network Switches	42009400	31-Aug-23	15-Sep-23	34,502.12	Chief Operating Officer	Information Technology
CN4006897	CBIT DIGITAL FORENSICS SERVICES CDFS AUS	Nuix Software	0042009450	5-Sep-23	6-Sep-24	385,104.17	Chief Operating Officer	Information Technology

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CN4002876	TELSTRA LIMITED	Mobile devices	42009416	7-Sep-23	30-Sep-23	75,360.00	Chief Operating Officer	Information Technology
CN4003892	HEWLETT PACKARD AUST PTY LTD	IT Network Equipment	0042009423	12-Sep-23	30-Sep-23	28,930.00	Chief Operating Officer	Information Technology
CN4006899	EQUINIX AUSTRALIA NATIONAL PTY LTD	Telecommunication Services	0041014484	14-Sep-23	14-Sep-26	145,000.00	Chief Operating Officer	Information Technology
CN4004845	THE RECRUITMENT HIVE PTY LTD	ICT Contracting Services	0042009441	20-Sep-23	30-Jun-24	221,312.00	Chief Operating Officer	Information Technology
CN4002879	EXPERIS AUSTRALIA PTY LTD	CRM Sr Software Developer	42009414	25-Sep-23	24-Sep-24	394,644.00	Chief Operating Officer	Information Technology
CN4006898	OPTUS NETWORKS PTY LIMITED OPTUS	Cisco IP Phones	0042009449	26-Sep-23	31-Oct-23	20,393.56	Chief Operating Officer	Information Technology
CN4008141	MINTERELLISON CONSULTING	ICT Service Offering	0042009457	29-Sep-23	28-Dec-23	215,204.00	Chief Operating Officer	Information Technology
CN4015982	REALLY AWESOME PEOPLE PTY LTD	Contractor	0041014525	1-Oct-23	30-Jun-24	192,257.00	Chief Operating Officer	Information Technology
CN4004855	TECHITUP PTY LTD	ICT Contractor	0042009429	3-Oct-23	2-Oct-24	394,664.00	Chief Operating Officer	Information Technology
CN4017019	DATA#3 LTD	ICT Hardware	0042009488	20-Oct-23	30-Nov-23	231,892.14	Chief Operating Officer	Information Technology
CN4017008	ETHAN INDIGENOUS PTY LTD	ICT Equipment	0042009523	25-Oct-23	11-Dec-23	41,250.00	Chief Operating Officer	Information Technology
CN4015980	OPTUS NETWORKS PTY LIMITED OPTUS	ICT Professional Services	0041014529	27-Oct-23	27-Dec-23	19,470.00	Chief Operating Officer	Information Technology
CN4017039	NARADA CONSULTING PTY LTD	Contractor	0042009533	14-Nov-23	13-May-24	166,320.00	Chief Operating Officer	Information Technology
CN4017000	DIALOG PTY LTD T/A DIALOG INFORMATION TECHNOLOGY	Contractor	0042009539	16-Nov-23	22-Dec-23	32,000.00	Chief Operating Officer	Information Technology
CN4017014	PEOPLEBANK AUSTRALIA LTD	Contractor	0042009515	16-Nov-23	30-Jun-24	238,920.00	Chief Operating Officer	Information Technology

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CN4018520	XAMPLIFY SERVICES PTY LTD	Provision of ICT Professional Services	0042009547	17-Nov-23	29-Mar-24	551,262.90	Chief Operating Officer	Information Technology
CN4018519	THE TRUSTEE FOR CONSTECH UNIT TRUST CTDS AUSTRALIA PTY LTD	IT Equipment	0042009552	21-Nov-23	31-Dec-23	11,239.25	Chief Operating Officer	Information Technology
CN4028767	4DATA IT PTY LTD	IT Works	0042009610	27-Nov-23	31-Dec-23	27,610.00	Chief Operating Officer	Information Technology
CN4018516	Hudson Global Resources (Aust) P/L	Contractor	0042009555	30-Nov-23	28-Jun-24	200,000.00	Chief Operating Officer	Information Technology
CN4028864	KINETIC IT PTY LTD	Provision of IT Managed Services	0041014643	15-Dec-23	14-Dec-26	23,730,000.00	Chief Operating Officer	Information Technology
CN4026218	HP PPS AUSTRALIA PTY LTD	IT Hardware	0042009594	18-Dec-23	31-Jan-24	639,656.60	Chief Operating Officer	Information Technology
CN4022403	DIALOG PTY LTD T/A DIALOG INFORMATION TECHNOLOGY	Business Analyst	0042009579	1-Jan-24	31-Dec-24	327,836.20	Chief Operating Officer	Information Technology
CN4026316	Simpler Technology Pty Ltd	Contractor	0042009602	1-Jan-24	30-Jun-24	191,512.00	Chief Operating Officer	Information Technology
CN4026223	MINDAVATION PTY LIMITED	Change and Transformation Services	0041014591	2-Jan-24	2-Apr-24	112,000.00	Chief Operating Officer	Information Technology
CN4026214	COSMIC TECH SOLUTIONS PTY LTD	Dynamics CRM Developer	0042009599	12-Jan-24	30-Jun-24	175,560.00	Chief Operating Officer	Information Technology
CN4032675	GENERATION-E PRODUCTIVITY SOLUTIONS	Exchange Architect	0042009633	22-Jan-24	30-Jun-24	143,000.00	Chief Operating Officer	Information Technology
CN4032674	ONNEER PTY LTD	IT Services	0042009634	23-Jan-24	30-Jun-24	451,000.00	Chief Operating Officer	Information Technology
CN4033078	HP PPS AUSTRALIA PTY LTD	IT Hardware	0042009640	23-Jan-24	29-Feb-24	34,658.80	Chief Operating Officer	Information Technology

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CN4032743	BLISS MEDIA PTY LTD	Website Development	0042009637	29-Jan-24	31-Jul-24	188,848.00	Chief Operating Officer	Information Technology
CN4033076	ETHAN INDIGENOUS PTY LTD	IT Hardware	0042009642	1-Feb-24	29-Feb-24	75,032.10	Chief Operating Officer	Information Technology
CN4033236	JB HI-FI GROUP PTY LTD	IT Hardware - Keyboard Mouse & Web Cameras	0042009649	5-Feb-24	29-Feb-24	31,000.00	Chief Operating Officer	Information Technology
CN4035699	BLUEBIRD ADVISORY PTY LTD	Professional Services	0042009667	19-Feb-24	30-Jun-24	345,588.00	Chief Operating Officer	Information Technology
CN4036850	YNOT Consulting Services Pty Ltd	Provision of IT Services	0041014688	26-Feb-24	15-Apr-24	22,000.00	Chief Operating Officer	Information Technology
CN4037316	IVANTI UK LIMITED	Support for Ivanti Service Manager Toolset	0041014690	27-Feb-24	28-Feb-25	216,461.00	Chief Operating Officer	Information Technology
CN4038903	INTOPIA PPTY LTD	Website WCAG Accessibility Testing	0042009692	5-Mar-24	31-Aug-24	39,215.00	Chief Operating Officer	Information Technology
CN4040768	DATA#3 LTD	Computer Equipment and Accessories	0042009711	14-Mar-24	19-Jan-25	48,595.69	Chief Operating Officer	Information Technology
CN4038904	HITECH GROUP AUSTRALIA LIMITED HITECH PERSONNEL	IT Contractor	0042009691	18-Mar-24	30-Jun-24	124,626.00	Chief Operating Officer	Information Technology
CN4044790	HEWLETT PACKARD AUST PTY LTD	Hardware	41014750	4-Apr-24	30-Apr-24	48,120.84	Chief Operating Officer	Information Technology
CN4044787	ETHAN INDIGENOUS PTY LTD	Computer Equipment and Accessories	42009746	5-Apr-24	3-May-24	25,797.40	Chief Operating Officer	Information Technology
CN4048420	DATA#3 LTD	IT Hardware Equipment and Maintenance	42009754	11-Apr-24	30-Apr-24	99,517.61	Chief Operating Officer	Information Technology

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CN4045077	M&T RESOURCES SMS Consulting Group	Temporary Personnel services	42009747	12-Apr-24	11-Apr-25	430,710.00	Chief Operating Officer	Information Technology
CN4051121	DATA#3 LTD	Provision of Network Access Control	42009779	16-Apr-24	30-Jun-24	23,828.00	Chief Operating Officer	Information Technology
CN4048418	PRECISION METALS QUEANBEYAN PTY LTD	B Class Server Racks	41014770	18-Apr-24	30-Jun-24	27,525.60	Chief Operating Officer	Information Technology
CN4048541	AMNESIUM PTY LTD	Smart Signage Displays	41014775	23-Apr-24	30-Jun-24	20,643.15	Chief Operating Officer	Information Technology
CN4050215	PCG CYBER PTY LTD	IRAP Assessment for RPM	41014783	24-Apr-24	31-Aug-24	68,200.00	Chief Operating Officer	Information Technology
CN4051842	ZSOFT TECHNOLOGIES PTY LTD	Systems Architect	41014799	29-Apr-24	31-Dec-24	294,624.00	Chief Operating Officer	Information Technology
CN4051845	THE TRUSTEE FOR CONSTECH UNIT TRUST CTDS AUSTRALIA PTY LTD	ICT Hardware	41014795	29-Apr-24	30-Jun-24	497,805.00	Chief Operating Officer	Information Technology
CN4054839	TELSTRA LIMITED	Mobile phones and accessories	41014794	29-Apr-24	30-Jun-24	118,523.20	Chief Operating Officer	Information Technology
CN4054836	ANABELLE BITS PTY LTD	Peripheral ICT equipment	42009786	6-May-24	30-Jun-24	16,403.64	Chief Operating Officer	Information Technology
CN4059205	TERRACE SERVICES PTY LTD	Developing a procurement plan and assisting practices in IT Division	42009790	6-May-24	30-Jun-25	850,000.00	Chief Operating Officer	Information Technology
CN4054825	AMNESIUM PTY LTD	IT Peripherals	42009798	8-May-24	30-Jun-24	322,085.28	Chief Operating Officer	Information Technology
CN4057926	DATA#3 LTD	IT Hardware Network Equipment	42009799	9-May-24	31-Jul-24	388,042.96	Chief Operating Officer	Information Technology

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CN4054827	AMNESIUM PTY LTD	ICT Hardware	42009796	13-May-24	31-Jul-24	97,095.33	Chief Operating Officer	Information Technology
CN4049538	NARADA CONSULTING PTY LTD	ICT Temporary Personnel	42009745	14-May-24	13-May-25	392,832.00	Chief Operating Officer	Information Technology
CN4060260	BEVINGTON CONSULTING PTY LTD	Software development	42009800	15-May-24	30-Jun-24	60,000.00	Chief Operating Officer	Information Technology
CN4063355	HP PPS AUSTRALIA PTY LTD	Computer hardware supply	42009807	21-May-24	30-Jun-24	62,345.14	Chief Operating Officer	Information Technology
CN4075326	SPARKE HELMORE LAWYERS	Probity Services	42009823	31-May-24	30-Jun-25	300,000.00	Chief Operating Officer	Information Technology
CN4077008	Australian National University	Policy Essentials Program 2025-2026	0042009861	31-May-24	31-Dec-26	304,716.91	Chief Operating Officer	Information Technology
CN4054840	TERRACE SERVICES PTY LTD	ICT Procurement & Contracting Specialist	41014793	1-Jun-24	31-May-25	221,595.00	Chief Operating Officer	Information Technology
CN4077007	YELLOW HAT CONSULTING	Workshop Facilitation	0042009862	3-Jun-24	31-Aug-24	48,537.50	Chief Operating Officer	Information Technology
CN4075317	DATA#3 LTD	CISCO Accessories	41014875	6-Jun-24	30-Jun-24	10,997.70	Chief Operating Officer	Information Technology
CN4077019	INTOPIA PPTY LTD	Website Accessibility Testing	0042009850	6-Jun-24	31-Aug-24	53,295.00	Chief Operating Officer	Information Technology
CN4077022	Hudson Global Resources (Aust) P/L	Recruitment services	0042009832	6-Jun-24	30-Jun-24	22,880.00	Chief Operating Officer	Information Technology
CN4075314	PTM EDV-SYSTEME GMBH	Software	41014878	7-Jun-24	6-Jun-25	14,000.00	Chief Operating Officer	Information Technology
CN4077020	MARSDEN JACOB ASSOCIATES PTY LTD THE MARSDEN JACOB UNIT TRUST	Impact Analysis	0042009842	7-Jun-24	7-Aug-24	72,314.00	Chief Operating Officer	Information Technology

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CN4075307	SYNERGY GROUP AUSTRALIA LTD	ICT Services	42009846	11-Jun-24	31-Jul-24	46,497.00	Chief Operating Officer	Information Technology
CN4082270	THINKPLACE AUSTRALIA PTY LTD	Procurement of workshop facilitation, venue and catering for external stakeholder event.	0042009921	19-Jun-24	30-Jun-24	38,373.50	Chief Operating Officer	Information Technology
CN4082281	BOHM PTY LTD T/AS 2B Advertising & Design	Graphic Design Services	0042009899	21-Jun-24	31-Dec-24	50,000.00	Chief Operating Officer	Information Technology
CN3972581	LAWYERBANK	Legal Services 2022-2023	42009260	11-Jul-23	12-Jan-24	280,995.00	Chief Operating Officer	Legal, FOI & Privacy
CN3986271	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2023-2024	41014355	12-Jul-23	30-Jun-24	186,000.00	Chief Operating Officer	Legal, FOI & Privacy
CN4015993	A ABRAHAMS & OTHERS T/A LANDER & RO	Legal Services	0042009480	25-Sep-23	31-Dec-23	16,000.00	Chief Operating Officer	Legal, FOI & Privacy
CN4008143	MCINNES WILSON LAWYERS PTY LTD	Legal Services 2023 - 2024	0042009448	3-Oct-23	6-Dec-23	60,720.00	Chief Operating Officer	Legal, FOI & Privacy
CN4016999	LAWYERBANK	Legal Services 2023 - 2024	0042009540	4-Dec-23	4-Mar-24	188,870.00	Chief Operating Officer	Legal, FOI & Privacy
CN4018513	NORTON ROSE FULBRIGHT	Legal Services 2023 - 2024	0042009558	4-Dec-23	4-Jun-24	240,625.00	Chief Operating Officer	Legal, FOI & Privacy
CN4022400	Franklin Covey	Legal Services Training	0041014581	7-Dec-23	29-Dec-23	30,573.20	Chief Operating Officer	Legal, FOI & Privacy
CN4016998	LAWYERBANK	Legal Services 2023 - 2024	0042009542	22-Jan-24	22-Apr-24	226,600.00	Chief Operating Officer	Legal, FOI & Privacy
CN4038906	lawyerbank Pty Ltd	Legal Services 2023-24	0042009688	5-Mar-24	6-Nov-24	278,850.00	Chief Operating Officer	Legal, FOI & Privacy
CN4039371	lawyerbank Pty Ltd	Legal Services 2023-24	0042009694	14-Mar-24	14-Jun-24	267,520.00	Chief Operating Officer	Legal, FOI & Privacy

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CN4051127	NORTON ROSE FULBRIGHT	Legal Services 2024-25	0042009774	22-Apr-24	30-Jun-25	269,500.00	Chief Operating Officer	Legal, FOI & Privacy
CN4063356	ALLYGROUP	Legal Services 2024-25	42009804	22-May-24	23-Aug-24	323,136.00	Chief Operating Officer	Legal, FOI & Privacy
CN3975288	SIRVA PTY LTD	Storage Services	42009271	1-Jul-23	30-Jun-24	40,000.00	Chief Operating Officer	People, Culture & Change
CN3991459	CCH Australia Limited	Media alerts service	41014368	1-Jul-23	9-Oct-24	29,820.45	Chief Operating Officer	People, Culture & Change
CN3999909	9290 COMCARE AUSTRALIA	2023-24 Comcare Insurance	41014437	1-Jul-23	30-Jun-24	1,623,041.50	Chief Operating Officer	People, Culture & Change
CN4002869	THUNDERSTONE ABORIGINAL CULTURAL SERVICES PTY LTD	Language Workshops	41014452	1-Jul-23	30-Jun-24	22,440.00	Chief Operating Officer	People, Culture & Change
CN3977475	LIFELINE AUSTRALIA LTD	Accidental Counsellor Training	41014315	3-Jul-23	30-Jun-24	26,598.00	Chief Operating Officer	People, Culture & Change
CN3977487	MOCK COURT INTERNATIONAL	Due Diligence Training	41014303	3-Jul-23	8-Jul-24	33,000.00	Chief Operating Officer	People, Culture & Change
CN3978474	MIKE PIELOOR AND ASSOCIATES CONSULT	Training Services	41014327	3-Jul-23	30-Jun-24	60,372.00	Chief Operating Officer	People, Culture & Change
CN3981453	NATIONAL INDIGENOUS TRAINING EMPLOY SOLUTIONS	Training	41014343	3-Jul-23	30-Jun-24	42,185.00	Chief Operating Officer	People, Culture & Change
CN3986270	THE HATCHERY (HUB) PTY LTD	Learning and Development	41014357	3-Jul-23	30-Jun-24	49,500.00	Chief Operating Officer	People, Culture & Change
CN3986276	AUSTRALIAN INSTITUTE OF MANAGEMENT	Learning & Development Courses	41014346	3-Jul-23	30-Jun-24	17,080.02	Chief Operating Officer	People, Culture & Change
CN3991436	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Relocation Services	42009351	12-Jul-23	31-Oct-23	19,772.20	Chief Operating Officer	People, Culture & Change

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CN3991431	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Relocation Services	42009359	18-Jul-23	30-Oct-23	14,782.80	Chief Operating Officer	People, Culture & Change
CN3981457	9160AUSTRALIAN PUBLIC SERVICE COMMISSION	Education and Training Services	41014334	19-Jul-23	31-Jul-23	30,000.00	Chief Operating Officer	People, Culture & Change
CN3991430	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Relocation Services	42009360	19-Jul-23	30-Nov-23	11,375.00	Chief Operating Officer	People, Culture & Change
CN3991451	VENTIA PROPERTY PTY LTD	Canberra Office Relocations	42009355	27-Jul-23	1-Sep-23	93,500.00	Chief Operating Officer	People, Culture & Change
CN3991456	GETTY IMAGES SALES AUSTRALIA PTY LT	Stock Image and video Subscription	41014373	1-Aug-23	1-Aug-25	37,950.00	Chief Operating Officer	People, Culture & Change
CN3996370	TANNER JAMES MANAGEMENT CONSULTANTS PTY LTD	Project Management Training Services	42009370	1-Aug-23	30-Jun-24	180,000.00	Chief Operating Officer	People, Culture & Change
CN3992299	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Relocation Services	42009363	3-Aug-23	30-Dec-23	26,357.00	Chief Operating Officer	People, Culture & Change
CN4003885	DEXUS CPA PTY LTD TRUSTEE FOR 145 ANN ST	Office Accommodation	0041014467	3-Aug-23	2-Aug-33	13,017,580.0 0	Chief Operating Officer	People, Culture & Change
CN4002885	EXECUTIVE INTELLIGENCE GROUP	Recruitment Services	42009407	11-Aug-23	12-Aug-24	126,500.00	Chief Operating Officer	People, Culture & Change

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CN3997867	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment Process	42009377	18-Aug-23	13-Oct-23	21,538.00	Chief Operating Officer	People, Culture & Change
CN4002892	CAPITAL RECRUIT PTY LTD	Contractor placement fee	42009395	24-Aug-23	30-Jun-24	12,500.00	Chief Operating Officer	People, Culture & Change
CN4002870	RELATBL RECRUITING PTY LTD	Recruitment Services	42009421	25-Aug-23	26-Aug-24	19,497.00	Chief Operating Officer	People, Culture & Change
CN4002887	EXECUTIVE INTELLIGENCE GROUP	Recruitment Services	42009405	25-Aug-23	26-Aug-24	35,000.00	Chief Operating Officer	People, Culture & Change
CN3999911	CANON BUSINESS SERVICES AUSTRALIA P	Mail and Despatch Services	41014435	1-Sep-23	31-Aug-27	1,931,994.28	Chief Operating Officer	People, Culture & Change
CN4003887	DECISIVE PUBLISHING PTY LTD	Subscription	0041014459	1-Sep-23	1-Sep-24	18,975.00	Chief Operating Officer	People, Culture & Change
CN3997865	AUSTRALIAN NETWORK ON DISABILITY	Australian Network on Disability Membership	41014412	4-Sep-23	1-Jun-24	13,213.20	Chief Operating Officer	People, Culture & Change
CN4003884	VENTIA PROPERTY PTY LTD	Office fitout	0042009432	5-Sep-23	31-Dec-23	2,467,933.60	Chief Operating Officer	People, Culture & Change
CN3988550	LIFELINE AUSTRALIA LTD	Managing Challenging Interactions Grad training	0041014358	7-Sep-23	8-Sep-23	15,000.00	Chief Operating Officer	People, Culture & Change
CN4003894	VENTIA PROPERTY PTY LTD	Workstations	0042009422	7-Sep-23	30-Jun-24	16,324.00	Chief Operating Officer	People, Culture & Change
CN4003891	VENTIA PROPERTY PTY LTD	Property Management Services	0042009424	12-Sep-23	30-Jun-24	38,072.10	Chief Operating Officer	People, Culture & Change
CN3994579	LIFE UNLIMITED HEALTH SOLUTIONS	Training	41014393	13-Sep-23	30-Jun-24	15,840.00	Chief Operating Officer	People, Culture & Change

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CN4006892	FIRST AKROW TRUST & BRIAN T WILSON T/A CLAYTON UTZ	Investigation services	0042009455	13-Sep-23	31-Jul-24	55,000.00	Chief Operating Officer	People, Culture & Change
CN4004851	9290 COMCARE AUSTRALIA	2021-22 Premium Adjustment	0041014463	14-Sep-23	14-Sep-23	107,720.80	Chief Operating Officer	People, Culture & Change
CN4004850	The Australian and New Zealand School of Government Ltd	Education and Training Services	0041014470	18-Sep-23	14-Nov-23	20,350.00	Chief Operating Officer	People, Culture & Change
CN4004857	9160AUSTRALIAN PUBLIC SERVICE COMMISSION	Education and Training Services	0041014454	18-Sep-23	22-Dec-23	30,200.00	Chief Operating Officer	People, Culture & Change
CN4020010	Gillian Beaumont Recruitment Pty Li	Recruitment Services	0042009569	19-Sep-23	20-Sep-24	44,000.00	Chief Operating Officer	People, Culture & Change
CN4028771	WAYARANG PTY LTD	First Nations Design System	0041014623	22-Sep-23	30-Apr-24	66,550.00	Chief Operating Officer	People, Culture & Change
CN4004849	WHON PTY LTD	Education and Training Services	0041014471	25-Sep-23	28-Jun-24	11,440.00	Chief Operating Officer	People, Culture & Change
CN4004856	WHON PTY LTD	Education and Training Services	0041014455	25-Sep-23	28-Jun-24	14,410.00	Chief Operating Officer	People, Culture & Change
CN4011913	Horizon One Recruitment Pty Ltd	Recruitment services	0042009483	3-Oct-23	3-Oct-24	16,362.76	Chief Operating Officer	People, Culture & Change
CN4004853	HAYS SPECIALIST RECRUITMENT (AUST)	Hire to Retire Project Business Analyst	0042009430	9-Oct-23	6-Sep-24	189,475.00	Chief Operating Officer	People, Culture & Change
CN4011926	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	External Advertising	0042009447	9-Oct-23	30-Mar-24	110,000.00	Chief Operating Officer	People, Culture & Change
CN4015994	NTT Australia Pty Ltd	Contractor	42009477	10-Oct-23	6-Sep-24	169,538.00	Chief Operating Officer	People, Culture & Change
CN3997863	ENLIGHTEN LEADERSHIP	Leadership Excellence &	41014414	12-Oct-23	30-Jun-24	84,360.00	Chief Operating Officer	People, Culture & Change

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		Applied Practices Program						
CN4011894	33 Creative Pty Limited	Creative Design & Communication Services	0042009479	13-Oct-23	30-Sep-24	253,000.00	Chief Operating Officer	People, Culture & Change
CN4015995	CLICKS RECRUIT (AUSTRALIA) PTY LTD	Contractor	0042009473	16-Oct-23	10-Nov-23	355,716.00	Chief Operating Officer	People, Culture & Change
CN4015981	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0041014526	26-Oct-23	30-Nov-23	10,754.00	Chief Operating Officer	People, Culture & Change
CN4016022	VENTIA PROPERTY PTY LTD	Security scoping works	0042009500	30-Oct-23	1-Jun-24	14,952.30	Chief Operating Officer	People, Culture & Change
CN4039369	INTREPID MINDS PTY LTD	Education and Training Services	0041014709	1-Nov-23	2-Nov-23	15,796.00	Chief Operating Officer	People, Culture & Change
CN4011920	EY DIGITAL PTY LTD	Software Services	0042009468	4-Nov-23	4-Nov-24	22,654.50	Chief Operating Officer	People, Culture & Change
CN4017011	WEBQEM PTY LTD	Video and Image Library	0042009520	4-Nov-23	4-Nov-24	22,654.50	Chief Operating Officer	People, Culture & Change
CN4015989	Swift Digital	Marketing platform licence fees	0041014511	5-Nov-23	4-Nov-24	12,705.00	Chief Operating Officer	People, Culture & Change
CN4017010	THE TRUSTEE FOR VIEWGRAND TRUST E TROPICAL ALMOND DEVELOPMENT (PTC) L	Venue hire	0041014545	6-Nov-23	1-Nov-24	35,550.00	Chief Operating Officer	People, Culture & Change
CN4020009	Gillian Beaumont Recruitment Pty Li	Recruitment Services	0042009570	6-Nov-23	5-Nov-24	22,000.00	Chief Operating Officer	People, Culture & Change
CN4015987	International Assoc for Public Participation Australia	Training Services	0041014521	9-Nov-23	29-Nov-23	25,221.50	Chief Operating Officer	People, Culture & Change
CN4026159	Hide and Seek Group Pty Ltd	Technical Development Work	0041014576	13-Nov-23	10-Jan-24	19,800.00	Chief Operating Officer	People, Culture & Change

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CN4028772	HIDE AND SEEK GROUP PTY LTD	Technical development work	0041014576	16-Nov-23	16-Feb-24	19,800.00	Chief Operating Officer	People, Culture & Change
CN4018518	BD INFRASTRUCTURE PTY LTD	Application of new branding to road signage templates and update of signage guidelines	0041014563	17-Nov-23	22-Dec-23	26,676.00	Chief Operating Officer	People, Culture & Change
CN4022411	INTERSECTION PTY LTD	Training Services	0041014564	20-Nov-23	30-Jun-24	66,000.00	Chief Operating Officer	People, Culture & Change
CN4022397	CULTURE HQ PTY LTD (CULTUREVERSE) CULTUREVERSE	Communication Services	0042009548	23-Nov-23	30-Sep-24	198,000.00	Chief Operating Officer	People, Culture & Change
CN4022395	TBWA MELBOURNE PTY LTD	Advertising and Creative services	0042009551	24-Nov-23	30-Sep-24	193,409.84	Chief Operating Officer	People, Culture & Change
CN4022410	Kent Moving and Storage	Relocation Services	0042009559	24-Nov-23	29-Feb-24	160,000.00	Chief Operating Officer	People, Culture & Change
CN4018521	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Subscription Renewal	0042009537	25-Nov-23	24-Nov-24	27,496.18	Chief Operating Officer	People, Culture & Change
CN4017002	9160AUSTRALIAN PUBLIC SERVICE COMMISSION	Education and Training Services	0041014558	27-Nov-23	31-May-24	31,200.00	Chief Operating Officer	People, Culture & Change
CN4022396	THINK HQ PTY LTD	Public Relations & Communications Services	0042009549	27-Nov-23	30-Sep-24	164,813.00	Chief Operating Officer	People, Culture & Change
CN4022393	TBWA MELBOURNE PTY LTD	Advertising and Creative Communication services	0042009571	1-Dec-23	30-Sep-24	1,100,000.00	Chief Operating Officer	People, Culture & Change
CN4026201	HALL AND PARTNERS PTY LTD	Market Research Services	0042009598	15-Dec-23	30-Sep-24	155,395.90	Chief Operating Officer	People, Culture & Change

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CN4026206	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Media Campaign	0042009593	15-Dec-23	30-Sep-24	3,054,810.00	Chief Operating Officer	People, Culture & Change
CN4032316	WHERE TO RESEARCH BASED CONSULTING P LTD	Market Research	0042009630	22-Dec-23	30-Sep-24	550,000.00	Chief Operating Officer	People, Culture & Change
CN4032339	CLEMENGER BBDO	Advertising and Creative services	0042009632	22-Dec-23	30-Sep-24	1,210,000.00	Chief Operating Officer	People, Culture & Change
CN4034945	Asdar Nominees Pty Ltd & Barzelai P	Building Lease	0041014677	31-Dec-23	31-Dec-28	6,223,744.00	Chief Operating Officer	People, Culture & Change
CN4016020	WHON PTY LTD	Education and Training Services	0041014532	1-Jan-24	20-Dec-24	12,375.00	Chief Operating Officer	People, Culture & Change
CN4028770	Pursuit Technology	Software user licenses and support	0042009608	1-Jan-24	31-Dec-24	115,980.48	Chief Operating Officer	People, Culture & Change
CN4028969	DELOITTE TOUCHE TOHMATSU	Corporate Strategy Roadmap	0041014638	15-Jan-24	7-May-24	382,401.80	Chief Operating Officer	People, Culture & Change
CN4034384	Gillian Beaumont Recruitment Pty Li	Recruitment Services	0042009661	16-Jan-24	15-Jan-25	22,000.00	Chief Operating Officer	People, Culture & Change
CN4033989	Gillian Beaumont Recruitment Pty Li	Recruitment Services	0042009656	23-Jan-24	24-Jan-25	22,000.00	Chief Operating Officer	People, Culture & Change
CN4037875	Gillian Beaumont Recruitment Pty Li	Recruitment Services	0042009679	23-Jan-24	22-Jan-25	22,000.00	Chief Operating Officer	People, Culture & Change
CN4039945	RELATBL RECRUITING PTY LTD	Recruitment Services	0042009698	24-Jan-24	23-Jan-25	19,497.00	Chief Operating Officer	People, Culture & Change
CN4028766	UNIVERSITY OF CANBERRA	2024 GDP Graduate Certificates	0042009611	31-Jan-24	13-Dec-24	858,162.50	Chief Operating Officer	People, Culture & Change
CN4040764	CAPITAL RECRUIT PTY LTD	Recruitment services	0042009714	5-Feb-24	5-Feb-25	16,000.00	Chief Operating Officer	People, Culture & Change
CN4040769	CAPITAL RECRUIT PTY LTD	Temporary Personnel services	0042009710	7-Feb-24	7-Nov-24	12,499.66	Chief Operating Officer	People, Culture & Change

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CN4033990	HAVELOCK CONSULTING GROUP	Security Threat Risk Assessment	0041014671	9-Feb-24	28-Jun-24	79,500.00	Chief Operating Officer	People, Culture & Change
CN4036469	FUTURE WOMEN PTY LTD	Future Women Platinum Plus Program 2024	0041014687	20-Feb-24	31-Dec-24	27,500.00	Chief Operating Officer	People, Culture & Change
CN4038911	THE HATCHERY (HUB) PTY LTD	The Hatchery Credits	0041014701	1-Mar-24	31-Dec-24	49,000.00	Chief Operating Officer	People, Culture & Change
CN3965451	CAPITAL TRAINING PTY LIMITED CAPITAL TRAINING COLLEGE	Education and Training Services	41014230	5-Mar-24	30-Jun-24	20,075.00	Chief Operating Officer	People, Culture & Change
CN4038909	UNIVERSITY OF CANBERRA	Secretary Scholarship 2024 Cohort	0041014703	7-Mar-24	31-Dec-24	84,000.00	Chief Operating Officer	People, Culture & Change
CN4039928	HALL AND PARTNERS PTY LTD	Evaluation Market Research Services	0042009705	7-Mar-24	30-Sep-24	99,055.00	Chief Operating Officer	People, Culture & Change
CN4041929	CLICKS RECRUIT (AUSTRALIA) PTY LTD	Temporay Personnel Services	0042009721	11-Mar-24	14-Jun-24	10,000.00	Chief Operating Officer	People, Culture & Change
CN4039927	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Media Services	0042009706	12-Mar-24	30-Jun-24	7,150,000.00	Chief Operating Officer	People, Culture & Change
CN4038905	THE HATCHERY (HUB) PTY LTD	APS Pride Summit	0041014707	13-Mar-24	12-Mar-25	22,960.08	Chief Operating Officer	People, Culture & Change
CN4043144	SPARK & CO	Education and Training Services	41014739	13-Mar-24	28-Jun-24	14,200.00	Chief Operating Officer	People, Culture & Change
CN4042570	GRACE REMOVALS (AUSTRALIA) PTY LTD	Personnel Relocation	0042009726	14-Mar-24	4-Jun-24	22,000.00	Chief Operating Officer	People, Culture & Change
CN4040759	33 Creative Pty Limited	Advertising	0042009715	15-Mar-24	30-Sep-24	330,000.00	Chief Operating Officer	People, Culture & Change

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CN4043141	CULTURE HQ PTY LTD (CULTUREVERSE) CULTUREVERSE	Advertising	0042009729	18-Mar-24	30-Sep-24	275,000.00	Chief Operating Officer	People, Culture & Change
CN4043142	THINK HQ PTY LTD	Advertising	0042009728	18-Mar-24	30-Sep-24	602,460.17	Chief Operating Officer	People, Culture & Change
CN4046581	FULL STOP AUSTRALIA	Focus Group Facilitation	41014763	4-Apr-24	10-May-24	12,800.00	Chief Operating Officer	People, Culture & Change
CN4046580	33 Creative Pty Limited	First Nations Creative Services - Advertising	42009749	9-Apr-24	30-Sep-24	110,000.00	Chief Operating Officer	People, Culture & Change
CN4047422	HALL AND PARTNERS PTY LTD	Evaluation Research Services	0042009759	15-Apr-24	30-Sep-24	102,333.00	Chief Operating Officer	People, Culture & Change
CN4047423	THINK HQ PTY LTD	Public Relations Services	0042009758	15-Apr-24	30-Sep-24	439,635.60	Chief Operating Officer	People, Culture & Change
CN4075303	Hudson Global Resources (Aust) P/L	Graduate Recruitment Coordination	41014965	15-Apr-24	31-Oct-24	127,780.13	Chief Operating Officer	People, Culture & Change
CN4057898	CancerAid Pty Ltd	Health Support Services	41014838	19-Apr-24	18-Apr-25	32,000.00	Chief Operating Officer	People, Culture & Change
CN4048540	CULTURE HQ PTY LTD (CULTUREVERSE) CULTUREVERSE	CALD Services	42009770	22-Apr-24	30-Sep-24	109,995.09	Chief Operating Officer	People, Culture & Change
CN4054837	AUSTRALIAN INSTITUTE OF MANAGEMENT	Deliver Training	42009784	1-May-24	31-Dec-25	47,000.00	Chief Operating Officer	People, Culture & Change
CN4077006	International Assoc for Public Participation Australia	Training Services	0041014913	2-May-24	31-May-24	25,221.50	Chief Operating Officer	People, Culture & Change
CN4060048	FORCEFIELD SERVICES PTY LTD	Secure Facility	41014860	14-May-24	30-Jun-24	10,450.00	Chief Operating Officer	People, Culture & Change

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CN4063353	Hudson Global Resources (Aust) P/L	Engagement of a contractor	42009813	28-May-24	28-Nov-24	109,200.00	Chief Operating Officer	People, Culture & Change
CN4080298	PLAIN ENGLISH FOUNDATION PTY LTD	Learning and Development	0042009828	3-Jun-24	30-Jun-24	75,000.00	Chief Operating Officer	People, Culture & Change
CN4088320	PAXUS AUSTRALIA PTY LTD	Labour Hire	0042009967	3-Jun-24	30-Jun-25	404,000.00	Chief Operating Officer	People, Culture & Change
CN4075313	THE TRUSTEE FOR THE SHAW-VELZEN FAM TRUST T/A BY GEORGE STUDIOS PTY LTD	Video and Photography production services	41014879	5-Jun-24	30-Jun-24	27,500.00	Chief Operating Officer	People, Culture & Change
CN4077004	STEP TWO DESIGNS PTY LTD	Intranet content governance	42009864	5-Jun-24	16-Aug-24	53,240.00	Chief Operating Officer	People, Culture & Change
CN4077012	HIDE AND SEEK GROUP PTY LTD	Improve intranet functionality	0042009859	5-Jun-24	16-Aug-24	54,802.00	Chief Operating Officer	People, Culture & Change
CN4085855	INDIGECO PTY LTD	Recruitment Services	0042009932	5-Jun-24	4-Jun-25	12,018.00	Chief Operating Officer	People, Culture & Change
CN4075331	WHON PTY LTD	Executive Learning Group Membership	41014846	14-Jun-24	30-Jun-24	14,786.75	Chief Operating Officer	People, Culture & Change
CN4075332	WHON PTY LTD	Executive Learning Group Membership	41014829	14-Jun-24	30-Jun-25	14,786.75	Chief Operating Officer	People, Culture & Change
CN4037873	TRANS-TASMAN BUSINESS CIRCLE	Education and Training Services	41014697	15-Jun-24	21-Jun-24	40,000.00	Chief Operating Officer	People, Culture & Change
CN4077013	RANDSTAD PTY LTD	Contractor	0042009858	17-Jun-24	1-Nov-24	100,550.00	Chief Operating Officer	People, Culture & Change
CN4076986	THINKPLACE AUSTRALIA PTY LTD	Workshop facilitation	42009876	19-Jun-24	30-Jun-24	38,373.50	Chief Operating Officer	People, Culture & Change
CN4077003	ETHAN GROUP PTY LTD	Box Platform Licence	42009865	19-Jun-24	19-Jun-26	153,163.60	Chief Operating Officer	People, Culture & Change
CN4049749	THE HATCHERY (HUB) PTY LTD	Public Sector Training	SO157415/6	25-Jun-24	27-Jun-24	15,939.00	Chief Operating Officer	People, Culture & Change
CN4077009	PAXUS AUSTRALIA PTY LTD	Contractor	0042009860	28-Jun-24	30-Jun-25	335,155.00	Chief Operating Officer	People, Culture & Change

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CN4080292	1-STOP CONNNECTIONS PTY LTD	Import/Export shipping container movements	0041014978	28-Jun-24	12-Jul-24	121,000.00	Chief Operating Officer	People, Culture & Change
Communication and Media								
CN3796459	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	42007861	1-Jul-23	30-Jun-24	840,369.00		Communications Infrastructure
CN3997869	NOVA SYSTEMS PTY LTD	Professional services	41014403	11-Aug-23	24-Dec-25	182,842.00	Communication and Media	Communications Infrastructure
CN3999908	MINGARA AUSTRALASIA PTY LTD	Project Integration Coordinator	41014409	14-Aug-23	31-Dec-24	600,000.00	Communication and Media	Communications Infrastructure
CN3997858	WHON PTY LTD	Executive Training	41014417	23-Aug-23	23-Aug-23	11,440.00	Communication and Media	Communications Infrastructure
CN4011919	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0042009469	3-Oct-23	3-Apr-24	10,754.00	Communication and Media	Communications Infrastructure
CN4017017	Icon Agency Melbourne	PR and content development	0042009508	12-Oct-23	30-Jun-24	349,556.68	Communication and Media	Communications Infrastructure
CN4016021	SPARKE HELMORE LAWYERS	Probity Adviser	0042009501	23-Oct-23	28-Jun-24	15,880.00	Communication and Media	Communications Infrastructure
CN4026325	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0042009562	6-Nov-23	3-May-24	94,739.77	Communication and Media	Communications Infrastructure
CN4022402	NOVA SYSTEMS PTY LTD	Technical Assessment Services	0041014580	7-Dec-23	30-Jun-24	75,500.00	Communication and Media	Communications Infrastructure
CN4026315	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0042009606	8-Jan-24	24-Jun-24	83,255.25	Communication and Media	Communications Infrastructure
CN4036851	WHON PTY LTD	executive training	0041014686	23-Feb-24	23-Feb-24	15,565.00	Communication and Media	Communications Infrastructure
CN4039372	Hudson Global Resources (Aust) P/L	Placement services	0042009693	6-Mar-24	4-Sep-24	11,440.00	Communication and Media	Communications Infrastructure

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CN4044791	Hudson Global Resources (Aust) P/L	Temporary Personnel services	42009741	2-Apr-24	2-Oct-24	11,440.00	Communication and Media	Communications Infrastructure
CN4063345	Kordamentha Pty Ltd	Assurance consultant services	42009826	28-May-24	30-Aug-24	148,500.00	Communication and Media	Communications Infrastructure
CN4082283	COMPASS IOT	Motor Vehicle dataset and analytics	0041014943	21-Jun-24	21-Dec-24	198,000.00	Communication and Media	Communications Infrastructure
CN3983892	NATIONAL FARMERS' FEDERATION LIMITED	Regional Tech Hub	41014344	1-Jul-23	30-Jun-26	6,592,190.00	Communication and Media	Communication Services and Consumer
CN4002893	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Services	41014420	25-Aug-23	22-Sep-23	60,000.00	Communication and Media	Communication Services and Consumer
CN4016023	.AU ADMINISTRATION LIMITED	Sponsorship	0041014519	28-Aug-23	1-Sep-23	52,514.40	Communication and Media	Communication Services and Consumer
CN4011900	MILLS OAKLEY	Probity services	0042009472	11-Oct-23	30-Apr-24	75,000.00	Communication and Media	Communication Services and Consumer
CN4016992	NATIONAL FARMERS' FEDERATION LIMITED	Project development Services	0041014546	3-Nov-23	30-Jun-24	215,600.00	Communication and Media	Communication Services and Consumer
CN3948663	SPARKE HELMORE LAWYERS	External Probity Advisor	42009128	6-Nov-23	3-Jun-24	75,777.50	Communication and Media	Communication Services and Consumer
CN4040767	Hudson Global Resources (Aust) P/L	Temporary Personnel services	0042009712	20-Nov-23	29-Mar-24	16,500.00	Communication and Media	Communication Services and Consumer
CN4034943	Hudson Global Resources (Aust) P/L	Placement fee for staff engagement	0042009663	30-Nov-23	23-Feb-24	16,500.00	Communication and Media	Communication Services and Consumer

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CN4022401	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0042009583	4-Dec-23	5-Jan-24	16,233.50	Communication and Media	Communication Services and Consumer
CN4022406	Hudson Global Resources (Aust) P/L	Recruitment services	0042009576	4-Dec-23	25-Jan-24	26,369.25	Communication and Media	Communication Services and Consumer
CN4026225	Hudson Global Resources (Aust) P/L	Recruitment services	0042009580	8-Dec-23	30-Jan-24	16,500.00	Communication and Media	Communication Services and Consumer
CN4032673	Hudson Global Resources (Aust) P/L	Recruitment services	0042009641	2-Jan-24	12-Feb-24	11,440.00	Communication and Media	Communication Services and Consumer
CN4032677	Hudson Global Resources (Aust) P/L	Recruitment services	0041014640	2-Jan-24	1-Mar-24	11,440.00	Communication and Media	Communication Services and Consumer
CN4026199	ERNST & YOUNG	Training Services	0042009600	10-Jan-24	22-May-24	79,367.00	Communication and Media	Communication Services and Consumer
CN4035698	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0041014683	12-Feb-24	12-Apr-24	10,754.00	Communication and Media	Communication Services and Consumer
CN4011895	LANDELL PROBITY PTY LTD	Probity assurance	0042009478	1-Mar-24	30-Apr-24	79,882.55	Communication and Media	Communication Services and Consumer
CN4060259	Hudson Global Resources (Aust) P/L	Contractor	42009819	13-May-24	12-May-25	11,484.00	Communication and Media	Communication Services and Consumer
CN4063357	GROSVENOR MANAGEMENT CONSULTING PTY LTD	Mobile Black Spot Program Evaluation	42009802	17-May-24	18-Oct-24	202,429.70	Communication and Media	Communication Services and Consumer
CN4072235	CULTURAL FACILITIES CORPORATION	Venue and AV hire	41014850	20-May-24	21-May-24	28,896.55	Communication and Media	Communication Services and Consumer
CN4077023	WHON PTY LTD	Executive Learning Group Membership	0041014842	30-May-24	17-Jun-24	10,606.75	Communication and Media	Communication Services and Consumer

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CN4075327	Hudson Global Resources (Aust) P/L	Contractor	42009822	17-Jun-24	13-Dec-24	79,000.00	Communication and Media	Communication Services and Consumer
CN4046584	ENCORE EVENT TECHNOLOGIES PTY LTD	Audio Visual services	0041014760	22-Jun-24	29-Jun-24	79,213.64	Communication and Media	Communication Services and Consumer
CN4047426	HAYS SPECIALIST RECRUITMENT (AUST)	Placement fee	42009763	15-Apr-24	15-Oct-24	10,754.00	Communication and Media	Communications Infrastructure
CN4051122	OPAL TRANSLATION PTY LTD T/AS ETHNO	First Nations translation service	42009778	26-Apr-24	30-May-24	24,057.00	Communication and Media	Communications Infrastructure
CN4056894	Hudson Global Resources (Aust) P/L	Recruitment services	42009805	16-Apr-24	15-Apr-25	11,440.00	Communication and Media	Communications Safety and Consumer
CN4050214	KARLKA RECRUITING GROUP	Scribe services	42009776	18-Apr-24	9-May-24	15,647.50	Communication and Media	Communications Safety and Consumer
CN4054822	ACCENTURE AUSTRALIA LTD	National Audit of Mobile Coverage	41014810	2-May-24	30-Jun-27	17,393,463.81	Communication and Media	Communications Safety and Consumer
CN4045430	Western Sydney University	Data analysis services	41014755	8-Apr-24	30-Jun-24	63,731.00	Communication and Media	Media Policy
CN4047427	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	External recruitment advertising services	42009760	15-Apr-24	5-May-24	52,602.00	Communication and Media	Media Policy
CN4050218	AUSTRALIAN INSTITUTE OF FAMILY STUD	Wagering Advertising Research	42009772	15-Apr-24	15-Jul-24	175,208.00	Communication and Media	Media Policy
CN4060051	SAPERE RESEARCH GROUP LIMITED	Market Assessment - data analysis	42009801	15-May-24	30-Aug-24	198,000.00	Communication and Media	Media Policy
CN4072229	THE NIELSEN COMPANY AUSTRALIA PTY L	Acquisition of data - specialised data	41014902	16-May-24	30-Jun-24	107,266.50	Communication and Media	Media Policy

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CN4080297	CBR RECRUITMENT PTY LTD	Recruitment services	0042009878	31-May-24	21-Jun-24	12,889.80	Communication and Media	Media Policy
CN4077021	GREENBOX GROUP PTY LTD	Disposal, Destruction and Sanitisation Services	0042009841	7-Jun-24	30-Jun-25	250,000.00	Communication and Media	Media Policy
CN4077018	A23 PTY LTD	Server Maintenance and Support	0042009854	13-Jun-24	12-Jun-25	370,493.39	Communication and Media	Media Policy
CN4076992	ORIMA RESEARCH	Market research	42009874	17-Jun-24	31-Aug-24	164,022.16	Communication and Media	Media Policy
CN4076997	ERKMAR AUSTRALIA PTY LTD	Technical audit of television broadcasting	41014935	19-Jun-24	6-Sep-24	242,440.00	Communication and Media	Media Policy
CN4076977	SBG Companies Ltd	Data services	41014966	21-Jun-24	20-Jun-25	16,783.61	Communication and Media	Media Policy
CN4080295	OzTAM Pty Ltd	Sports Events TV Ratings Reports	0041014962	21-Jun-24	30-Jun-24	23,408.00	Communication and Media	Media Policy
CN4080296	OzTAM Pty Ltd	Free to Air TV Ratings Reports	0041014961	21-Jun-24	30-Jun-24	10,024.30	Communication and Media	Media Policy
CN4076975	Ampere Analysis Limited	Subscription	41014970	25-Jun-24	1-Apr-25	121,875.00	Communication and Media	Media Policy
CN3977495	Adam Chant Projectionist	Projector Installation Services	41014295	1-Jul-23	30-Jun-24	70,000.00	Communication and Media	Online, Safety and Media Platforms
CN3981459	Statista Pte. Ltd	Media Subscription	41014332	1-Jul-23	30-Jun-25	54,040.00	Communication and Media	Online, Safety and Media Platforms
CN3986268	ACIL ALLEN CONSULTING	Newswire Services Program Evaluation	42009332	12-Jul-23	6-Oct-23	55,000.00	Communication and Media	Online, Safety and Media Platforms
CN4011923	TALENT INTERNATIONAL Holdings	Recruitment services	0042009464	1-Aug-23	31-Oct-23	13,200.00	Communication and Media	Online, Safety and Media Platforms
CN3994568	HOUSTON KEMP PTY LTD	Cost Benefit Analysis	41014397	7-Aug-23	31-Mar-24	198,000.00	Communication and Media	Online, Safety and Media Platforms

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CN4004854	AORB Pty Ltd	Development of updated online classification training	0041014462	11-Sep-23	30-Nov-23	52,509.60	Communication and Media	Online, Safety and Media Platforms
CN4008138	DON MARKUS	Legislative Policy Development	0041014492	18-Sep-23	31-Dec-24	144,000.00	Communication and Media	Online, Safety and Media Platforms
CN4040766	NICHOLLS.MMC PTY LIMITED ATF NICHOLLS.MMC TRUST	Business Intelligence Consulting Services	0041014727	8-Jan-24	30-Jun-24	27,500.00	Communication and Media	Online, Safety and Media Platforms
CN4033077	PWC PRODUCT SALES LLC (US)	Data Subscription Service	0041014660	17-Jan-24	16-Jan-25	26,500.00	Communication and Media	Online, Safety and Media Platforms
CN4030416	CAPITAL RECRUIT PTY LTD	Recruitment services	0042009631	22-Jan-24	29-Feb-24	11,286.00	Communication and Media	Online, Safety and Media Platforms
CN4035673	Edge Digital Technology Pty Ltd	Theatre management system	0041014681	14-Feb-24	1-Jun-24	30,000.00	Communication and Media	Online, Safety and Media Platforms
Creative Economy and the Arts								
CN4051843	CreatEve Pty Ltd	Assessment of the Location Offset	41014797	11-Apr-24	30-May-24	16,500.00		Creative Economy
CN4059204	LUMICON PTY LTD	Projector supply and installation	41014819	9-May-24	30-Jun-24	24,970.00	Creative Economy and the Arts	Creative Economy
CN3994569	CreatEve Pty Ltd	Application Assessment Services	41014396	20-Jul-23	30-Oct-23	16,500.00	Creative Economy and the Arts	Office of the Arts
CN4003886	Neon Parc	Artbank Acquisition	0041014465	26-Jul-23	31-Dec-23	11,000.00	Creative Economy and the Arts	Office of the Arts
CN4011916	NEON PARC PTY LTD	Artwork acquisition	0041014507	26-Jul-23	31-Dec-23	11,000.00	Creative Economy and the Arts	Office of the Arts

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CN3992301	DFP RECRUITMENT SERVICES	Recruitment services	42009365	1-Aug-23	31-Oct-23	32,500.00	Creative Economy and the Arts	Office of the Arts
CN3996368	CATHERINE BISHOP	Application Assessment Services	41014405	8-Aug-23	30-Oct-23	12,650.00	Creative Economy and the Arts	Office of the Arts
CN4011921	IGNITE LIMITED T/A IGNITE	Contractor	0042009466	15-Aug-23	31-Mar-24	68,607.22	Creative Economy and the Arts	Office of the Arts
CN4017009	IGNITE LIMITED T/A IGNITE	Recruitment services	0042009521	15-Aug-23	6-Sep-23	15,572.00	Creative Economy and the Arts	Office of the Arts
CN3997868	COLEMANS INK PTY LTD	Printing services	41014408	16-Aug-23	7-Sep-23	12,941.50	Creative Economy and the Arts	Office of the Arts
CN4003893	ARWARBUKARL CULTURAL RESOURCE ASSOC	Events coordination	0041014451	21-Aug-23	23-Sep-23	72,600.00	Creative Economy and the Arts	Office of the Arts
CN4004858	Matthew Lynch	Application Assessment Services	0041014440	22-Aug-23	10-Nov-23	16,500.00	Creative Economy and the Arts	Office of the Arts
CN4003882	IAS Logistics Pty Ltd	Sensitive transport services	0041014468	24-Aug-23	29-Sep-23	15,991.65	Creative Economy and the Arts	Office of the Arts
CN4011911	SDR NT Pty Ltd	Artwork acquisition	0041014514	4-Sep-23	31-Oct-23	21,500.00	Creative Economy and the Arts	Office of the Arts
CN4036472	DESART INC	Artwork acquisition 16736-16743	0041014685	6-Sep-23	31-Mar-24	21,585.00	Creative Economy and the Arts	Office of the Arts
CN4011910	Chalk Horse Pty Ltd	Artwork acquisition	0041014515	7-Sep-23	31-Dec-23	12,420.00	Creative Economy and the Arts	Office of the Arts

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CN4015988	Sullivan + Strumpf	Artwork acquisition	0041014517	7-Sep-23	31-Dec-23	12,000.00	Creative Economy and the Arts	Office of the Arts
CN4003881	IAS Logistics Pty Ltd	Sensitive transport services	0041014469	8-Sep-23	29-Sep-23	15,125.00	Creative Economy and the Arts	Office of the Arts
CN4006893	IAS Logistics Pty Ltd	International Freight UK Repatriation 2023	0041014487	15-Sep-23	31-Oct-23	129,987.79	Creative Economy and the Arts	Office of the Arts
CN4006894	IAS Logistics Pty Ltd	International Freight Austria Repatriation 2023	0041014486	19-Sep-23	31-Oct-23	108,977.30	Creative Economy and the Arts	Office of the Arts
CN4011914	Kordamentha Pty Ltd	Financial Services	0042009482	25-Sep-23	30-Dec-23	495,000.00	Creative Economy and the Arts	Office of the Arts
CN4029314	CATHERINE BISHOP	Assessment for the Location Offset	0041014648	25-Sep-23	12-Jan-24	15,180.00	Creative Economy and the Arts	Office of the Arts
CN4011915	IAS Logistics Pty Ltd	Freight Services	0041014510	28-Sep-23	31-Oct-23	18,733.00	Creative Economy and the Arts	Office of the Arts
CN4011924	DBD Film Services Pty Ltd	Location Offset Assessment	0041014495	28-Sep-23	15-Dec-23	10,890.00	Creative Economy and the Arts	Office of the Arts
CN4015991	IAS Logistics Pty Ltd	Freight Services	0041014506	28-Sep-23	31-Oct-23	30,918.53	Creative Economy and the Arts	Office of the Arts
CN4026314	DATA ANALYSIS AUSTRALIA	Statistical Survey	0041014608	12-Oct-23	28-Jun-24	49,500.00	Creative Economy and the Arts	Office of the Arts
CN4011905	EDUCATION SERVICES AUSTRALIA LTD	Survey and data analysis services	0041014522	19-Oct-23	28-Jun-24	286,110.00	Creative Economy and the Arts	Office of the Arts

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CN4017015	FACE2FACE RECRUITMENT	Contractor	0042009513	23-Oct-23	23-Apr-24	75,702.00	Creative Economy and the Arts	Office of the Arts
CN4016013	IAS Logistics Pty Ltd	Crating USA Repatriation	0041014556	10-Nov-23	15-Dec-23	26,777.96	Creative Economy and the Arts	Office of the Arts
CN4026318	Universal McCann	Advertising	0041014621	10-Nov-23	17-Dec-23	81,964.25	Creative Economy and the Arts	Office of the Arts
CN4018512	JULIA FARR ASSOCIATION INC	Facilitation of Arts and Disability Co-Design Working Groups	0041014570	15-Nov-23	29-Feb-24	35,937.75	Creative Economy and the Arts	Office of the Arts
CN4018514	IAS Logistics Pty Ltd	Domestic Freight USA Repatriation	0041014567	21-Nov-23	15-Dec-23	32,023.34	Creative Economy and the Arts	Office of the Arts
CN4018515	IAS Logistics Pty Ltd	International Freight USA Repatriation	0041014566	21-Nov-23	15-Dec-23	149,107.45	Creative Economy and the Arts	Office of the Arts
CN4032317	CreatEve Pty Ltd	Assessment for the Location Offset	0041014649	2-Dec-23	30-Mar-24	16,500.00	Creative Economy and the Arts	Office of the Arts
CN4029312	Civica Pty Ltd	Public library catalogue data	0041014647	15-Dec-23	30-Jun-24	13,310.00	Creative Economy and the Arts	Office of the Arts
CN4033991	YAVUZ GALLERY PTY LTD	Artwork acquisition 16757-16758	0041014670	16-Dec-23	31-Mar-24	13,000.00	Creative Economy and the Arts	Office of the Arts
CN4026217	EDUCATION SERVICES AUSTRALIA LTD	Modernisation of the school library survey	0041014615	20-Dec-23	28-Jun-24	108,900.00	Creative Economy and the Arts	Office of the Arts
CN4035651	MOSENSON GALLERIES	Artwork acquisition 16768	0041014682	20-Dec-23	31-Mar-24	24,000.00	Creative Economy and the Arts	Office of the Arts

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CN4029315	NATIONAL MUSEUM OF AUSTRALIA	Secure storage services and facilities	0041014646	16-Jan-24	16-Jan-27	327,583.00	Creative Economy and the Arts	Office of the Arts
CN4042572	RELATBL RECRUITING PTY LTD	Recruitment Support Services	42009727	1-Feb-24	30-Apr-24	17,299.00	Creative Economy and the Arts	Office of the Arts
CN4042573	SOPHIE GANNON GALLERY PTY LTD	Art acquisition	0041014737	19-Feb-24	5-Apr-24	13,000.00	Creative Economy and the Arts	Office of the Arts
CN4051124	Axiell Pty Ltd	Software Support and Maintenance	41014782	1-Apr-24	28-Feb-25	28,195.86	Creative Economy and the Arts	Office of the Arts
CN4072227	CANPRINT COMMUNICATIONS PTY LTD T/A CANBERRA MAILING & ENVELOPES	Annual Mailout Services	41014927	26-Apr-24	30-Jun-24	24,073.50	Creative Economy and the Arts	Office of the Arts
CN4072232	Erub Erwer Meta Torres Strait Islan	Artwork Acquisition	41014894	1-May-24	30-Jun-24	13,000.00	Creative Economy and the Arts	Office of the Arts
CN4072231	AUSTRALIAN NATIONAL UNIVERSITY	Specialised Research - Culturally sensitive	41014899	16-May-24	27-Sep-24	79,262.70	Creative Economy and the Arts	Office of the Arts
CN4063354	IAS Logistics Pty Ltd	Crating Services - New Zealand 2024 Repatriation	41014841	22-May-24	6-Sep-24	12,179.75	Creative Economy and the Arts	Office of the Arts
CN4072228	MATTHEW LYNCH	Assessment for the Location Offset	41014920	27-May-24	30-Aug-24	16,500.00	Creative Economy and the Arts	Office of the Arts
CN4072234	MATTHEW LYNCH	Assessment for the Location Offset.	41014876	27-May-24	31-Aug-24	16,500.00	Creative Economy and the Arts	Office of the Arts

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CN4077017	CENTRAL AUSTRALIAN ABORIGINAL MEDIA ASSOCIATION	Television Transmission and Reception Audit in Central Australia	0041014905	14-Jun-24	13-Sep-24	106,016.94	Creative Economy and the Arts	Office of the Arts
CN4075310	OUR COMMUNITY PTY LTD	Software licence renewal 2024-25	0041014884	15-Jun-24	30-Jun-25	171,654.60	Creative Economy and the Arts	Office of the Arts
CN4076982	DEPARTMENT OF THE PREMIER AND CABINET	Visual Arts Report	41014957	18-Jun-24	30-Jun-24	333,374.80	Creative Economy and the Arts	Office of the Arts
CN4076998	IAS Logistics Pty Ltd	International Freight	41014929	20-Jun-24	6-Sep-24	34,807.07	Creative Economy and the Arts	Office of the Arts
Executive								
CN3981458	AUSTRALIAN CONSTRUCTORS ASSOCIATION	Sponsorship - Recipients Construction Industry Culture Taskforce	41014333	1-Jul-23	30-Jun-24	110,000.00		Executive
CN4011922	BLOOMBERG AUSTRALIA PTY	Subscription Licence	0041014496	11-Sep-23	11-Sep-24	176,100.21	Executive	Executive
CN4022404	INFRASTRUCTURE PARTNERSHIPS AUSTRAL	Membership for Infrastructure Partnership Australia	0041014575	1-Nov-23	31-Oct-24	34,199.00	Executive	Executive
CN4037313	CSIRO-WILDLIFE AND ECOLOGY	Renewable liquid fuels project	0041014692	13-Nov-23	30-Sep-24	275,000.00	Executive	Executive
CN4033095	THE HATCHERY (HUB) PTY LTD	First Nations Leadership and Allyship Summit	0041014665	1-Feb-24	1-Feb-24	21,495.65	Executive	Executive
CN4039943	STICKY TICKETS PTY LTD	Garma Tickets 2024	0041014722	1-Mar-24	22-Mar-24	52,071.80	Executive	Executive

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CN4026322	INFRASTRUCTURE PARTNERSHIPS AUSTRAL	Sponsorship	41014612	11-Apr-24	30-Jun-24	19,250.00	Executive	Executive
CN4048544	RELATBL RECRUITING PTY LTD	Contractor	42009761	22-Apr-24	21-Aug-24	59,244.00	Executive	Executive
Infrastructure								
CN3991440	STANFIELD RE PTY LTD	Property Management Services	41014371	12-Jul-23	30-Jun-24	79,000.00		Commonwealth Infrastructure Projects
CN3991453	PEPWORLDWIDE PTY LTD	Training	41014377	12-Jul-23	18-Oct-23	10,953.80	Infrastructure	Commonwealth Infrastructure Projects
CN4011906	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal training	0041014520	1-Nov-23	28-Jun-24	18,000.00	Infrastructure	Commonwealth Infrastructure Projects
CN4035319	DEPARTMENT OF TREASURY AND FINANCE	Project Management Training - AMPLA	0041014679	8-Mar-24	24-Dec-24	38,390.00	Infrastructure	Commonwealth Infrastructure Projects
CN4072220	ENRS PTY LTD	Asbestos Removal and Remediation	41014915	10-May-24	30-Sep-24	99,928.40	Infrastructure	Commonwealth Infrastructure Projects
CN4076983	UNIVERSITY OF NEW SOUTH WALES	Course Fees	41014954	26-Jun-24	14-Aug-24	36,000.00	Infrastructure	Commonwealth Infrastructure Projects
CN3999918	Hudson Global Resources (Aust) P/L	Contractor	42009389	26-Jul-23	23-Jan-24	125,000.00	Infrastructure	Infrastructure Group Advisory & Assurance
CN4003888	BEVINGTON CONSULTING PTY LTD	Resourcing review	0042009427	13-Sep-23	15-Mar-24	177,210.00	Infrastructure	Infrastructure Group Advisory & Assurance
CN4015974	Hudson Global Resources (Aust) P/L	Recruitment Services	0042009519	2-Oct-23	3-Nov-23	16,500.00	Infrastructure	Infrastructure Group Advisory & Assurance
CN4032744	MEDIBRANDS AUSTRALIA PTY LTD	Advertising	0042009636	12-Feb-24	29-Feb-24	60,000.00	Infrastructure	Infrastructure Group Advisory & Assurance

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	(TRADING AS UNIVERSAL MCCANN)							
CN4035674	Hudson Global Resources (Aust) P/L	Executive Recruitment Services	0042009665	19-Feb-24	12-Apr-24	62,700.00	Infrastructure	Infrastructure Group Advisory & Assurance
CN4075318	Hudson Global Resources (Aust) P/L	Recruitment services	42009834	11-Jun-24	6-Jun-25	11,990.00	Infrastructure	Infrastructure Group Advisory & Assurance
CN3975284	PAXUS AUSTRALIA PTY LTD	Labour Hire Contract	42009274	3-Jul-23	2-Jun-24	404,000.00	Infrastructure	Land Transport Instructure
CN3978476	PAXUS AUSTRALIA PTY LTD	Contractor	42009308	3-Jul-23	7-Jul-24	440,000.00	Infrastructure	Land Transport Instructure
CN3977493	TECHITUP PTY LTD	Contractor	42009279	5-Jul-23	7-Jul-24	428,000.00	Infrastructure	Land Transport Instructure
CN3991448	RANDSTAD PTY LTD	NoG placement fee	42009357	13-Jul-23	13-Jul-23	12,650.64	Infrastructure	Land Transport Instructure
CN3996373	SOURCE NATION PTY LTD TRADING AS NGANYA	First Nations Advisor	41014376	13-Jul-23	29-Sep-23	49,280.00	Infrastructure	Land Transport Instructure
CN4002894	RANGEWORTHY ADVISORS S J HALTON T/A	Lead Reviewer	41014407	13-Jul-23	29-Sep-23	88,000.00	Infrastructure	Land Transport Instructure
CN4044123	KPMG	Management Advisory Services	42009738	25-Mar-24	6-Sept-24	73128.00	Infrastructure	Land Transport Instructure
CN3996367	JACOBS AUSTRALIA PTY LIMITED	Provision of Technical Reports	42009373	27-Jul-23	29-Sep-23	113,280.00	Infrastructure	Land Transport Instructure
CN3988548	Hudson Global Resources (Aust) P/L	Contractor - RPM Taskforce	0042009339	31-Jul-23	2-Aug-24	260,000.00	Infrastructure	Land Transport Instructure
CN3999916	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	Recruitment services	42009391	14-Aug-23	14-Aug-23	15,963.37	Infrastructure	Land Transport Instructure
CN4008142	WHON PTY LTD	Extension of Membership	0041014489	17-Aug-23	17-Aug-24	11,440.00	Infrastructure	Land Transport Instructure

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CN3997856	Hudson Global Resources (Aust) P/L	Contractor	42009387	28-Aug-23	30-Aug-24	410,000.00	Infrastructure	Land Transport Instructure
CN4002875	PAXUS AUSTRALIA PTY LTD	Contractor	42009417	11-Sep-23	15-Sep-24	300,000.00	Infrastructure	Land Transport Instructure
CN4006891	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	Non-Ongoing placement fee	0042009456	18-Sep-23	18-Sep-23	14,666.44	Infrastructure	Land Transport Instructure
CN4018508	SHOALHAVEN CITY COUNCIL	Local Government Emergency Management Services	0041014568	20-Sep-23	18-Sep-24	120,000.00	Infrastructure	Land Transport Instructure
CN4004844	PAXUS AUSTRALIA PTY LTD	Contractor - RPM	0042009446	25-Sep-23	27-Sep-24	360,000.00	Infrastructure	Land Transport Instructure
CN4015970	LOGICAL SCOPE PTY LTD	Building works	0041014528	10-Oct-23	30-Jan-24	45,597.10	Infrastructure	Land Transport Instructure
CN4011918	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire Service	0042009470	16-Oct-23	21-Apr-24	220,000.00	Infrastructure	Land Transport Instructure
CN4015979	Hudson Global Resources (Aust) P/L	Contractor	0042009497	1-Nov-23	30-Jun-24	287,000.00	Infrastructure	Land Transport Instructure
CN4022405	Hudson Global Resources (Aust) P/L	Labour Hire Services	0042009577	11-Dec-23	30-Jun-24	252,000.00	Infrastructure	Land Transport Instructure
CN4033987	Hudson Global Resources (Aust) P/L	Non-ongoing placement fee	0042009658	15-Dec-23	29-Feb-24	11,440.00	Infrastructure	Land Transport Instructure
CN4028970	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment Services	0042009618	20-Dec-23	29-Feb-24	10,754.00	Infrastructure	Land Transport Instructure
CN4022408	Hudson Global Resources (Aust) P/L	Labour Hire Services	0042009565	2-Jan-24	30-Jun-24	195,000.00	Infrastructure	Land Transport Instructure

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CN4033988	Hudson Global Resources (Aust) P/L	Non-ongoing placement fee	0042009657	29-Jan-24	29-Feb-24	11,440.00	Infrastructure	Land Transport Instructure
CN4036471	Hudson Global Resources (Aust) P/L	Contractor - 4 month duration	0042009669	26-Feb-24	30-Jun-24	105,000.00	Infrastructure	Land Transport Instructure
CN4041035	Hudson Global Resources (Aust) P/L	Temporary Personnel services	0042009719	27-Feb-24	15-Apr-24	11,440.00	Infrastructure	Land Transport Instructure
CN4038907	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	NoG Employee	0042009686	28-Feb-24	31-Mar-24	12,980.00	Infrastructure	Land Transport Instructure
CN4037315	Hudson Global Resources (Aust) P/L	Contractor - 4 months	0042009677	5-Mar-24	30-Jun-24	145,000.00	Infrastructure	Land Transport Instructure
CN4049793	BRANSCOMBE CONSULTING	Independent Negotiation Services	0041014767	4-Apr-24	30-Sep-24	50,000.00	Infrastructure	Land Transport Instructure
CN4072221	LOGICAL SCOPE PTY LTD	Housing Repair services	41014912	19-Apr-24	30-Sep-24	195,000.00	Infrastructure	Land Transport Instructure
CN4048542	TECHITUP PTY LTD	Contractor	42009768	22-Apr-24	27-Oct-24	228,000.00	Infrastructure	Land Transport Instructure
CN4054834	Hudson Global Resources (Aust) P/L	Recruitment services	42009791	22-Apr-24	22-May-24	11,440.00	Infrastructure	Land Transport Instructure
CN4051125	L&L DESIGN AND PRODUCTION PTY LTD	Printing Annual Report 23-24	41014779	1-May-24	31-Oct-24	21,263.00	Infrastructure	Land Transport Instructure
CN4057925	BLUE CRAB INVESTMENTS PTY LTD T/A GREGORY CI MAINTENANCE	Painting Services	42009809	10-May-24	30-Jun-24	24,299.00	Infrastructure	Land Transport Instructure
CN4054826	PAXUS AUSTRALIA PTY LTD	Contractor	42009797	20-May-24	25-May-25	415,000.00	Infrastructure	Land Transport Instructure

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CN4063350	Hudson Global Resources (Aust) P/L	Contractor Services	42009815	28-May-24	30-Jun-25	250,000.00	Infrastructure	Land Transport Instructure
CN4076978	CBR RECRUITMENT PTY LTD	Scribing services	42009882	3-Jun-24	30-Jul-24	65,000.00	Infrastructure	Land Transport Instructure
CN4077010	WHON PTY LTD	Executive Learning Group Membership	0041014911	14-Jun-24	13-Jun-25	14,786.75	Infrastructure	Land Transport Instructure
CN3991450	Horizon One Recruitment Pty Ltd	Contractor	42009356	31-Jul-23	15-Dec-23	125,812.00	Infrastructure	Olympic, Paralympic & Sport Infrastructure
CN4016015	BRISBANE ORGANISING COMMITTEE 2032	Olympic Observer Program	0041014540	13-Oct-23	31-Aug-24	10,670.00	Infrastructure	Olympic, Paralympic & Sport Infrastructure
CN4028865	ERNST & YOUNG	Accommodation modelling	0042009612	11-Dec-23	19-Feb-24	99,348.00	Infrastructure	Olympic, Paralympic & Sport Infrastructure
CN4034944	DEPARTMENT OF TREASURY AND FINANCE	Participation in the 2024 AMPLA program	0041014678	8-Mar-24	24-Dec-24	38,390.00	Infrastructure	Olympic, Paralympic & Sport Infrastructure
CN4076958	ETHAN GROUP PTY LTD	Sourcing software for Classification Board	41014984	28-Jun-24	27-Jun-25	51,333.15	Infrastructure	Olympic, Paralympic & Sport Infrastructure
CN3991460	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	42009311	3-Jul-23	23-Dec-23	150,045.00	Infrastructure	Road and Vehicle Safety
CN3983896	Hudson Global Resources (Aust) P/L	Contractor	42009319	5-Jul-23	5-Jul-24	229,500.00	Infrastructure	Road and Vehicle Safety
CN3991449	QT CANBERRA QT CANBERRA	Function room hire	41014381	20-Jul-23	16-Aug-23	11,820.00	Infrastructure	Road and Vehicle Safety
CN3992304	RANDSTAD PTY LTD	Contractor	42009364	31-Jul-23	31-Dec-23	78,000.00	Infrastructure	Road and Vehicle Safety
CN4004852	RANDSTAD PTY LTD	Contractor	0042009431	4-Sep-23	30-Jun-24	85,800.00	Infrastructure	Road and Vehicle Safety
CN4015986	MINTER ELLISON	Privacy Impact Assessment	0042009493	18-Sep-23	1-Mar-24	44,000.00	Infrastructure	Road and Vehicle Safety
CN4015978	Hudson Global Resources (Aust) P/L	Contractor	0042009498	9-Oct-23	29-Feb-24	57,409.00	Infrastructure	Road and Vehicle Safety

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CN4015976	RANDSTAD PTY LTD	Contractor	0042009499	31-Oct-23	15-Oct-24	190,000.00	Infrastructure	Road and Vehicle Safety
CN4017018	Hudson Global Resources (Aust) P/L	Recruitment services	0041014536	31-Oct-23	31-Oct-23	16,500.00	Infrastructure	Road and Vehicle Safety
CN4017012	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0041014544	6-Nov-23	7-Nov-23	14,085.78	Infrastructure	Road and Vehicle Safety
CN4017006	CAPITAL RECRUIT PTY LTD	Contractor	0042009528	8-Nov-23	29-Mar-24	117,500.00	Infrastructure	Road and Vehicle Safety
CN4017007	CAPITAL RECRUIT PTY LTD	Contractor	0042009527	8-Nov-23	29-Dec-23	28,500.00	Infrastructure	Road and Vehicle Safety
CN4017013	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0041014542	14-Nov-23	14-Nov-23	15,104.08	Infrastructure	Road and Vehicle Safety
CN4016014	Hudson Global Resources (Aust) P/L	Contractor	0042009517	20-Nov-23	12-Nov-24	178,000.00	Infrastructure	Road and Vehicle Safety
CN4020011	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	0042009560	20-Nov-23	10-May-24	109,000.00	Infrastructure	Road and Vehicle Safety
CN4028861	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0042009622	1-Dec-23	16-Jan-24	10,754.00	Infrastructure	Road and Vehicle Safety
CN4017005	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	0042009530	4-Dec-23	19-Apr-24	81,500.00	Infrastructure	Road and Vehicle Safety
CN4032340	CALLIDA PTY LTD	RVS CRIS Review	0042009635	21-Dec-23	26-Apr-24	117,760.00	Infrastructure	Road and Vehicle Safety
CN4028862	RANDSTAD PTY LTD	Contractor	0042009620	1-Jan-24	31-Mar-24	38,000.00	Infrastructure	Road and Vehicle Safety
CN4028863	RANDSTAD PTY LTD	Contractor	0042009619	1-Jan-24	30-Jun-24	145,000.00	Infrastructure	Road and Vehicle Safety
CN4029316	Hudson Global Resources (Aust) P/L	Contractor	0042009621	2-Jan-24	30-Jun-24	80,000.00	Infrastructure	Road and Vehicle Safety
CN4037874	AUSTRALASIAN COLLEGE OF ROAD	Develop guidance for local governments to	0041014696	19-Feb-24	3-Oct-24	250,000.00	Infrastructure	Road and Vehicle Safety

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	SAFETY INCORPORATED	undertake risk assessments of their road networks						
CN4038129	MONASH UNIVERSITY	Road Safety Research Review	0042009683	23-Feb-24	9-Aug-24	171,224.00	Infrastructure	Road and Vehicle Safety
CN4037920	Hudson Global Resources (Aust) P/L	RVSD APS4 Grants Assessment Officer	0042009682	1-Mar-24	30-Jun-24	55,000.00	Infrastructure	Road and Vehicle Safety
CN4040765	Hudson Global Resources (Aust) P/L	Temporary Personnel services	0042009713	1-Mar-24	30-Jun-24	55,000.00	Infrastructure	Road and Vehicle Safety
CN4042191	Hudson Global Resources (Aust) P/L	Temporary Personnel services	0042009725	13-Mar-24	30-Jun-24	55,000.00	Infrastructure	Road and Vehicle Safety
CN4086240	COMMONWEALTH LOCAL GOVERNMENT FORUM	Membership Subscription	0041015029	1-Apr-24	31-Mar-25	46,200.00	Infrastructure	Road and Vehicle Safety
CN4054830	Melbourne Exhibition & Convention Centre	Venue hire	41014821	9-Apr-24	19-Apr-24	54,985.90	Infrastructure	Road and Vehicle Safety
CN4051126	BEVINGTON CONSULTING PTY LTD	Efficiency Review	42009775	15-Apr-24	30-Aug-24	419,446.50	Infrastructure	Road and Vehicle Safety
CN4050216	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	42009773	22-Apr-24	23-Oct-24	223,000.00	Infrastructure	Road and Vehicle Safety
CN4054835	RANDSTAD PTY LTD	Contractor	42009787	29-Apr-24	30-Sep-24	82,603.22	Infrastructure	Road and Vehicle Safety
CN4072219	LOGICAL SCOPE PTY LTD	Fire Fighting Water Tank	41014916	30-Apr-24	30-Jun-24	15,034.80	Infrastructure	Road and Vehicle Safety
CN4072230	Hudson Global Resources (Aust) P/L	Recruitment services	42009848	28-May-24	28-May-25	11,440.00	Infrastructure	Road and Vehicle Safety

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CN4075324	WHON PTY LTD	Executive Learning Group Membership	41014862	3-Jun-24	3-Jun-25	10,606.75	Infrastructure	Road and Vehicle Safety
CN4076969	CAPITAL RECRUIT PTY LTD	Recruitment services	42009887	5-Jun-24	4-Jun-25	10,500.00	Infrastructure	Road and Vehicle Safety
CN4076980	CBR RECRUITMENT PTY LTD	Contractor placement fee	42009881	5-Jun-24	5-Jun-24	10,500.00	Infrastructure	Road and Vehicle Safety
CN4076981	GLASS'S INFORMATION SERVICES P/L	Road Crash Vehicle Identification Number (VIN) matching	41014958	12-Jun-24	28-Jun-24	594,225.15	Infrastructure	Road and Vehicle Safety
CN4075329	WHON PTY LTD	Executive Learning Group Membership	41014859	14-Jun-24	13-Jun-25	11,756.25	Infrastructure	Road and Vehicle Safety
CN4077011	WHON PTY LTD	Education and Training Services	0041014910	17-Jun-24	30-Jun-25	11,756.25	Infrastructure	Road and Vehicle Safety
CN4076999	Hudson Global Resources (Aust) P/L	Contractor	42009869	24-Jun-24	30-Sep-24	48,800.00	Infrastructure	Road and Vehicle Safety
Regions, Cities and Territories								
CN3983897	Hudson Global Resources (Aust) P/L	Contractor	42009318	10-Jul-23	10-Jan-24	93,000.00		Partnerships and Projects
CN3996371	MURAWIN PTY LTD	Project Support Services	41014401	7-Aug-23	10-Nov-23	222,235.00	Regions, Cities and Territories	Partnerships and Projects
CN3996366	INSTINCT AND REASON PTY LTD	Refresh of the White Paper on Developing Northern Australia	42009376	14-Aug-23	19-Apr-24	198,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4002888	INSTINCT AND REASON PTY LTD	Program Evaluation	42009404	4-Sep-23	31-Jan-24	89,100.00	Regions, Cities and Territories	Partnerships and Projects
CN4004835	WESTERN PARKLAND CITY AUTHORITY	State & Federal Government Collaboration	0041014479	14-Sep-23	31-Jan-24	100,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4002874	WHON PTY LTD	Staff Development	41014448	23-Nov-23	23-Nov-24	11,500.00	Regions, Cities and Territories	Partnerships and Projects

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CN4026222	SGS ECONOMICS AND PLANNING	Technical advisory service	0042009590	8-Dec-23	30-Jun-24	109,263.00	Regions, Cities and Territories	Partnerships and Projects
CN4037872	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0041014698	11-Jan-24	30-Jun-24	17,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4032742	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	0042009628	29-Jan-24	29-Apr-24	41,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4034385	SCYNE ADVISORY PTY LTD	Middle Arm Commercial Advice	0042009660	7-Feb-24	31-Mar-24	198,473.00	Regions, Cities and Territories	Partnerships and Projects
CN4034386	HAYS SPECIALIST RECRUITMENT (AUST)	LabourHire	0042009659	15-Feb-24	15-May-24	41,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4038910	DIRECTORS AUSTRALIA	For the provision of end to end board search process for upcoming NAIF Board positions due for expiry in 2024	0042009684	26-Feb-24	30-Jun-24	76,230.00	Regions, Cities and Territories	Partnerships and Projects
CN4038908	McGrath Nicol Advisory Partnership	External probity advisory services.	0042009685	28-Feb-24	31-Dec-24	30,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4045608	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor - Temporary Personnel Services	42009748	9-Apr-24	9-Jun-24	30,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4056899	CBR RECRUITMENT PTY LTD	Recruitment Services	41014809	1-May-24	28-Jun-24	22,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4056900	CBR RECRUITMENT PTY LTD	Recruitment Services	41014808	1-May-24	3-Jun-24	15,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4075312	CBR RECRUITMENT PTY LTD	Recruitment Services	41014880	22-May-24	28-Jun-24	12,622.50	Regions, Cities and Territories	Partnerships and Projects
CN4076941	KPMG	Public engagement on draft policy	42009851	7-Jun-24	14-Aug-24	284,772.00	Regions, Cities and Territories	Partnerships and Projects

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CN4076984	Hudson Global Resources (Aust) P/L	Temporary Personnel services	41014949	25-Jun-24	30-Sep-24	50,000.00	Regions, Cities and Territories	Partnerships and Projects
CN3986266	THINKPLACE AUSTRALIA PTY LTD	Facilitate RDA Roundtable Forums	42009325	10-Jul-23	31-Jul-23	29,186.00	Regions, Cities and Territories	Regional Development, and Local Government
CN3988551	Hudson Global Resources (Aust) P/L	Contractor	0042009327	30-Jul-23	30-Jun-24	160,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN3997860	CAPITAL RECRUIT PTY LTD	Non-Ongoing Placement Fee	42009385	18-Aug-23	9-Sep-23	11,085.67	Regions, Cities and Territories	Regional Development, and Local Government
CN3999912	AUSTRALIAN LOCAL GOVERNMENT ASSOCIA	Sponsorship	41014429	6-Sep-23	7-Sep-23	20,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN3991443	REGIONAL AUSTRALIA INSTITUTE LTD	Conference Attendance	41014386	13-Sep-23	14-Sep-23	12,100.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4002873	CAPITAL RECRUIT PTY LTD	Contractor	42009418	13-Sep-23	28-Jun-24	139,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4003883	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0042009433	25-Sep-23	27-Sep-24	227,693.70	Regions, Cities and Territories	Regional Development, and Local Government
CN4003889	CAPITAL RECRUIT PTY LTD	Temporary Personnel services	0042009426	25-Sep-23	28-Jun-24	110,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4004847	CALLEO RESOURCING PTY LTD	Temporary Personnel services	0042009438	25-Sep-23	28-Jun-24	115,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4035652	THINKPLACE AUSTRALIA PTY LTD	Planning Facilitation	0042009666	25-Sep-23	15-Dec-23	33,156.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4015984	PEPWORLDWIDE PTY LTD	Executive coaching sessions	0042009495	30-Sep-23	30-Jun-24	10,953.80	Regions, Cities and Territories	Regional Development, and Local Government
CN4006900	CAPITAL RECRUIT PTY LTD	Temporary labour hire required to backfill a role.	0041014483	9-Oct-23	12-Apr-24	155,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4016016	International Assoc for Public	Learning and Development	0041014538	10-Oct-23	12-Oct-23	18,430.00	Regions, Cities and Territories	Regional Development, and Local Government

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	Participation Australia							
CN4011887	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Services	0042009489	20-Oct-23	30-Jun-24	55,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4011884	CAPITAL RECRUIT PTY LTD	Labour Hire Services	0042009491	23-Oct-23	31-Jan-24	105,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4016018	CALLEO RESOURCING PTY LTD	Recruitment services	0042009505	30-Oct-23	28-Jun-24	115,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4026221	WHON PTY LTD	Education and Training Services	0041014593	22-Nov-23	21-Dec-24	12,375.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4016996	Hudson Global Resources (Aust) P/L	Labour Hire Service	0042009546	27-Nov-23	28-Jun-24	107,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4017004	Hudson Global Resources (Aust) P/L	Recruitment services	0042009531	27-Nov-23	28-Jun-24	100,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4017038	Hudson Global Resources (Aust) P/L	Labour hire	0042009538	27-Nov-23	28-Jun-24	125,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4026213	CAPITAL RECRUIT PTY LTD	Recruitment services	0042009603	22-Dec-23	14-Feb-24	10,500.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4022399	CALLEO RESOURCING PTY LTD	Labour Hire Services	0042009584	3-Jan-24	28-Jun-24	108,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4033098	Hudson Global Resources (Aust) P/L	Recruitment services	0042009644	22-Jan-24	22-Jul-24	80,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4032676	AUSTRALIAN LOCAL GOVERNMENT ASSOCIA	Event Management Services	0041014652	25-Jan-24	8-Jul-24	371,000.00	Regions, Cities and Territories	Regional Development, and Local Government

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CN4040763	Hudson Global Resources (Aust) P/L	Personnel Recruitment	0042009716	9-Feb-24	29-Feb-24	11,440.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4033097	CAPITAL RECRUIT PTY LTD	Recruitment services	0042009645	12-Feb-24	12-Aug-24	105,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4034942	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising services	0041014675	15-Feb-24	30-Jun-24	12,820.48	Regions, Cities and Territories	Regional Development, and Local Government
CN4036473	Hudson Global Resources (Aust) P/L	Labour Hire Engagement	0042009668	12-Mar-24	12-Sep-24	87,701.25	Regions, Cities and Territories	Regional Development, and Local Government
CN4047424	ARTD CONSULTANTS	RDA Stakeholder survey	42009752	19-Apr-24	30-Aug-24	71,764.22	Regions, Cities and Territories	Regional Development, and Local Government
CN4059206	CALLEO RESOURCING PTY LTD	Contractor Services	42009780	6-May-24	10-Nov-24	180,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4054828	WHON PTY LTD	Education and Training Services	41014824	13-May-24	13-May-25	10,606.75	Regions, Cities and Territories	Regional Development, and Local Government
CN4054824	COMMITTEE FOR ECONOMIC DEVELOPMENT OF AUSTRALIA (CEDA)	CEDA Membership	41014790	1-Jun-24	31-May-25	11,770.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4054829	Hudson Global Resources (Aust) P/L	Contractor	42009795	3-Jun-24	30-Jun-25	404,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4054831	Hudson Global Resources (Aust) P/L	Recruitment services	41014818	3-Jun-24	6-Nov-24	80,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4076946	SEGRA	National Forum Event Management	41014890	14-Jun-24	31-Dec-24	172,320.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4075315	GROSVENOR MANAGEMENT	Program Outcomes evaluation	42009840	17-Jun-24	30-Jun-25	316,433.56	Regions, Cities and Territories	Regional Development, and Local Government

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	CONSULTING PTY LTD							
CN3955756	DR GARY MITCHELL	Provision of Locum Doctors 2023-2024	41014174	1-Jul-23	30-Jun-24	398,000.00	Regions, Cities and Territories	Territories
CN3955757	JVARA HEALTH (MATTHEW ECKERSLEY)	Provision of Locum Doctors 2023-2024	41014173	1-Jul-23	30-Jun-24	398,000.00	Regions, Cities and Territories	Territories
CN3968799	SUMAC CONSULTING PTY LTD SUZANNAH MACKEY	Labour Hire	41014260	1-Jul-23	30-Jun-24	336,400.00	Regions, Cities and Territories	Territories
CN3975271	ABD RAHIM, MOHAMMAD S H	Provision of Locum Doctor Services	41014283	1-Jul-23	30-Jun-24	333,600.00	Regions, Cities and Territories	Territories
CN3975273	PRESCRIPT RECRUITMENT PTY LTD	Provision of Locum Doctors	41014278	1-Jul-23	11-Jul-23	19,850.00	Regions, Cities and Territories	Territories
CN3977465	OLIVER JAMES DUNCAN	Hepatology and Gastroenterology Services	41014313	1-Jul-23	30-Jun-26	76,500.00	Regions, Cities and Territories	Territories
CN3977467	MILLODON CONSULTING	Contractor - IOT Fisheries Research	41014310	1-Jul-23	30-Jun-24	83,215.00	Regions, Cities and Territories	Territories
CN3981444	C.I TOURISM ASSOCIATION INC	CI Tourism Services	41014341	1-Jul-23	30-Jun-24	366,200.00	Regions, Cities and Territories	Territories
CN3981445	Cocos (Keeling) Islands Tourism Association Inc (SDA Payments Only)	CKI Tourism Services	41014340	1-Jul-23	30-Jun-24	322,250.00	Regions, Cities and Territories	Territories
CN3981447	THERAPY FOCUS LTD RUTH LEE	Allied Health Services	42009316	1-Jul-23	30-Jun-24	143,133.41	Regions, Cities and Territories	Territories
CN3981448	THERAPY FOCUS LTD RUTH LEE	Allied Health Services	0042009315	1-Jul-23	30-Jun-24	143,133.41	Regions, Cities and Territories	Territories
CN3981450	THERAPY FOCUS LTD RUTH LEE	Allied Health Services	0042009314	1-Jul-23	30-Jun-24	143,133.41	Regions, Cities and Territories	Territories

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CN3988538	EFFECTIVE PEOPLE PTY LTD	Labour Hire Norfolk Island	0042009337	1-Jul-23	31-Dec-24	2,924,514.26	Regions, Cities and Territories	Territories
CN3970939	HEALTHCARE AUSTRALIA	Locum Agency Nurses	42009254	1-Jul-23	30-Jan-24	42,395.40	Regions, Cities and Territories	Territories
CN3986265	STOWE AUSTRALIA PTY LIMITED	Provision of Electrical Services	41014356	3-Jul-23	31-Jul-24	50,000.00	Regions, Cities and Territories	Territories
CN3984351	WATSON ISLAND CARPENTRY & EXCAVATION T/A The Watson Island Family Trust	Replacement of termite damaged beams	41014352	7-Jul-23	14-Jul-23	30,000.00	Regions, Cities and Territories	Territories
CN3988539	ISLAND PLUMBING & GAS	Norfolk Island infrastructure maintenance	0041014359	14-Jul-23	31-Dec-24	2,511,850.55	Regions, Cities and Territories	Territories
CN3988540	HEALTHCARE AUSTRALIA	Provision of Agency Nurses	0042009335	14-Jul-23	30-Jun-24	162,194.64	Regions, Cities and Territories	Territories
CN3988541	HEALTHCARE AUSTRALIA	Provision of Agency Nurses	0042009334	14-Jul-23	31-Dec-23	42,964.32	Regions, Cities and Territories	Territories
CN3988542	HEALTHCARE AUSTRALIA	Provision of Agency Nurses	0042009333	14-Jul-23	31-Dec-23	37,823.20	Regions, Cities and Territories	Territories
CN3991437	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	42009350	17-Jul-23	18-Jul-23	68,606.37	Regions, Cities and Territories	Territories
CN3986267	GRAEME PAUL MAGUIRE	Specialist Physician Services	41014353	18-Jul-23	30-Jun-24	70,000.00	Regions, Cities and Territories	Territories
CN3988532	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Agency Nurses	42009342	18-Jul-23	31-Dec-23	56,100.00	Regions, Cities and Territories	Territories
CN3988533	AVOCA PAINTING	Asbestos Removal from New Military Barracks Amenities	0041014364	18-Jul-23	28-Aug-23	15,500.00	Regions, Cities and Territories	Territories

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CN3988534	ISLAND TRANSPORT PTY LTD	Provision of Bus Services	0041014363	18-Jul-23	31-Dec-23	465,000.00	Regions, Cities and Territories	Territories
CN3991442	PHYSIOTHERAPY POSTURE & PILATES PTY THERESE REEVES	Allied Health Services	42009345	19-Jul-23	30-Jun-24	62,400.00	Regions, Cities and Territories	Territories
CN3991455	TALENT INTERNATIONAL	Temporary Personnel Services	42009352	19-Jul-23	31-Dec-23	100,000.00	Regions, Cities and Territories	Territories
CN3991432	ENERGY SKILLS INTERNATIONAL PTY LTD ENERGY SKILLS SOLUTIONS	HV Electrical Switching Operations Training	41014385	21-Jul-23	30-Sep-23	21,124.98	Regions, Cities and Territories	Territories
CN3991434	ANDREW KLOMP	Supply and Install Airconditioning	41014378	21-Jul-23	30-Sep-23	16,482.00	Regions, Cities and Territories	Territories
CN3991438	HEALTHCARE AUSTRALIA	Provision of Agency Nurses	42009349	24-Jul-23	31-Dec-23	63,373.96	Regions, Cities and Territories	Territories
CN3991439	HEALTHCARE AUSTRALIA	Provision of Agency Nurses	42009348	24-Jul-23	31-Dec-23	47,585.76	Regions, Cities and Territories	Territories
CN3991435	HEALTHCARE AUSTRALIA	Provision of Agency Nurses	42009353	26-Jul-23	31-Dec-23	132,297.07	Regions, Cities and Territories	Territories
CN3991447	AIRSAFE LABORATORIES PTY LTD	Air Quality Monitoring	41014383	27-Jul-23	31-Aug-23	29,500.00	Regions, Cities and Territories	Territories
CN3992298	FIRE & SAFETY SERVICES CO PTY LTD	Inspection & Testing Fire Equipment	41014387	2-Aug-23	30-Jun-24	68,963.80	Regions, Cities and Territories	Territories
CN3994577	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	42009369	4-Aug-23	5-Aug-23	71,700.00	Regions, Cities and Territories	Territories
CN3997853	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	42009380	6-Aug-23	7-Aug-23	65,000.00	Regions, Cities and Territories	Territories
CN3991445	DFP BUSINESS TRUST T/A DFP RECRUITMENT SERVICES PTY LT	Temporary employee services	42009361	9-Aug-23	8-Aug-24	250,000.00	Regions, Cities and Territories	Territories

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CN3994564	COCOS (KEELING) ISLANDS SHIRE COUNCIL	Road repairs	41014402	10-Aug-23	30-Jun-24	200,000.00	Regions, Cities and Territories	Territories
CN3970944	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Locum Agency Nurses	42009248	11-Aug-23	31-Oct-23	90,000.00	Regions, Cities and Territories	Territories
CN3996361	MM ELECTRICAL & DATA SUPPLIES	IOT power infrastructure	41014406	14-Aug-23	29-Sep-23	13,650.00	Regions, Cities and Territories	Territories
CN3996363	STATEWIDE OIL DISTRIBUTOR	Supply of Mobilgrad Lubrication Oil	41014404	14-Aug-23	30-Dec-23	42,558.84	Regions, Cities and Territories	Territories
CN3997852	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	42009381	14-Aug-23	15-Aug-23	65,000.00	Regions, Cities and Territories	Territories
CN4016006	CONSULT MARINE PTY LTD	Pier feasibility study	0041014549	14-Aug-23	15-Jan-24	79,420.00	Regions, Cities and Territories	Territories
CN3997854	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Agency Nurses	42009378	17-Aug-23	31-Dec-23	96,000.00	Regions, Cities and Territories	Territories
CN3999904	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	42009393	18-Aug-23	19-Aug-23	73,766.91	Regions, Cities and Territories	Territories
CN3999907	TRUSTEE FOR KIDD FAMILY TRUST TA AUSTRALIAN ELECTION COMPANY	Election services Norfolk Island	41014415	18-Aug-23	27-Oct-23	122,124.20	Regions, Cities and Territories	Territories
CN3991444	HAYS SPECIALIST RECRUITMENT (AUST)	Temporary personnel	42009362	21-Aug-23	20-Aug-24	250,000.00	Regions, Cities and Territories	Territories
CN4002860	GEOBRUGG AUSTRALIA PTY LTD	Structural components	41014443	21-Aug-23	30-Nov-23	31,432.60	Regions, Cities and Territories	Territories
CN4015983	Horizon One Recruitment Pty Ltd	Contractor	0042009496	21-Aug-23	15-Mar-25	300,000.00	Regions, Cities and Territories	Territories

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CN4003879	NIGAS PTY LTD	Norfolk Island infrastructure maintenance	0041014431	23-Aug-23	31-Jan-24	19,223.00	Regions, Cities and Territories	Territories
CN3997850	SHIMADZU MEDICAL SYSTEMS (OCEANIA)	Medical Imaging Equipment	41014419	25-Aug-23	30-Jun-24	266,141.12	Regions, Cities and Territories	Territories
CN3999913	AVOCA PAINTING	Asbestos Removal	41014427	25-Aug-23	15-Sep-23	43,000.00	Regions, Cities and Territories	Territories
CN3999914	GP SERVICES GARRY GEORGE PARSONS	Soil remediation services	41014425	25-Aug-23	30-Sep-23	86,721.29	Regions, Cities and Territories	Territories
CN3999906	PURCELL ASIA PACIFIC LIMITED	Conservation architect services	41014422	28-Aug-23	30-Jun-24	40,000.00	Regions, Cities and Territories	Territories
CN4002868	ISLAND CABINETS	Kitchen Manufacture	41014423	28-Aug-23	30-Jun-24	26,229.00	Regions, Cities and Territories	Territories
CN3999902	RELY PACIFIC LAUNDRY EQUIPMENT	Electrical appliances	41014436	29-Aug-23	29-Feb-24	53,478.00	Regions, Cities and Territories	Territories
CN4002866	NORFOLK INDUSTRIES	Provision of Rock Products for Construction Projects on Norfolk Island	41014430	30-Aug-23	30-Jun-25	168,000.00	Regions, Cities and Territories	Territories
CN3816136	KUULI PLUNS	Horticultural and Property Maintenance	41013242	31-Aug-23	30-Aug-24	557,770.00	Regions, Cities and Territories	Territories
CN4002863	COCOS ISLANDS CO-OPERATIVE SOCIETY CATERING DIVISION	Building and Construction	41014439	1-Sep-23	30-Sep-23	25,272.00	Regions, Cities and Territories	Territories
CN4004836	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009445	2-Sep-23	3-Sep-23	100,778.87	Regions, Cities and Territories	Territories

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CN4026226	Hudson Global Resources (Aust) P/L	Recruitment services	0042009568	4-Sep-23	30-Nov-23	16,500.00	Regions, Cities and Territories	Territories
CN4011888	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009487	5-Sep-23	6-Sep-23	73,766.91	Regions, Cities and Territories	Territories
CN4002857	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	42009425	11-Sep-23	31-Jan-24	22,191.74	Regions, Cities and Territories	Territories
CN4002858	HAZRAD AUSTRALIA PTY LTD	Disposal of Contaminated Equipment and Materials	41014449	11-Sep-23	31-Oct-23	15,614.50	Regions, Cities and Territories	Territories
CN4015992	IGNITE LIMITED T/A IGNITE	Contractor	0042009481	11-Sep-23	15-Mar-24	131,127.75	Regions, Cities and Territories	Territories
CN4003878	UFC ULTIMATE FINISH CARPENTRY	Carpentry Services	0041014456	12-Sep-23	31-Jan-24	50,490.00	Regions, Cities and Territories	Territories
CN4002867	THE AUSTRALIAN COUNCIL ON HEALTHCAR	Professional Accreditation	41014426	15-Sep-23	30-Jun-24	12,413.00	Regions, Cities and Territories	Territories
CN4003876	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009435	15-Sep-23	31-Jan-24	16,361.10	Regions, Cities and Territories	Territories
CN4016009	CI MAINTENANCE SERVICES PTY LTD	Pest control	0041014537	15-Sep-23	31-Dec-23	47,715.00	Regions, Cities and Territories	Territories
CN4004841	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Agency Nurses	0042009437	18-Sep-23	30-Jun-24	97,500.00	Regions, Cities and Territories	Territories
CN4004838	ST JOHN AMBULANCE AUSTRALIA (WESTERN AUST) INC	*Replacement Ambulance for the Indian Ocean Territories Health Service, Christmas Island	0041014477	19-Sep-23	30-Nov-23	67,165.00	Regions, Cities and Territories	Territories

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CN4008137	GHD PTY LTD	Provision of environmental and heritage assessments to support Development Applications for Roads Project	0042009459	19-Sep-23	30-Jun-24	174,423.70	Regions, Cities and Territories	Territories
CN4004837	HEWITT, RODNEY TRADING AS CI REEFER SERVICES	Plumbing and Heating and Air Conditioning	0041014478	20-Sep-23	30-Jun-24	56,520.00	Regions, Cities and Territories	Territories
CN4004843	UNITED EQUIPMENT PTY LTD	Annual Inspection and Service of EWP and other goods and Services	0041014466	20-Sep-23	31-Jan-24	19,580.50	Regions, Cities and Territories	Territories
CN4026198	CI REEFER SERVICES PTY LTD	Servicing AC units	0041014628	20-Sep-23	30-Jun-24	56,520.00	Regions, Cities and Territories	Territories
CN4006890	A.C ADAMS & B.C ADAMS	NIHRACS Body Protection Upgrade	0041014481	21-Sep-23	22-Nov-23	75,518.00	Regions, Cities and Territories	Territories
CN3816145	DIANNE ADAMS CLEANING CONTRACT GOVERNMENT HOUSE	Property Maintenance	41013289	22-Sep-23	21-Sep-24	452,081.24	Regions, Cities and Territories	Territories
CN4003877	HAPPY JACKS CKI PTY LTD	Pest control	0041014457	22-Sep-23	31-Dec-23	24,662.00	Regions, Cities and Territories	Territories
CN4006889	PROFORM PRODUCTS PTY LTD	Procuring Kitchen materials for House 47 West Island	0041014482	22-Sep-23	30-Jun-24	10,935.62	Regions, Cities and Territories	Territories
CN4011898	CAPS AUSTRALIA PTY LTD	Air Compressor	0041014501	22-Sep-23	31-Jan-24	83,689.10	Regions, Cities and Territories	Territories
CN4002859	COCOS ISLANDS CO-OPERATIVE SOCIETY CATERING DIVISION	Building and Construction	41014444	25-Sep-23	30-Dec-23	23,800.00	Regions, Cities and Territories	Territories

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CN4004842	Northern Refueling Maintenance Pty	Fuel Truck Repairs and Maintenance - Home Island	0041014472	25-Sep-23	15-Nov-23	21,660.14	Regions, Cities and Territories	Territories
CN4011904	GHD PTY LTD	Design Services	0041014497	28-Sep-23	27-Oct-23	48,429.00	Regions, Cities and Territories	Territories
CN4002861	DR PAUL TAYLOR	Locum Dentist Services IOT	0041014441	1-Oct-23	24-Nov-23	62,841.00	Regions, Cities and Territories	Territories
CN4011890	SHOALHAVEN CITY COUNCIL	Local government services	0041014512	1-Oct-23	30-Jun-26	3,164,149.50	Regions, Cities and Territories	Territories
CN3988531	Daniel Williams	Provision of Locum Doctors	41014365	3-Oct-23	24-Oct-23	33,000.00	Regions, Cities and Territories	Territories
CN4008134	SEE GEOPHYSICS	Norfolk Island Cemetery Geophysical Survey	0041014493	4-Oct-23	30-Apr-24	31,271.00	Regions, Cities and Territories	Territories
CN4008135	ST JOHN AMBULANCE AUSTRALIA (WESTERN AUST) INC	Training and support to volunteers of st johns ambulance service	0041014491	4-Oct-23	30-Jun-24	91,443.00	Regions, Cities and Territories	Territories
CN4004839	WORKPAC HEALTH AND SOCIAL CARE	Provision of Locum Doctors	0041014476	10-Oct-23	10-Nov-23	57,234.86	Regions, Cities and Territories	Territories
CN4011903	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009467	10-Oct-23	31-Jan-24	13,204.10	Regions, Cities and Territories	Territories
CN4011891	DUNN INVESTMENTS (WA) PTY LTD	Construction Works	0042009485	11-Oct-23	7-Nov-23	162,000.00	Regions, Cities and Territories	Territories
CN4011897	BLUE CRAB INVESTMENTS PTY LTD T/A GREGORY CI MAINTENANCE	Construction Works	0042009476	11-Oct-23	7-Nov-23	162,000.00	Regions, Cities and Territories	Territories
CN4011899	ELECTRICAL INSPECTIONS WA	Electrical Services	0041014500	11-Oct-23	30-Nov-23	26,827.46	Regions, Cities and Territories	Territories
CN4011901	MILLER AVIATION PARTNERS PTY LTD	Technical advice	0041014499	11-Oct-23	30-Jun-25	195,250.00	Regions, Cities and Territories	Territories

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CN4016007	SHIRE OF CHRISTMAS ISLAND	Roadworks	0041014539	12-Oct-23	30-Jun-24	180,000.00	Regions, Cities and Territories	Territories
CN4004840	SG FLEET AUSTRALIA PTY LTD	Indian Ocean Territories Light Vehicle Replacement Program	0042009440	13-Oct-23	30-Jun-24	169,295.46	Regions, Cities and Territories	Territories
CN4011892	ACOR CONSULTANTS (ACT) PTY LIMITED	Technical Support	0042009484	13-Oct-23	28-Feb-24	104,500.00	Regions, Cities and Territories	Territories
CN4011896	HIVAC SERVICES PTY LTD	HV Electricians / Cable Jointers	0041014502	13-Oct-23	15-Dec-23	219,952.00	Regions, Cities and Territories	Territories
CN4011902	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009471	13-Oct-23	31-Mar-24	10,480.13	Regions, Cities and Territories	Territories
CN4011886	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	0042009492	18-Oct-23	19-Oct-23	65,000.00	Regions, Cities and Territories	Territories
CN4006888	HEALTHCARE AUSTRALIA	Provision of Agency Nurses	0042009451	20-Oct-23	30-Jun-24	57,903.60	Regions, Cities and Territories	Territories
CN4011893	CHARLOTTE YAGER	Record Digitisation	0041014508	20-Oct-23	30-Jun-24	30,000.00	Regions, Cities and Territories	Territories
CN4016989	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009525	21-Oct-23	22-Oct-23	99,778.87	Regions, Cities and Territories	Territories
CN4015973	CHRISTMAS ISLAND ENGINEERING & MAINTENANCE PTY LTD	Rock fall fence maintenance	0041014523	23-Oct-23	30-Jun-24	282,010.00	Regions, Cities and Territories	Territories
CN4016012	Jane Therese Harrington T/a Jane Harrington Consulting	Heritage Specialist	0041014533	23-Oct-23	30-Jun-24	10,000.00	Regions, Cities and Territories	Territories

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CN3997851	JON AND JON CONSULTING PTY LTD	Locum Chief Medical Officer	41014416	24-Oct-23	5-Jan-24	169,249.48	Regions, Cities and Territories	Territories
CN4015972	SCOTT NORMAN EVANS	Assessment of Regulation permits	0041014524	24-Oct-23	24-Oct-24	49,400.00	Regions, Cities and Territories	Territories
CN4016988	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009526	25-Oct-23	26-Oct-23	81,020.60	Regions, Cities and Territories	Territories
CN4015971	BILL BURTON BUILDING	Replace locks	0041014527	26-Oct-23	30-Jun-24	78,000.00	Regions, Cities and Territories	Territories
CN4016010	SHIRE OF CHRISTMAS ISLAND	Roadworks	0041014535	30-Oct-23	30-Jun-24	600,000.00	Regions, Cities and Territories	Territories
CN4016008	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009510	31-Oct-23	31-Oct-23	19,772.20	Regions, Cities and Territories	Territories
CN4016017	Elliott Gray	Recruitment Services	0042009507	31-Oct-23	31-Jan-24	25,000.00	Regions, Cities and Territories	Territories
CN4022407	Universal McCann	Advertising Services	0042009572	31-Oct-23	19-Nov-23	13,518.62	Regions, Cities and Territories	Territories
CN4016011	REMOTE CONSTRUCTION AND ENGINEERING	Roof replacement	0041014534	1-Nov-23	31-Mar-24	123,473.00	Regions, Cities and Territories	Territories
CN4016994	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009514	1-Nov-23	30-Nov-23	11,375.00	Regions, Cities and Territories	Territories
CN4016993	CORDELTA PTY. LTD.	Probity Advisor	0042009518	2-Nov-23	31-Dec-24	39,600.00	Regions, Cities and Territories	Territories
CN4016986	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009529	3-Nov-23	4-Nov-23	94,248.87	Regions, Cities and Territories	Territories
CN4016987	DESIRE FRANCIS BOUDAN	Resurfacing of Carpark	0041014555	3-Nov-23	31-Dec-23	90,175.00	Regions, Cities and Territories	Territories

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CN4016990	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	0042009524	5-Nov-23	6-Nov-23	76,500.00	Regions, Cities and Territories	Territories
CN4018511	DUNN INVESTMENTS (WA) PTY LTD	Trenching works for the Irvine Hill Damage Remediation	0042009553	6-Nov-23	15-Dec-23	30,000.00	Regions, Cities and Territories	Territories
CN4026204	PLATINUM FLOW PLUMBING SOLUTIONS	Plumbing Works	0041014610	6-Nov-23	31-Jan-24	10,120.00	Regions, Cities and Territories	Territories
CN4026205	PLATINUM FLOW PLUMBING SOLUTIONS	Plumbing Works	0041014609	6-Nov-23	31-Jan-24	13,420.00	Regions, Cities and Territories	Territories
CN4018509	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009556	7-Nov-23	8-Nov-23	71,766.91	Regions, Cities and Territories	Territories
CN4016002	WARTSILA AUSTRALIA PTY LTD	Wartsila Lubricating Oil Pump	0041014553	8-Nov-23	29-Feb-24	36,222.68	Regions, Cities and Territories	Territories
CN4016003	WARTSILA AUSTRALIA PTY LTD	Wartsila generator parts	0041014552	8-Nov-23	31-Mar-24	103,821.34	Regions, Cities and Territories	Territories
CN4016004	WARTSILA AUSTRALIA PTY LTD	Wartsila generator parts	0041014550	8-Nov-23	29-Mar-24	254,591.23	Regions, Cities and Territories	Territories
CN4016005	WARTSILA AUSTRALIA PTY LTD	Wartsila Generator parts	0041014551	8-Nov-23	15-Jan-24	28,767.84	Regions, Cities and Territories	Territories
CN4016984	ELEMENTAL INSIGHT PTY LTD T/A SILVER GROUP	Probity Advisory Services	0042009534	8-Nov-23	30-Jun-25	47,542.00	Regions, Cities and Territories	Territories
CN4016983	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Agency Nurses	0042009536	13-Nov-23	1-Mar-24	68,000.00	Regions, Cities and Territories	Territories
CN4016991	CHRISTIAN BAILEY AGENCIES	COMPACTUS	0041014547	13-Nov-23	30-Jun-24	40,000.00	Regions, Cities and Territories	Territories
CN4011889	DR HEATHER CONNORS	Provision of Locum Doctor Services	0041014513	15-Nov-23	30-Jun-24	166,000.00	Regions, Cities and Territories	Territories

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CN4016980	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009544	16-Nov-23	30-Apr-24	10,436.80	Regions, Cities and Territories	Territories
CN4020003	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009557	16-Nov-23	17-Nov-23	99,778.87	Regions, Cities and Territories	Territories
CN4026196	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009604	21-Nov-23	30-Apr-24	20,473.00	Regions, Cities and Territories	Territories
CN4020006	WAVELENGTH INTERNATIONAL PTY LIMITE	Provision of Locum Doctor Services	0041014572	22-Nov-23	30-Jun-24	43,060.00	Regions, Cities and Territories	Territories
CN4020007	CHRISTIAN BAILEY AGENCIES	Bollards for Kingston Jetty	0041014569	24-Nov-23	30-Jun-24	14,301.00	Regions, Cities and Territories	Territories
CN4022391	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	0042009574	24-Nov-23	25-Nov-23	76,500.00	Regions, Cities and Territories	Territories
CN4020004	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Agency Nurses	0042009563	27-Nov-23	30-Jun-24	69,000.00	Regions, Cities and Territories	Territories
CN4018510	INDIAN OCEAN OIL COMPANY	Fuel Bund Integrity Works	0041014565	27-Nov-23	29-Feb-24	22,600.00	Regions, Cities and Territories	Territories
CN4020005	HAYS SPECIALIST RECRUITMENT (AUST)	Labour hire contractor	0042009561	27-Nov-23	30-Jun-24	151,676.75	Regions, Cities and Territories	Territories
CN4022394	CI MAINTENANCE SERVICES PTY LTD	Construction Works	0042009567	27-Nov-23	19-Feb-24	79,077.00	Regions, Cities and Territories	Territories
CN4022390	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	0042009575	29-Nov-23	30-Nov-23	65,000.00	Regions, Cities and Territories	Territories
CN4022392	DUNN INVESTMENTS (WA) PTY LTD	Construction Works	0042009573	30-Nov-23	31-Dec-23	44,800.00	Regions, Cities and Territories	Territories
CN4016981	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009543	1-Dec-23	30-Apr-24	15,299.80	Regions, Cities and Territories	Territories

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CN4020008	NORFOLK ISLAND MECHANICAL	Supply of diesel	0041014561	1-Dec-23	30-Jun-24	29,000.00	Regions, Cities and Territories	Territories
CN4022387	GHD PTY LTD	Rock fall mitigation	0041014584	1-Dec-23	28-Jun-24	198,967.00	Regions, Cities and Territories	Territories
CN4022388	CHES POWER GROUP PTY LTD	Mechanical works	0041014578	6-Dec-23	30-Jun-24	151,914.98	Regions, Cities and Territories	Territories
CN4022389	J.SANDERS CONSTRUCTION	Construction Works	0041014577	6-Dec-23	30-Jun-24	221,485.62	Regions, Cities and Territories	Territories
CN4029324	ECOWISE AUSTRALIA PTY LTD	Storm water monitoring system	0041014579	6-Dec-23	30-Jun-25	67,347.50	Regions, Cities and Territories	Territories
CN4026203	PHYSIOTHERAPY POSTURE & PILATES PTY THERESE REEVES	Physiotherapy Services	0042009597	7-Dec-23	30-Jun-24	62,400.00	Regions, Cities and Territories	Territories
CN4026208	PK LOH	Medical Services	0041014606	7-Dec-23	30-Jun-24	30,720.00	Regions, Cities and Territories	Territories
CN4038900	RPM TECHNICA PTY LTD	Provision of Geriatrician Services	0041014702	7-Dec-23	30-Jun-24	30,720.00	Regions, Cities and Territories	Territories
CN4026207	DR PAUL TAYLOR	Dental Services	0041014607	8-Dec-23	30-Jun-24	50,331.00	Regions, Cities and Territories	Territories
CN4028953	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	0042009613	10-Dec-23	11-Dec-23	76,500.00	Regions, Cities and Territories	Territories
CN4026210	MM ELECTRICAL & DATA SUPPLIES	Electrical equipment	0041014595	13-Dec-23	30-Jun-24	64,938.00	Regions, Cities and Territories	Territories
CN4016985	COCOS ISLANDS CO-OPERATIVE SOCIETY CATERING DIVISION	Construction Services	0041014559	15-Dec-23	20-Feb-24	24,900.00	Regions, Cities and Territories	Territories
CN4022386	BLUE CRAB INVESTMENTS PTY LTD T/A GREGORY CI MAINTENANCE	Construction Works	41014589	16-Dec-23	31-Mar-24	32,150.00	Regions, Cities and Territories	Territories

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CN4026313	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009596	18-Dec-23	31-Mar-24	33,715.00	Regions, Cities and Territories	Territories
CN4026209	ISLAND PLUMBING & GAS	Replacement of UV Filtration System	0041014603	19-Dec-23	30-Jun-24	23,000.00	Regions, Cities and Territories	Territories
CN4026309	JULIEMAN PTY LTD T/A COMPLETE BUILDING SUPPLIES WA	Building roof supplies	0041014627	21-Dec-23	31-Mar-24	36,090.00	Regions, Cities and Territories	Territories
CN4026310	GHD PTY LTD	Design Services	0041014626	21-Dec-23	29-Mar-24	21,791.00	Regions, Cities and Territories	Territories
CN4026311	ST JOHN AMBULANCE WESTERN AUSTRALIA	Paramedic support	0041014625	21-Dec-23	5-Jan-24	48,648.00	Regions, Cities and Territories	Territories
CN4026197	RICHARD NEIL MORGAN	Locum Doctor Services	0041014630	22-Dec-23	30-Jun-24	129,245.00	Regions, Cities and Territories	Territories
CN4028764	LOGICAL SCOPE PTY LTD	Refurbishment Works	0041014636	22-Dec-23	30-Mar-24	14,211.50	Regions, Cities and Territories	Territories
CN4028949	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009617	28-Dec-23	29-Dec-23	71,766.91	Regions, Cities and Territories	Territories
CN4028951	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009615	30-Dec-23	31-Dec-23	99,778.87	Regions, Cities and Territories	Territories
CN4028948	MEDICAL AIR PTY LTD	Emergency Medical Evacuation on 31/12/23	0042009623	31-Dec-23	1-Jan-24	76,500.00	Regions, Cities and Territories	Territories
CN4026194	CARER SOLUTIONS PAYROLL PTY LTD	Payroll administration services	0041014632	1-Jan-24	30-Jun-24	91,208.28	Regions, Cities and Territories	Territories
CN4026308	CASA LEISURE PTY LTD	Management and Operation of the	0041014631	1-Jan-24	31-Dec-28	4,783,917.00	Regions, Cities and Territories	Territories

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		Christmas Island Recreation Centre						
CN4029668	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009627	1-Jan-24	2-Jan-24	71,766.91	Regions, Cities and Territories	Territories
CN4008133	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Agency Nurses	0042009461	2-Jan-24	30-Jun-24	42,500.00	Regions, Cities and Territories	Territories
CN4008136	HEALTHCARE AUSTRALIA	Provision of Agency Nurses	0042009460	2-Jan-24	30-Jun-24	51,130.84	Regions, Cities and Territories	Territories
CN4026195	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009605	2-Jan-24	30-Mar-24	15,000.00	Regions, Cities and Territories	Territories
CN4026200	FUTURE POWER WA PTY LTD	Electrical Supervisor	0041014614	2-Jan-24	30-Jan-24	60,943.00	Regions, Cities and Territories	Territories
CN4029586	WATSON ISLAND CARPENTRY & EXCAVATION T/A The Watson Island Family Trust	Renovation Services	0042009626	3-Jan-24	15-May-24	80,000.00	Regions, Cities and Territories	Territories
CN4028950	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	0042009616	5-Jan-24	6-Jan-24	94,248.87	Regions, Cities and Territories	Territories
CN4026312	INDIAN OCEAN GROUP TRAINING ASSOCIA	Mechanical Trade Apprentice	0041014624	8-Jan-24	30-Jun-24	44,150.00	Regions, Cities and Territories	Territories
CN4028763	GRIFFIN LEGAL PTY LIMITED	Probity Services	0041014637	8-Jan-24	8-Jul-24	29,891.40	Regions, Cities and Territories	Territories
CN4028952	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	0042009614	8-Jan-24	9-Jan-24	110,000.00	Regions, Cities and Territories	Territories
CN4042189	GRIFFIN LEGAL PTY LIMITED	Management advisory services	0042009723	8-Jan-24	30-Jun-24	29,891.40	Regions, Cities and Territories	Territories

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CN4026202	HIGH ENERGY SERVICE PTY LTD	HV/LV Electrician	0041014613	9-Jan-24	29-Feb-24	78,201.76	Regions, Cities and Territories	Territories
CN4028967	GP SERVICES GARRY GEORGE PARSONS	Construction Works	0041014642	11-Jan-24	31-Mar-24	33,798.30	Regions, Cities and Territories	Territories
CN4028968	NORFOLK ISLAND REAL ESTATE	Commercial shed Lease agreement	0041014639	12-Jan-24	30-Jun-25	63,000.00	Regions, Cities and Territories	Territories
CN4032671	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	0042009629	12-Jan-24	13-Jan-24	66,200.00	Regions, Cities and Territories	Territories
CN4033234	NORFOLK ISLAND REAL ESTATE BRETT READ PTY LIMITED	Leasing of building for housing of large infrastructure materials and machines	0041014657	12-Jan-24	30-Jun-25	59,500.00	Regions, Cities and Territories	Territories
CN4029313	ST JOHN AMBULANCE WESTERN AUSTRALIA	Paramedic support	0041014645	15-Jan-24	6-Feb-24	69,192.00	Regions, Cities and Territories	Territories
CN4032672	Specialist Heat Exchangers Ltd	Machinery Supply	0041014650	18-Jan-24	15-Oct-24	680,000.00	Regions, Cities and Territories	Territories
CN4034024	COCOS ISLANDS CO-OPERATIVE SOCIETY CATERING DIVISION	Installation of kitchen	0041014651	18-Jan-24	30-Apr-24	40,750.00	Regions, Cities and Territories	Territories
CN4028769	WAIDT SERVICES AUSTRALIA PTY LTD	Contractor	0041014634	22-Jan-24	22-Jan-25	274,195.00	Regions, Cities and Territories	Territories
CN4029310	Kent Moving and Storage	Relocation Services	0042009625	22-Jan-24	22-Apr-24	17,000.00	Regions, Cities and Territories	Territories
CN4032670	CHRISTMAS ISLAND REMOVALS PTY LTD	Airfreight Services	0041014653	22-Jan-24	29-Feb-24	27,335.00	Regions, Cities and Territories	Territories
CN4028765	PLATINUM TANK SERVICES PTY LTD	Diesel Fuel Tank Repairs	0041014635	25-Jan-24	30-Jun-24	491,880.64	Regions, Cities and Territories	Territories
CN4033092	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0042009646	29-Jan-24	30-May-24	18,250.00	Regions, Cities and Territories	Territories

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CN4033074	FIRE & SAFETY SERVICES CO PTY LTD	Integrity Testing	0041014659	30-Jan-24	30-Jun-24	25,240.00	Regions, Cities and Territories	Territories
CN4033075	FUTURE POWER WA PTY LTD	Provision of Labour Hire Services- Electrician	0041014658	30-Jan-24	19-Apr-24	99,478.00	Regions, Cities and Territories	Territories
CN4033090	CI MAINTENANCE SERVICES PTY LTD	instalation of new kitchen	0041014663	31-Jan-24	30-Jun-24	37,095.00	Regions, Cities and Territories	Territories
CN4036849	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Service	0042009671	31-Jan-24	1-Feb-24	94,248.87	Regions, Cities and Territories	Territories
CN4029311	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009624	1-Feb-24	30-Apr-24	27,000.00	Regions, Cities and Territories	Territories
CN4033089	INDIAN OCEAN AIR CONDITIONING	Install of new Air conditioning	0041014664	1-Feb-24	30-Jun-24	17,700.00	Regions, Cities and Territories	Territories
CN4033091	ISLAND TRANSPORT PTY LTD	School Bus Services	0041014662	2-Feb-24	30-Jan-26	1,858,433.00	Regions, Cities and Territories	Territories
CN4033231	BLUE CRAB INVESTMENTS PTY LTD T/A GREGORY CI MAINTENANCE	Tiling a house	0041014667	2-Feb-24	30-Jun-24	31,531.00	Regions, Cities and Territories	Territories
CN3971484	SYNERGY GROUP AUSTRALIA LTD	External Probity Advisor	42009261	4-Feb-24	31-Aug-24	107,000.00	Regions, Cities and Territories	Territories
CN4033232	HEALTHCARE AUSTRALIA	Provision of Agency Nursing Services to the IOTHS	0042009653	6-Feb-24	30-Jun-24	95,895.64	Regions, Cities and Territories	Territories
CN4026216	123 TRAINING SOLUTIONS FLOKI PTY LTD ATF FLOKI UNIT TRUST	Training Services	0041014616	7-Feb-24	31-Mar-24	28,000.00	Regions, Cities and Territories	Territories
CN4033985	THERAPY FOCUS LTD RUTH LEE	Provision of Allied Health Services	0042009655	7-Feb-24	30-Jun-24	143,133.41	Regions, Cities and Territories	Territories

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CN4033438	NORFOLK FORWARDING SERVICES PTY LTD	Freight for laundry machines	0041014668	8-Feb-24	31-Mar-24	11,378.24	Regions, Cities and Territories	Territories
CN4033986	Northern Refueling Maintenance Pty	Fuel Track repairs and Maintenance Home Island	0041014669	9-Feb-24	30-Apr-24	12,990.03	Regions, Cities and Territories	Territories
CN4035318	WATSON ISLAND CARPENTRY & EXCAVATION T/A The Watson Island Family Trust	Replacement of Two Garden Sheds on Cocos (Keeling) Islands	0042009664	16-Feb-24	30-Jun-24	100,715.28	Regions, Cities and Territories	Territories
CN4037312	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Service	0042009673	17-Feb-24	18-Feb-24	65,000.00	Regions, Cities and Territories	Territories
CN4033233	HIVAC SERVICES PTY LTD	Provision of Labour Hire Services- HV Electricians/Cable Jointers	0041014666	23-Feb-24	27-Feb-24	111,768.00	Regions, Cities and Territories	Territories
CN4037308	TYMLEAP PTY LTD TRADING AS ARMSTRONG ELECTRICAL WHO	Supply of 2+1 Ring Main Unit with 4 Transformers and Base	0041014691	23-Feb-24	30-Jun-24	84,059.79	Regions, Cities and Territories	Territories
CN4037310	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Service	0042009675	23-Feb-24	24-Feb-24	65,000.00	Regions, Cities and Territories	Territories
CN4035672	SHOALHAVEN CITY COUNCIL	Construction Preliminaries	0041014680	26-Feb-24	13-Dec-24	20,000.00	Regions, Cities and Territories	Territories
CN4037309	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Service	0042009676	26-Feb-24	27-Feb-24	76,500.00	Regions, Cities and Territories	Territories
CN4043143	HAYS SPECIALIST RECRUITMENT (AUST)	Personnel Recruitment	42009733	26-Feb-24	30-Jun-24	10,754.00	Regions, Cities and Territories	Territories
CN4038898	HOSECO AUSTRALIA PTY LTD	Supply of Floating Maine Oil Hose for Christmas Island	0041014706	27-Feb-24	30-Sep-24	261,140.00	Regions, Cities and Territories	Territories

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CN4038901	JON AND JON CONSULTING PTY LTD	Locum Director of Public Health&Medicine	0041014700	27-Feb-24	30-Jun-24	240,387.50	Regions, Cities and Territories	Territories
CN3950151	CUMMINS SOUTH PACIFIC PTY LTD TRADING AS CUMMINIS	Plant Repairs and Maintenance	41014119	28-Feb-24	30-Jun-24	369,105.90	Regions, Cities and Territories	Territories
CN4039940	CI MAINTENANCE SERVICES PTY LTD	Supply and install Kitchens at 11A & B Silver City Dr	0042009697	1-Mar-24	30-Jun-24	78,040.00	Regions, Cities and Territories	Territories
CN4041582	DWELL REALTY PTY LTD	Property Management Services	0041014732	5-Mar-24	30-Jun-25	197,814.30	Regions, Cities and Territories	Territories
CN4038897	GHD PTY LTD	Design and Development Application Documentation for Norfolk Island Quarry	0042009689	6-Mar-24	30-Jun-24	434,176.62	Regions, Cities and Territories	Territories
CN4039929	VENTIA PROPERTY PTY LTD	Additional property services for Norfolk Island - NIHRACS Commonwealth Assets Licence documentation	0042009704	8-Mar-24	1-Dec-24	300,000.00	Regions, Cities and Territories	Territories
CN4039363	COTTLES CRUSHER & CONCRETE PTY LTD	Removal of old pavers and replace with new pavers	0041014712	11-Mar-24	30-Jun-24	84,240.00	Regions, Cities and Territories	Territories
CN4039935	MILROCK NOMINEES T/A CI MECHANICAL SERVICES	Engine Investigation Oversight Services	0041014719	11-Mar-24	20-Mar-24	13,000.00	Regions, Cities and Territories	Territories
CN4039939	COCOS ISLANDS CO-OPERATIVE	Fire Station Roof Replacement, West Island	0041014715	11-Mar-24	28-Jun-24	98,110.00	Regions, Cities and Territories	Territories

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	SOCIETY CATERING DIVISION							
CN4040761	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	0042009709	12-Mar-24	4-Jun-24	17,000.00	Regions, Cities and Territories	Territories
CN4040762	ABP GROUP	Finish Carpentry or Cabinetry	0041014725	13-Mar-24	5-Apr-24	69,707.00	Regions, Cities and Territories	Territories
CN4041581	WEST COAST DENTAL	Medical Equipment and Accessories and Supplies	0041014733	14-Mar-24	30-Jun-24	20,850.00	Regions, Cities and Territories	Territories
CN4039367	SHIRE OF CHRISTMAS ISLAND	Deliver a Landfill Environment Management Plan	0041014711	15-Mar-24	30-Jun-24	100,000.00	Regions, Cities and Territories	Territories
CN4040758	GRACE REMOVALS (AUSTRALIA) PTY LTD	Personnel Relocation	0042009717	15-Mar-24	4-Jun-24	16,000.00	Regions, Cities and Territories	Territories
CN4041034	GRACE REMOVALS (AUSTRALIA) PTY LTD	Personnel Relocation	0042009718	15-Mar-24	11-Jun-24	22,000.00	Regions, Cities and Territories	Territories
CN4038128	B. WADDELL CONSULTING ENGINEERS	Cocos (Keeling) Islands Power Infrastructure Structural Inspections	0041014699	19-Mar-24	30-Apr-24	14,700.00	Regions, Cities and Territories	Territories
CN4041928	BLUE CRAB INVESTMENTS PTY LTD T/A GREGORY CI MAINTENANCE	Building construction and support and maintenance and repair services	0042009720	20-Mar-24	14-Jun-24	10,589.00	Regions, Cities and Territories	Territories
CN4042190	ACKER PTY LTD	Building construction and support and maintenance and repair services	0042009722	21-Mar-24	31-Mar-24	37,795.00	Regions, Cities and Territories	Territories

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CN4041583	SOUTHERN PEARL SERVICES PTY LTD	Medical Equipment and Accessories and Supplies	0041014731	22-Mar-24	30-Jun-24	22,450.00	Regions, Cities and Territories	Territories
CN4042571	BIOLINE GLOBAL PTY LTD	Medical Equipment and Accessories and Supplies	0041014736	22-Mar-24	30-Mar-24	34,800.00	Regions, Cities and Territories	Territories
CN4043140	BLUE CRAB INVESTMENTS PTY LTD T/A GREGORY CI MAINTENANCE	Building construction and support and maintenance and repair services	0042009730	25-Mar-24	30-Jun-24	70,560.00	Regions, Cities and Territories	Territories
CN4043139	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Healthcare provider support persons	0042009732	26-Mar-24	30-Jun-24	48,000.00	Regions, Cities and Territories	Territories
CN4043138	WEROMBI AG & MECHANICAL	Building construction and support and maintenance and repair services	0041014740	27-Mar-24	24-Sep-24	75,000.00	Regions, Cities and Territories	Territories
CN4038899	TYMLEAP PTY LTD TRADING AS ARMSTRONG ELECTRICAL WHO	Provision of 2+1 ring unit with kiosk and transformer with base	0041014704	29-Mar-24	28-Jun-24	66,818.01	Regions, Cities and Territories	Territories
CN4044124	ARJO AUSTRALIA PTY LTD CRAIG RODDY	Medical Equipment and Accessories and Supplies	41014747	2-Apr-24	30-Jun-24	16,850.00	Regions, Cities and Territories	Territories
CN4044122	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Healthcare provider support persons	42009739	3-Apr-24	30-Jun-24	43,600.00	Regions, Cities and Territories	Territories
CN4044784	TYMLEAP PTY LTD TRADING AS ARMSTRONG ELECTRICAL WHO	Electrical equipment and components supplies	41014753	4-Apr-24	30-Jun-24	40,606.59	Regions, Cities and Territories	Territories

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CN4044785	NATURAL POWER SOLUTIONS PTY LTD	Specialist Electrical equipment	41014752	4-Apr-24	28-Jun-24	28,564.10	Regions, Cities and Territories	Territories
CN4047425	TYMLEAP PTY LTD TRADING AS ARMSTRONG ELECTRICAL WHO	Supply electrical Ring Main Units	41014757	5-Apr-24	30-Jun-25	91,129.36	Regions, Cities and Territories	Territories
CN4054157	MEDICAL AIR PTY LTD	EMERGENCY MEDICAL EVACUATION SERVICES	42009783	9-Apr-24	10-Apr-24	65,000.00	Regions, Cities and Territories	Territories
CN4047429	GHD PTY LTD	Asbestos Register and Asbestos Management Plan Update	41014764	10-Apr-24	11-Oct-24	54,430.20	Regions, Cities and Territories	Territories
CN4046579	TYMLEAP PTY LTD TRADING AS ARMSTRONG ELECTRICAL WHO	315kVA transformer and culvert	41014762	11-Apr-24	30-Jun-24	40,686.59	Regions, Cities and Territories	Territories
CN4047421	MATTHEW REEVES	NIHRACS Fence line clearing for new fence installation	0041014768	12-Apr-24	30-Jun-24	35,000.00	Regions, Cities and Territories	Territories
CN4045429	INDIAN OCEAN OIL COMPANY	Painting services	41014756	15-Apr-24	27-Sep-24	86,299.00	Regions, Cities and Territories	Territories
CN4048539	BLUE CRAB INVESTMENTS PTY LTD T/A GREGORY CI MAINTENANCE	Installation of Ceiling	41014774	16-Apr-24	28-Jun-24	16,075.00	Regions, Cities and Territories	Territories
CN4048416	COCOS (KEELING) ISLANDS SHIRE COUNCIL	Install geotech sand bags on Cocos (Keeling) Island	41014772	18-Apr-24	30-Jun-24	29,955.00	Regions, Cities and Territories	Territories
CN4046578	NORFOLK ISLAND MECHANICAL	Trailer Mounted High pressure washer	41014765	19-Apr-24	30-Jun-24	68,000.00	Regions, Cities and Territories	Territories

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CN4056902	GCG HEALTH AND SAFETY HYGIENE GREEN CONSULTING GROUP PTY LTD	WHS system and compliance review	42009785	22-Apr-24	30-Sep-24	238,616.40	Regions, Cities and Territories	Territories
CN4050210	INDIAN OCEAN OIL COMPANY	Rocky Point Storm Damage Repairs	41014785	23-Apr-24	30-Jun-24	32,710.00	Regions, Cities and Territories	Territories
CN4050212	GENELITE PTY LTD	Emergency Generator	41014778	23-Apr-24	30-Sep-24	45,097.00	Regions, Cities and Territories	Territories
CN4050208	WARTSILA AUSTRALIA PTY LTD	Wartsila 64K Overhaul Parts	41014787	24-Apr-24	30-Jun-24	358,777.88	Regions, Cities and Territories	Territories
CN4050209	INDIAN OCEAN OIL COMPANY	Smith Point Storm Damage Repairs	41014786	24-Apr-24	28-Jun-24	150,000.00	Regions, Cities and Territories	Territories
CN4051120	CASA LEISURE PTY LTD	Building work	41014781	24-Apr-24	30-Jun-24	50,000.00	Regions, Cities and Territories	Territories
CN4063344	TYMLEAP PTY LTD TRADING AS ARMSTRONG ELECTRICAL WHO	Electrical parts supply to Christmas Island	41014784	24-Apr-24	28-Jun-24	48,871.89	Regions, Cities and Territories	Territories
CN4072223	GHD PTY LTD	Expert consulting services for Christmas Island Wharf Crane	42009812	24-Apr-24	28-Sep-27	297,717.00	Regions, Cities and Territories	Territories
CN4054820	STEVE WATSON & PARTNERS PTY LTD	Building certification	41014826	26-Apr-24	30-Jun-24	15,785.00	Regions, Cities and Territories	Territories
CN4041584	ISLAND CABINETS	Finish Carpentry or Cabinetry	41014730	29-Apr-24	30-Jun-24	34,800.00	Regions, Cities and Territories	Territories
CN4050211	AVOCA PAINTING	Asbestos Removal	41014780	29-Apr-24	30-Jun-24	38,900.00	Regions, Cities and Territories	Territories
CN4050207	RLDATIX AUSTRALIA PTY LTD T/A RISKM	Software License	0041014789	1-May-24	30-Jun-24	13,748.45	Regions, Cities and Territories	Territories
CN4051841	CASA LEISURE PTY LTD	Christmas Island Recreational Centre Fitout	41014798	1-May-24	30-Jun-24	80,000.00	Regions, Cities and Territories	Territories

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CN4076916	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Medical evacuation services	42009905	1-May-24	2-May-24	76,756.48	Regions, Cities and Territories	Territories
CN4060047	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	42009782	3-May-24	30-Jun-24	50,000.00	Regions, Cities and Territories	Territories
CN4059202	MEDICAL AIR PTY LTD	Medical evacuation services	42009789	4-May-24	5-May-24	81,500.00	Regions, Cities and Territories	Territories
CN4054823	J.SANDERS CONSTRUCTION	Fencing services	41014804	6-May-24	7-Jun-24	18,160.00	Regions, Cities and Territories	Territories
CN4054819	SEAN ELLARD	Painting	41014828	7-May-24	31-Aug-24	115,310.00	Regions, Cities and Territories	Territories
CN4054821	FUTURE POWER WA PTY LTD	Electrician	41014815	10-May-24	30-Sep-24	205,284.00	Regions, Cities and Territories	Territories
CN4057897	LIGHTING UNIT TRUST TRADING AS MOND	Spare lighting for Christmas Island Community Oval	41014839	10-May-24	30-Jun-24	63,040.00	Regions, Cities and Territories	Territories
CN4060044	MONDOLUCE (AUSTRALIA) PTY LTD	Replacement of electrical components	41014856	10-May-24	30-Jun-24	63,040.00	Regions, Cities and Territories	Territories
CN4060046	WESTERN TECHNICAL & ELECTRICAL CONT	Electrical Equipment Spares	41014822	10-May-24	28-Jun-24	12,850.00	Regions, Cities and Territories	Territories
CN4060258	CHRISTIAN BAILEY AGENCIES	Hardwood Fenders	41014827	14-May-24	31-Jul-24	47,952.00	Regions, Cities and Territories	Territories
CN4057924	ACG INTEGRATION PTY LTD	CCTV Upgrade	42009811	15-May-24	31-Dec-24	123,695.56	Regions, Cities and Territories	Territories
CN4060045	CHRISTMAS ISLAND REMOVALS PTY LTD	Air Freight Services	41014833	16-May-24	28-Jun-24	12,180.00	Regions, Cities and Territories	Territories
CN4063339	MEDICAL AIR PTY LTD	EMERGENCY MEDICAL EVACUATION SERVICES	42009810	17-May-24	18-May-24	66,200.00	Regions, Cities and Territories	Territories

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CN4063343	HIVAC SERVICES PTY LTD	Electrician Services on Cocos (Keeling) Island	41014803	17-May-24	11-Jun-24	107,524.00	Regions, Cities and Territories	Territories
CN4063341	CLAIRE ELIZABETH ARUNDELL	Provision of Locum Doctor Services	41014835	20-May-24	30-Jun-24	43,800.00	Regions, Cities and Territories	Territories
CN4063342	HIRE PERSONNEL SERVICES	Mechanical Technician	41014834	20-May-24	12-Jul-24	70,393.00	Regions, Cities and Territories	Territories
CN4076915	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Medical evacuation services	42009906	21-May-24	22-May-24	94,248.87	Regions, Cities and Territories	Territories
CN4063337	SENVERSA PTY LTD	PFAS Monitoring Norfolk Island	41014851	22-May-24	30-Sep-24	60,675.00	Regions, Cities and Territories	Territories
CN4063338	CONTAINER TRADERS PTY LTD	Purchase of containers for delivery to Cocos (Keeling) Island	41014847	22-May-24	30-Jun-24	11,020.00	Regions, Cities and Territories	Territories
CN4063340	BELINDA BAILEY PTY LTD	Provision of Locum Doctor Services	41014840	22-May-24	30-Jun-24	31,200.00	Regions, Cities and Territories	Territories
CN4063358	Hudson Global Resources (Aust) P/L	Contractor Services	41014825	28-May-24	28-Nov-24	99,870.00	Regions, Cities and Territories	Territories
CN4075297	WARTSILA AUSTRALIA PTY LTD	Wartsila Cylinder Head Kits	41014857	29-May-24	30-Aug-24	209,323.76	Regions, Cities and Territories	Territories
CN4075296	GHD PTY LTD	Heritage Impact Statement	42009818	30-May-24	30-Sep-24	64,434.81	Regions, Cities and Territories	Territories
CN4076945	WATSON ISLAND CARPENTRY & EXCAVATION T/A The Watson Island Family Trust	Painting Services	42009845	31-May-24	30-Aug-24	60,852.00	Regions, Cities and Territories	Territories
CN4082254	Hudson Global Resources (Aust) P/L	Recruitment Services	0042009934	1-Jun-24	30-Sep-24	11,440.00	Regions, Cities and Territories	Territories

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CN4075316	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	42009838	3-Jun-24	31-Jul-24	10,754.00	Regions, Cities and Territories	Territories
CN4076950	GRIFFIN LEGAL PTY LIMITED	Probity services	42009825	3-Jun-24	31-Dec-24	37,550.95	Regions, Cities and Territories	Territories
CN4075286	CITMED AIR AMBULANCE	Medical evacuation services	41014882	4-Jun-24	5-Jun-24	143,679.00	Regions, Cities and Territories	Territories
CN4076947	HEALTHCARE AUSTRALIA	Agency Nurse Services	42009839	5-Jun-24	30-Jun-24	21,117.52	Regions, Cities and Territories	Territories
CN4076948	ANIMA	Illustrations for communications products	41014873	8-Jun-24	8-Jun-28	40,700.00	Regions, Cities and Territories	Territories
CN4075287	Northern Refueling Maintenance Pty	Emergency Fuel Truck Repairs	41014881	10-Jun-24	30-Jun-24	35,000.00	Regions, Cities and Territories	Territories
CN4075309	LSA POWER LEARNING SYSTEMS AUSTRALIA	Improvements to the Electrical Network Safety Management System	0041014889	10-Jun-24	27-Sep-24	444,730.00	Regions, Cities and Territories	Territories
CN4076938	DUNN INVESTMENTS (WA) PTY LTD	Trenching works	42009867	10-Jun-24	31-Jul-24	165,000.00	Regions, Cities and Territories	Territories
CN4075285	STATEWIDE OIL DISTRIBUTOR	Mobilgard Lubrication Oil	41014896	11-Jun-24	30-Jul-24	46,379.16	Regions, Cities and Territories	Territories
CN4076944	GHD PTY LTD	Engineering inspection services	41014897	12-Jun-24	31-Dec-24	220,119.00	Regions, Cities and Territories	Territories
CN4076942	PLATINUM TANK SERVICES PTY LTD	Power Station Stainless Steel Piping	0041014901	13-Jun-24	28-Jun-24	34,900.00	Regions, Cities and Territories	Territories
CN4076939	CHRISTMAS ISLAND ENGINEERING & MAINTENANCE PTY LTD	Rock fall fence maintenance	41014917	14-Jun-24	30-Jun-24	236,700.00	Regions, Cities and Territories	Territories

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CN4077005	AVOCA PAINTING	Asbestos Decontamination or removal	41014914	15-Jun-24	22-Jun-24	41,050.00	Regions, Cities and Territories	Territories
CN4076930	CHRISTIAN BAILEY AGENCIES	Exterior Finishing materials	41014933	18-Jun-24	31-Dec-24	106,416.00	Regions, Cities and Territories	Territories
CN4076931	NIGAS PTY LTD	Exhaust fan system	41014932	19-Jun-24	30-Jun-24	26,611.80	Regions, Cities and Territories	Territories
CN4076932	SOURCE MACHINERY PTY LTD	Excavator	41014928	19-Jun-24	28-Jun-24	99,675.00	Regions, Cities and Territories	Territories
CN4076937	RAINDALE HOLDINGS T/A GLOBAL TESTING SERVICES	Refurbishment of Transformers	41014918	19-Jun-24	31-Mar-25	72,827.00	Regions, Cities and Territories	Territories
CN4076914	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Medical evacuation services	42009907	24-Jun-24	25-Jun-24	71,766.91	Regions, Cities and Territories	Territories
CN4076924	JULIEMAN PTY LTD T/A COMPLETE BUILDING SUPPLIES WA	Building materials for Patio 73 Gaze Rd	41014955	24-Jun-24	30-Jun-24	25,867.24	Regions, Cities and Territories	Territories
CN4076925	WOODWARD'S AGENCIES PTY LTD NORFOLK ISLAND BUILDING SUPPLIES	Flooring materials for NIHRACS	41014952	24-Jun-24	30-Jun-24	131,510.00	Regions, Cities and Territories	Territories
CN4076926	GML HERITAGE PTY LTD	KAVHA HMP Review	41014951	24-Jun-24	20-Dec-24	46,200.00	Regions, Cities and Territories	Territories
CN4076985	HAYS SPECIALIST RECRUITMENT (AUST)	Placement Fees	42009877	24-Jun-24	31-Aug-24	13,024.00	Regions, Cities and Territories	Territories
CN4077015	Hudson Global Resources (Aust) P/L	Contractor	0042009857	24-Jun-24	30-Jun-25	356,000.00	Regions, Cities and Territories	Territories

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CN4075288	ROSEMARY O'BRIEN (LEE)	Locum Doctor Services	41014877	25-Jun-24	30-Jun-25	161,100.00	Regions, Cities and Territories	Territories
CN4076923	SHIRE OF CHRISTMAS ISLAND	Maintenance to Blowholes RD	41014964	25-Jun-24	30-Jun-25	500,000.00	Regions, Cities and Territories	Territories
CN4080294	DXC Technology Australia Pty Ltd T/as Telsyte	Australian Subscription Market Report	0041014968	26-Jun-24	20-Jun-25	16,500.00	Regions, Cities and Territories	Territories
CN4076920	MAN ENERGY SOLUTIONS AUSTRALIA PTY	Parts for Ruston 15K Overhaul	41014976	27-Jun-24	31-Dec-24	414,472.01	Regions, Cities and Territories	Territories
Transport								
CN3986264	JACOBS GROUP (AUSTRALIA) PTH LTD	Environmental Investigation	42009330	1-Jul-23	30-Jun-26	13,781,808.71		Domestic Aviation and Reform
CN3984353	Horizon One Recruitment Pty Ltd	Contractor	42009322	10-Jul-23	5-Jan-24	76,500.00	Transport	Domestic Aviation and Reform
CN3986272	Universal McCann	Advertising	42009326	17-Jul-23	30-Nov-23	11,000.04	Transport	Domestic Aviation and Reform
CN3996372	AERODROME MANAGEMENT SERVICES PTY L	Remote Aerodrome Inspection Services	41014398	7-Aug-23	30-Oct-24	476,949.00	Transport	Domestic Aviation and Reform
CN4002864	NORTHERN TERRITORY AIR SERVICES PTY	Air Transport Services	41014438	1-Sep-23	31-Aug-25	1,744,107.00	Transport	Domestic Aviation and Reform
CN4003890	PUBLIC AFFAIRS NETWORK PTY LTD	Meeting facilitation services	0041014453	12-Sep-23	15-Dec-23	114,620.00	Transport	Domestic Aviation and Reform
CN4011908	SOURCE NATION PTY LTD TRADING AS NGANYA	Community Facilitation Services	0041014518	27-Sep-23	15-Dec-23	111,650.00	Transport	Domestic Aviation and Reform
CN4015977	PROXIMITY ADVISORY SERVICES PTY LTD	Probity and Procurement Services	0041014530	25-Oct-23	15-May-24	225,000.00	Transport	Domestic Aviation and Reform
CN4026211	JANDAKOT AIRPORT HOLDINGS PTY LTD	PFAS sampling near Jandakot Airport	0041014594	29-Nov-23	30-Apr-24	157,824.70	Transport	Domestic Aviation and Reform

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CN4026317	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	0042009601	2-Jan-24	24-Dec-24	238,317.00	Transport	Domestic Aviation and Reform
CN4026215	GHD PTY LTD	Provide advice on the Sydney Airport	0041014617	8-Jan-24	10-May-24	76,000.00	Transport	Domestic Aviation and Reform
CN4039930	ENVIRONMENTAL RESOURCES MANAGEMENT AUSTRALIA	PFAS Airports Investigation Program - Main Works (Tranche 2 Airports)	0042009703	8-Mar-24	30-Jun-26	971,684.51	Transport	Domestic Aviation and Reform
CN4039931	AURECON AUSTRALASIA PTY LTD	PFAS Airports Investigation Program - Main Works (Tranche 2 Airports)	0042009702	8-Mar-24	30-Jun-26	5,566,765.26	Transport	Domestic Aviation and Reform
CN4039932	ROYAL MELBOURNE INSTITUTE OF TECHNO	Women in Aviation Initiative Approach to Market	0041014721	11-Mar-24	11-Sep-24	280,882.00	Transport	Domestic Aviation and Reform
CN4039936	THINKPLACE AUSTRALIA PTY LTD	Women in Aviation Initiative Approach to Market	0041014718	11-Mar-24	11-Sep-24	474,431.63	Transport	Domestic Aviation and Reform
CN4039937	WAI AUSTRALIAN CHAPTER INCORPORATED	Project Management	0041014717	11-Mar-24	11-Mar-25	275,110.00	Transport	Domestic Aviation and Reform
CN4039938	CIVIL AVIATION ACADEMY AUSTRALASIA	Women in Aviation Initiative Approach to Market	0041014716	11-Mar-24	11-Sep-24	245,850.00	Transport	Domestic Aviation and Reform
CN4041036	PEPWORLDWIDE PTY LTD	Executive Training Course	41014729	8-Apr-24	8-Jul-24	11,610.50	Transport	Domestic Aviation and Reform
CN4050220	BLUEFIN RESOURCES P/L	Recruitment services	42009753	18-Apr-24	7-Apr-25	11,875.00	Transport	Domestic Aviation and Reform
CN4072233	TO70 AVIATION (AUSTRALIA) PTY LTD	Domestic slot audit for Sydney Airport	41014892	21-May-24	4-Oct-24	247,861.00	Transport	Domestic Aviation and Reform

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CN4063347	PLAIN ENGLISH FOUNDATION PTY LTD	Training Services - Masterclass for Reviewing	42009821	28-May-24	30-Jun-24	102,405.82	Transport	Domestic Aviation and Reform
CN4072225	Hudson Global Resources (Aust) P/L	Contractor	42009871	28-May-24	14-Dec-24	11,440.00	Transport	Domestic Aviation and Reform
CN4075323	McGrath Nicol Advisory Partnership	Financial Analysis of Leased Federal Airports	0042009827	3-Jun-24	30-Aug-24	70,954.00	Transport	Domestic Aviation and Reform
CN4076987	ADE CONSULTING GROUP (VIC) PTY LTD	PFAS Training	41014945	21-Jun-24	30-Jun-24	10,065.00	Transport	Domestic Aviation and Reform
CN4076988	SENVERSA PTY LTD	PFAS Training	41014944	21-Jun-24	30-Jun-24	10,912.00	Transport	Domestic Aviation and Reform
CN4076928	AVIATION AEROSPACE AUSTRALIA	Implement and Deliver the Women in Aviation Industry Initiative	41014947	24-Jun-24	30-Jun-26	578,963.00	Transport	Domestic Aviation and Reform
CN4076934	CIVIL AVIATION ACADEMY AUSTRALASIA	Implement and Deliver the Women in Aviation Industry Initiative	41014923	24-Jun-24	30-Jun-26	847,000.00	Transport	Domestic Aviation and Reform
CN4076935	GUNGGANDJI PROJECT MANAGEMENT PTY L	Implement and Deliver the Women in Aviation Industry Initiative	41014922	24-Jun-24	30-Jun-26	321,870.47	Transport	Domestic Aviation and Reform
CN4076954	Hudson Global Resources (Aust) P/L	Recruitment services	0041014987	25-Jun-24	24-Dec-24	196,828.00	Transport	Domestic Aviation and Reform
CN4076936	NAVIGATING AVIATION PTY LTD	Implement and Deliver the Women in Aviation Industry Initiative	41014921	28-Jun-24	30-Jun-26	330,000.00	Transport	Domestic Aviation and Reform
CN3988549	Hudson Global Resources (Aust) P/L	Contractor	0042009338	17-Jul-23	15-Dec-23	112,014.00	Transport	International Aviation, Technology and Services

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CN3999903	IVE GROUP AUSTRALIA PTY LTD	Mailout services	41014428	19-Jul-23	11-Aug-23	370,000.00	Transport	International Aviation, Technology and Services
CN4002862	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	42009402	29-Aug-23	1-Mar-25	440,643.52	Transport	International Aviation, Technology and Services
CN3999910	CALLIDA PTY LTD	Finanical Management Advisory Services	42009396	1-Sep-23	30-Nov-23	897,360.00	Transport	International Aviation, Technology and Services
CN4002872	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	42009419	4-Sep-23	8-Dec-23	29,000.00	Transport	International Aviation, Technology and Services
CN3999915	CENTRE ASIA PACIFIC AVIATION P/L	Data Subscription	41014424	1-Oct-23	30-Sep-24	26,400.00	Transport	International Aviation, Technology and Services
CN4011925	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Services	0042009462	24-Oct-23	31-Dec-23	24,484.24	Transport	International Aviation, Technology and Services
CN4026324	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Media Campaign	0042009592	24-Oct-23	17-Dec-23	37,825.69	Transport	International Aviation, Technology and Services
CN4032315	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Public Notification of CIFS	0042009639	24-Oct-23	17-Dec-23	37,825.69	Transport	International Aviation, Technology and Services
CN4026224	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	0042009588	11-Dec-23	8-Mar-24	27,500.00	Transport	International Aviation, Technology and Services
CN4033093	DRONESEC PTY LTD	Drone Security Subject Matter Expertise	0041014661	30-Jan-24	8-Feb-24	18,667.00	Transport	International Aviation, Technology and Services

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CN4034387	Wings Education	AUS PNG MoU Executive Leadership training to transport sector	0041014673	12-Feb-24	30-Jun-24	136,600.00	Transport	International Aviation, Technology and Services
CN4039933	JACOBS GROUP (AUSTRALIA) PTH LTD	Biodiversity Offset Delivery Plan Indenpedent Audit	0042009700	12-Mar-24	27-Sep-24	86,677.80	Transport	International Aviation, Technology and Services
CN4039941	CBR RECRUITMENT PTY LTD	Scribe services for APS5-EL1 recruitment round for Western Sydney Airport Regulatory Policy Branch	0042009708	18-Mar-24	21-Jun-24	11,000.00	Transport	International Aviation, Technology and Services
CN4042192	Australian National University	Management advisory services	0042009724	20-Mar-24	20-Sep-24	209,817.30	Transport	International Aviation, Technology and Services
CN4054156	SPATIAL VISION INNOVATIONS PTY LTD	Drone Rule Digitisation improvements	42009788	22-Apr-24	30-Jun-24	81,950.00	Transport	International Aviation, Technology and Services
CN4050219	WIRU DRONE SOLUTIONS	Drone training and study	41014776	23-Apr-24	30-Jun-24	33,575.00	Transport	International Aviation, Technology and Services
CN4051123	GUNGGANDJI-MANDINGALBAY YIDINJI BOD	Drone uplift study	41014788	29-Apr-24	30-Jun-24	32,000.00	Transport	International Aviation, Technology and Services
CN4059207	MIMAL LAND MANAGEMENT ABORIGINAL CO	Remote Communities Data Collection	41014800	29-Apr-24	30-Jun-24	35,000.00	Transport	International Aviation, Technology and Services
CN4059201	JEWEL HOLDINGS AUSTRALIA PTY LTD	Purchase of Biodiversity Credits	41014843	7-May-24	30-Jun-24	1,804,000.00	Transport	International Aviation, Technology and Services
CN4060257	PLANNING MINISTERIAL CORPORATION	Biodiversity Credits	41014845	16-May-24	12-Jun-24	1,726,450.00	Transport	International Aviation, Technology and Services
CN4063351	CALLIDA PTY LTD	Process mapping and identification services	42009814	24-May-24	30-Jun-24	79,943.00	Transport	International Aviation, Technology and Services

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CN4076927	CENTRAL COAST COUNCIL	Purchase of Biodiversity Credits	41014950	12-Jun-24	10-Jul-24	1,098,900.00	Transport	International Aviation, Technology and Services
CN4084525	THE NIELSEN COMPANY AUSTRALIA PTY L	Food & Beverage Advertising Data	0041014963	25-Jun-24	25-Jun-25	159,079.80	Transport	International Aviation, Technology and Services
CN3970951	INTELLIGENT TRANSPORT SYSTEMS AUSTR	Professional Memberships	41014267	1-Jul-23	30-Jun-24	19,376.50	Transport	Surface Transport Emissions and Policy
CN3996362	KPMG	Rail technical expertise	42009372	12-Jul-23	30-Jun-26	880,000.00	Transport	Surface Transport Emissions and Policy
CN3992303	PUBLIC AFFAIRS NETWORK PTY LTD	Workshop Facilitation	41014389	13-Jul-23	12-Aug-23	13,400.00	Transport	Surface Transport Emissions and Policy
CN3994578	STAFFING AND OFFICE SOLUTIONS P/L T/A SOS RECRUITMENT	Recruitment services	42009367	27-Jul-23	30-Aug-23	11,220.00	Transport	Surface Transport Emissions and Policy
CN3991458	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	42009346	31-Jul-23	31-Jul-24	310,500.00	Transport	Surface Transport Emissions and Policy
CN3997862	RANDSTAD PTY LTD	Contractor	42009382	28-Aug-23	28-Aug-24	326,500.00	Transport	Surface Transport Emissions and Policy
CN3999917	Hudson Global Resources (Aust) P/L	Contractor	42009390	4-Sep-23	8-Mar-24	72,000.00	Transport	Surface Transport Emissions and Policy
CN4002886	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment services	42009406	5-Sep-23	26-Sep-23	13,475.85	Transport	Surface Transport Emissions and Policy
CN3999920	Adecco Australia P/L	Contractor	42009388	11-Sep-23	23-Feb-24	120,000.00	Transport	Surface Transport Emissions and Policy
CN4002877	RANDSTAD PTY LTD	Contractor	42009415	11-Sep-23	9-Feb-24	110,000.00	Transport	Surface Transport Emissions and Policy
CN4006901	THINKPLACE AUSTRALIA PTY LTD	Workshop facilitator	0042009439	18-Sep-23	30-Jun-24	45,000.00	Transport	Surface Transport Emissions and Policy
CN4015990	SHU-LING CHEN	Research Services	0041014509	2-Oct-23	20-Dec-23	40,000.00	Transport	Surface Transport Emissions and Policy

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CN4015985	REASON GROUP PTY LTD	ICT Scoping and Design Services	0042009494	27-Oct-23	26-Mar-24	330,000.00	Transport	Surface Transport Emissions and Policy
CN4018517	Hudson Global Resources (Aust) P/L	Labour Hire Worker	0042009554	27-Nov-23	30-May-24	99,500.00	Transport	Surface Transport Emissions and Policy
CN4028768	GHD PTY LTD	Commercial advice	0042009609	5-Jan-24	31-Mar-24	285,865.00	Transport	Surface Transport Emissions and Policy
CN4033080	WORLD ROAD ASSOCIATION (PIARC) MONDIALE DE LA ROUTE	Association Membership	0041014656	30-Jan-24	31-Dec-24	44,000.00	Transport	Surface Transport Emissions and Policy
CN4033235	HAYS SPECIALIST RECRUITMENT (AUST)	Temporary Personnel services	0042009652	7-Feb-24	31-May-24	141,741.75	Transport	Surface Transport Emissions and Policy
CN4039370	BIOTEXT PTY LTD	Copy editing of public consultation papers	42009695	6-Mar-24	10-Apr-24	16,500.00	Transport	Surface Transport Emissions and Policy
CN4039364	OECD	International Transport Forum membership contribution	0041014710	7-Mar-24	31-Dec-24	122,000.00	Transport	Surface Transport Emissions and Policy
CN4056901	GHD PTY LTD	Strategic Fleet Commercial Advice	41014806	1-Apr-24	30-Jun-24	329,429.00	Transport	Surface Transport Emissions and Policy
CN4044792	PLAIN ENGLISH FOUNDATION PTY LTD	Education and Training Services	41014744	9-Apr-24	18-Apr-24	44,792.56	Transport	Surface Transport Emissions and Policy
CN4017017	Icon Agency Melbourne	PR and content development	0042009508	10-Apr-24	30-Jun-24	377,056.68	Transport	Surface Transport Emissions and Policy
CN4063359	McGrath Nicol Advisory Partnership	Probity advice	41014807	8-May-24	31-Dec-24	114,397.75	Transport	Surface Transport Emissions and Policy
CN4063348	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor Services	42009817	28-May-24	26-May-25	338,949.00	Transport	Surface Transport Emissions and Policy

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CN4075322	WHON PTY LTD	Executive Learning Group Membership	0041014864	3-Jun-24	30-Jun-25	11,756.25	Transport	Surface Transport Emissions and Policy
CN4075321	DELOITTE TOUCHE TOHMATSU	Macro and microeconomic modelling	42009831	5-Jun-24	23-Jul-24	61,916.80	Transport	Surface Transport Emissions and Policy
CN4075304	INDIGECO PTY LTD	Recruitment services	0042009847	11-Jun-24	10-Jun-25	14,000.00	Transport	Surface Transport Emissions and Policy
CN4077014	INDIAN OCEAN GROUP TRAINING ASSOCIA	Training	0041014906	17-Jun-24	30-Jun-24	18,505.00	Transport	Surface Transport Emissions and Policy

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Contracts by Division – YTD 2024-25 (as at 31 August 2024)

CN ID	Supplier Name	Description	Agency Ref. ID	Start Date	End Date	Value (AUD)	Group	Divison
Chief Operating Officer								
CN4037311	KPMG	Social Benefits Remote Regional Roads 2	42009674	1-Jul-24	31-Dec-24	198,370.70	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4076971	MARITIME INSIGHTS & INTELLIGENCE LI	Vessel movement data	41014972	1-Jul-24	30-Jun-27	206,394.49	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4085142	DELOITTE TOUCHE TOHMATSU	SMS Sender ID Register Cost Benefit Analysis	0042009938	12-Jul-24	30-Aug-24	149,878.00	Chief Operating Officer	Data, Research, Strategy & Net Zero
CN4076962	PHOENIX MANAGEMENT SERVICES PTY LTD	SAP Support Services	42009893	1-Jul-24	30-Jun-25	198,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4076963	EPI-USE AUSTRALIA PTY LIMITED	SAP Support Services	42009892	1-Jul-24	30-Jun-25	197,472.00	Chief Operating Officer	Finance, Budget & Governance
CN4076964	EPI-USE AUSTRALIA PTY LIMITED	SAP Support Services	42009891	1-Jul-24	30-Jun-25	363,528.00	Chief Operating Officer	Finance, Budget & Governance
CN4076995	INFOCAPITAL PTY LTD	TM1 licences	0042009872	1-Jul-24	30-Jun-25	13,611.44	Chief Operating Officer	Finance, Budget & Governance
CN4082264	KROLL AUSTRALIA PTY LTD	Valuation Services	0041015004	15-Jul-24	13-Sep-24	68,640.00	Chief Operating Officer	Finance, Budget & Governance
CN4082265	Wings Education	Aus PNG MoU Executive Leadership Development Program	0041015003	25-Jul-24	31-Mar-25	130,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4088291	PILBARA AND KIMBERLEY ABORIGINAL ME PAKAM	Broadcasting Infrastructure Audit Services	0041015032	7-Aug-24	13-Sep-24	15,070.00	Chief Operating Officer	Finance, Budget & Governance

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CN4090076	Hudson Global Resources (Aust) P/L	Labour hire	0042009987	26-Aug-24	24-Dec-24	100,000.00	Chief Operating Officer	Finance, Budget & Governance
CN4090107	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire Services	0042009942	15-Aug-24	25-Sep-24	22,142.25	Chief Operating Officer	Finance, Budget & Governance
CN4075311	REALLY AWESOME PEOPLE PTY LTD	Contractor	0042009843	1-Jul-24	30-Jun-25	382,810.48	Chief Operating Officer	Information Technology
CN4075319	HIDE AND SEEK GROUP PTY LTD	Intranet Support Services	42009833	1-Jul-24	30-Sep-24	35,790.00	Chief Operating Officer	Information Technology
CN4076953	NORFOLK ISLAND DATA SERVICES	Cabling Services	41014990	5-Jul-24	5-Sep-24	39,207.10	Chief Operating Officer	Information Technology
CN4076956	DATA#3 LTD	Cisco Maintenance and Support	42009904	5-Jul-24	30-Jun-25	349,276.71	Chief Operating Officer	Information Technology
CN4076957	TECHNOVATE STRATEGIC SOLUTIONS PTY	Senior Enterprise Architect	42009903	1-Jul-24	30-Jun-25	412,984.00	Chief Operating Officer	Information Technology
CN4076972	SALORIX PTY LTD	Contractor	42009885	1-Jul-24	30-Jun-25	326,040.00	Chief Operating Officer	Information Technology
CN4076990	4DATA IT PTY LTD	IT Services	42009875	1-Jul-24	30-Jun-25	350,000.00	Chief Operating Officer	Information Technology
CN4077002	SIMPLER TECHNOLOGY CONSULTING PTY L	ICT Temporary Personnel	42009866	1-Jul-24	30-Jun-25	369,512.00	Chief Operating Officer	Information Technology
CN4090080	CAPITAL RECRUIT PTY LTD	Recruitment Services	0042009981	19-Aug-24	30-Nov-24	36,778.00	Chief Operating Officer	Information Technology
CN4082269	APPROACH CONSULTING PTY LTD	IT Contractor Services	0042009923	12-Jul-24	30-Jun-25	319,600.00	Chief Operating Officer	Legal, FOI & Privacy
CN4088290	CPA AUSTRALIA	CPA Congress 2024	0041015033	8-Aug-24	30-Nov-24	25,217.90	Chief Operating Officer	Legal, FOI & Privacy

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CN4056895	9160AUSTRALIAN PUBLIC SERVICE COMMISSION	Education and Training Services	41014830	5-Jul-24	30-Jun-25	14,000.00	Chief Operating Officer	People, Culture & Change
CN4075305	WHON PTY LTD	Executive Learning Group Membership	41014895	1-Jul-24	30-Jun-25	23,512.50	Chief Operating Officer	People, Culture & Change
CN4076951	EGON ZEHNDER INTERNATIONAL PTY LTD	Education and training	41014992	8-Jul-24	24-Dec-24	175,000.00	Chief Operating Officer	People, Culture & Change
CN4076966	MELTWATER AUSTRALIA PTY LTD	Social media management services	0042009889	1-Jul-24	30-Jun-25	32,868.00	Chief Operating Officer	People, Culture & Change
CN4076970	iSentia	Media monitoring services	42009886	1-Jul-24	30-Jun-25	638,000.00	Chief Operating Officer	People, Culture & Change
CN4076979	ATTIVO CONSULTING PTY LTD	Neuro-inclusive Awareness Program	41014960	1-Jul-24	30-Jun-25	13,860.00	Chief Operating Officer	People, Culture & Change
CN4076991	AUSTRALIAN NETWORK ON DISABILITY	Disability Confident Training	41014938	1-Jul-24	30-Jun-25	17,556.00	Chief Operating Officer	People, Culture & Change
CN4076993	LIFELINE AUSTRALIA LTD	Managing Challenging Interactions	41014937	1-Jul-24	30-Jun-25	15,950.00	Chief Operating Officer	People, Culture & Change
CN4076996	LIFELINE AUSTRALIA LTD	Accidental Counsellor Training	41014936	1-Jul-24	30-Jun-25	19,910.00	Chief Operating Officer	People, Culture & Change
CN4077000	The Australian and New Zealand School of Government Ltd	National Regulators Community of Practice	41014926	1-Jul-24	30-Jun-25	16,500.00	Chief Operating Officer	People, Culture & Change
CN4082272	HAYS SPECIALIST RECRUITMENT (AUST)	The Department requires a short term contractor to complete specialist tasks or backfill positions until the positions are permanently filled.	0042009919	1-Jul-24	30-Jun-25	256,831.00	Chief Operating Officer	People, Culture & Change

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CN4082275	Hudson Global Resources (Aust) P/L	Contractor - Nitij Manchanda	0042009916	30-Aug-24	30-Jun-25	354,000.00	Chief Operating Officer	People, Culture & Change
CN4088294	EXECUTIVE INTELLIGENCE GROUP	Recruitment Services	0042009946	30-Jul-24	30-Jul-25	35,500.00	Chief Operating Officer	People, Culture & Change
CN4090073	VENTIA PROPERTY PTY LTD	Capital Works	0041015053	22-Aug-24	30-Jun-25	48,840.00	Chief Operating Officer	People, Culture & Change
CN4090075	SPINIFEXIT GLOBAL PTY LTD	Easy Single Touch Payroll	0041015049	19-Aug-24	14-Jun-26	79,970.00	Chief Operating Officer	People, Culture & Change
CN4092870	DR LARRY ODIEST THOMPSON	Provision of Locum Doctor Services to IOTHS	0041015071	29-Aug-24	29-Oct-24	55,400.00	Chief Operating Officer	People, Culture & Change
CN4092880	WHON PTY LTD	Education and Training Services	0041015076	31-Aug-24	31-Aug-25	13,035.00	Chief Operating Officer	People, Culture & Change
CN4092883	AMANDA O'ROURKE & ASSOCIATES PTY LT	Executive search services	0042009996	28-Aug-24	27-Feb-25	47,480.00	Chief Operating Officer	People, Culture & Change
CN4092889	HOLAN GROUP PTY LTD	Strategic planning workshop	0041015057	12-Aug-24	31-Aug-24	12,650.00	Chief Operating Officer	People, Culture & Change
Communication and Media								
CN4076965	HAYS SPECIALIST RECRUITMENT (AUST)	Communications Specialist	42009890	1-Jul-24	30-Jun-25	259,545.00	Communication and Media	Communication Infrastructure
CN4082280	NORFOLK TELECOM	Lease of Fibre on Norfolk Island	0041014993	4-Jul-24	30-Jun-26	72,000.00	Communication and Media	Communication Infrastructure
CN4090062	LPD GROUP PTY LTD T/A LPD SURVEYS	Feature Surveys Christmas Island	0041015050	15-Aug-24	1-Nov-24	49,930.00	Communication and Media	Communication Infrastructure
CN4076955	NINTI ONE LIMITED	Telecommunications research	0041014988	3-Jul-24	30-May-25	75,000.00	Communication and Media	Communication Services and Consumer
CN4077024	SIRVA PTY LTD	Relocation and Storage Services	0041014773	1-Jul-24	30-Jun-27	60,000.00	Communication and Media	Communication Services and Consumer

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CN4085143	Nielsen Television Audience Measure Ltd	Regional Free to Air TV Ratings Reports	0041015017	30-Jul-24	30-Sep-24	15,950.00	Communication and Media	Communication Services and Consumer
CN4085856	Hudson Global Resources (Aust) P/L	EL1 Program Manager RVSA Transition	0042009930	18-Jul-24	30-Aug-24	11,556.00	Communication and Media	Communication Services and Consumer
CN4090065	ACKER PTY LTD	Transport/Freight Services	0041015044	15-Aug-24	20-Sep-24	22,014.50	Communication and Media	Communication Services and Consumer
CN4090077	AMNESIUM PTY LTD	Computer Equipment and Accessories	0042009986	14-Aug-24	14-Nov-24	50,252.40	Communication and Media	Communication Services and Consumer
CN4076960	THE NIELSEN COMPANY AUSTRALIA PTY L	Nielsen Consumer Media View	41014982	1-Jul-24	30-Jun-25	171,934.40	Communication and Media	Media Policy
CN4082258	MILLER AVIATION PARTNERS PTY LTD	External Technical Adviser	0041015008	16-Jul-24	1-Nov-24	44,000.00	Communication and Media	Media Policy
CN4082263	AUSTRALIAN LOCAL GOVERNMENT ASSOCIA AUSTRALIAN LOCAL GOVERNMENT ASSOCAT	ALGA 2024 Congress support	0041015006	25-Jul-24	25-Jul-24	35,000.00	Communication and Media	Media Policy
CN4085139	GREG P SCOTT	Provision of Radiographer Services	0041015021	29-Jul-24	30-Jun-25	112,580.00	Communication and Media	Media Policy
CN4085144	Hudson Global Resources (Aust) P/L	Labour hire staff through recruitment panel.	0042009935	29-Jul-24	30-Nov-24	85,000.00	Communication and Media	Media Policy
CN4085146	CANBERRA REX HOTEL	Venua and AV Hire	0041015011	23-Jul-24	24-Jul-24	14,682.61	Communication and Media	Media Policy
CN4088292	O'CONNOR MARSDEN &	Probity Advice	0042009954	31-Jul-24	11-Oct-24	13,376.00	Communication and Media	Media Policy

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	ASSOCIATES PTY L							
CN4092885	Challis & Company Pty Limited	Executive Recruitment Services	0042009993	27-Aug-24	27-Aug-26	215,000.00	Communication and Media	Media Policy
CN4092887	CBR RECRUITMENT PTY LTD	Recruitment Support Services	0042009990	26-Aug-24	31-Oct-24	18,700.00	Communication and Media	Media Policy
Creative Economy and the Arts								
CN4075308	NAGLE ACCOUNTING PTY LTD	Assess applications to Digital Games Tax Offset	0041014891	1-Jul-24	30-Jun-25	110,000.00	Creative Economy and the Arts	Office of the Arts
CN4077001	ARTBANK PTY LTD	Artwork	41014925	1-Jul-24	30-Jun-25	27,445.00	Creative Economy and the Arts	Office of the Arts
CN4082257	Omera Partners Pty Ltd	Recruitment and search services	0042009929	19-Jul-24	31-Oct-24	46,750.00	Creative Economy and the Arts	Office of the Arts
CN4082279	RANDSTAD PTY LTD	Recruitment services	0042009910	10-Jul-24	30-Jun-25	14,135.00	Creative Economy and the Arts	Office of the Arts
CN4082282	DELOITTE TOUCHE TOHMATSU	Telecommunications advice and modelling	0042009896	1-Jul-24	31-Dec-24	148,500.00	Creative Economy and the Arts	Office of the Arts
CN4090064	UNIVERSITY OF TECHNOLOGY SYDNEY	Code development	0042009985	21-Aug-24	31-Dec-24	251,168.50	Creative Economy and the Arts	Office of the Arts
CN4090085	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	0042009974	15-Aug-24	25-Sep-24	14,924.25	Creative Economy and the Arts	Office of the Arts
CN4094231	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Services	42010005	26-Aug-24	20-Sep-24	21,000.00	Creative Economy and the Arts	Office of the Arts

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Infrastructure								
CN4076952	Hudson Global Resources (Aust) P/L	Contractor - Amit Pratap	42009909	15-Jul-24	30-Jun-25	344,000.00	Infrastructure	Land Transport Instructure
CN4077016	LBD ACCOUNTANTS & ADVISORS	Assess applications to Digital Games Tax Offset	0041014904	1-Jul-24	30-Jun-25	110,000.00	Infrastructure	Land Transport Instructure
CN4085147	WILLIAM COX PTY LTD T/as AgilePM Gr	specialist ICT architecture skills are required	0041015001	8-Jul-24	30-Jun-25	154,000.00	Infrastructure	Land Transport Instructure
CN4089131	AUSTRALIAN RADIATION PROTECTION AND NUCLEAR SAFETY AGENCY (ARPANSA)	Australian Radiation Protection and Nuclear Safety Authority Licence Fee	0041015037	1-Jul-24	30-Jun-25	10,770.00	Infrastructure	Land Transport Instructure
CN4076973	Adam Chant Projectionist	Specialist projectionist services	41014971	1-Jul-24	1-Jan-25	70,000.00	Infrastructure	Olympic, Paralympic & Sport Infrastructure
CN4090069	HIVAC SERVICES PTY LTD	Labour Hire	0041015031	20-Aug-24	15-Sep-24	93,609.60	Infrastructure	Olympic, Paralympic & Sport Infrastructure
CN4076961	PEPWORLDWIDE PTY LTD	Training	41014979	2-Jul-24	30-Sep-24	11,610.50	Infrastructure	Road and Vehicle Safety
CN4082255	O'CONNOR MARSDEN & ASSOCIATES PTY L	External Probity Adviser	0042009931	4-Jul-24	1-Nov-24	10,000.00	Infrastructure	Road and Vehicle Safety
CN4085149	UNIVERSITY OF NEW SOUTH WALES	Training	0041014991	8-Jul-24	31-Aug-24	14,850.00	Infrastructure	Road and Vehicle Safety
CN4088289	NORTON ROSE FULBRIGHT	Legal Services 2024-25	0042009970	12-Aug-24	30-Jun-25	900,000.00	Infrastructure	Road and Vehicle Safety
CN4090110	9160AUSTRALIAN PUBLIC SERVICE COMMISSION	Education and Training Services	0041015018	27-Aug-24	11-Dec-24	20,500.00	Infrastructure	Road and Vehicle Safety
Regions, Cities and Territories								

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CN4075306	CONFERENCE AND EDUCATION MANAGEMENT	Conference Sponsorship	41014893	23-Jul-24	29-Aug-24	52,800.00	Regions, Cities and Territories	Partnerships and Projects
CN4076968	Hudson Global Resources (Aust) P/L	Contractor	41014975	10-Jul-24	30-Sep-24	39,600.00	Regions, Cities and Territories	Partnerships and Projects
CN4090086	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	0042009973	15-Aug-24	25-Sep-24	14,924.25	Regions, Cities and Territories	Partnerships and Projects
CN4090087	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	0042009972	15-Aug-24	25-Sep-24	14,924.25	Regions, Cities and Territories	Partnerships and Projects
CN4090088	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	0042009971	15-Aug-24	25-Sep-24	18,198.00	Regions, Cities and Territories	Partnerships and Projects
CN4090089	Hudson Global Resources (Aust) P/L	Labour Hire	0042009968	22-Aug-24	31-Jan-25	120,000.00	Regions, Cities and Territories	Partnerships and Projects
CN4090108	CHANDLER MACLEOD GROUP LIMITED	Labour Hire Services	0042009941	15-Aug-24	25-Sep-24	18,198.00	Regions, Cities and Territories	Partnerships and Projects
CN4090109	MONASH UNIVERSITY	Research and Analysis	0042009937	1-Jul-24	11-Nov-24	67,579.38	Regions, Cities and Territories	Partnerships and Projects
CN4076959	CALLEO RESOURCING PTY LTD	Recruitment services	41014983	10-Jul-24	22-Nov-24	80,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4076989	REGIONAL AUSTRALIA INSTITUTE LTD	Conference	41014940	13-Aug-24	15-Aug-24	14,300.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4082260	CAPITAL RECRUIT PTY LTD	Agency that has labour hire worker with the skills and experience needed for a short-term labour hire placement.	0042009927	22-Jul-24	31-Jan-25	130,000.00	Regions, Cities and Territories	Regional Development, and Local Government

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CN4082261	CAPITAL RECRUIT PTY LTD	Agency that has labour hire worker with the skills and experience needed for a short-term labour hire placement.	0042009926	22-Jul-24	31-Jan-25	145,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4082262	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Director of the Classification Board Recruitment	0041015007	19-Jul-24	31-Aug-24	48,708.42	Regions, Cities and Territories	Regional Development, and Local Government
CN4085145	TEABBA ASSOCIATION TOPEND ABORIGINAL BUSH BROADCASTING	For the provision of: information and research to explore television infrastructure in remote First Nations communities in the Top End	0041015016	23-Jul-24	6-Sep-24	16,940.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4086241	CALLEO RESOURCING PTY LTD	Labour Hire	0042009940	30-Jul-24	31-Jan-25	140,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4088284	JON AND JON CONSULTING PTY LTD	Recruitment Services	0041015025	1-Aug-24	31-Dec-24	40,647.60	Regions, Cities and Territories	Regional Development, and Local Government
CN4090090	Hudson Global Resources (Aust) P/L	Labour Hire	0042009966	19-Aug-24	30-Nov-24	75,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090091	CAPITAL RECRUIT PTY LTD	Labour Hire	0042009964	19-Aug-24	30-Nov-24	70,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090092	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire	0042009962	19-Aug-24	30-Nov-24	61,993.13	Regions, Cities and Territories	Regional Development, and Local Government

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CN4090093	Hudson Global Resources (Aust) P/L	Labour Hire	0042009960	19-Aug-24	30-Nov-24	80,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090094	CAPITAL RECRUIT PTY LTD	Labour Hire	0042009959	19-Aug-24	30-Nov-24	60,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090095	Hudson Global Resources (Aust) P/L	Labour Hire	0042009958	19-Aug-24	30-Nov-24	80,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090096	CAPITAL RECRUIT PTY LTD	Labour Hire	0042009957	19-Aug-24	30-Nov-24	85,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090097	CAPITAL RECRUIT PTY LTD	Labour Hire	0042009956	19-Aug-24	20-Nov-24	80,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090098	CALLEO RESOURCING PTY LTD	Labour Hire	0042009953	19-Aug-24	30-Nov-24	75,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090099	CALLEO RESOURCING PTY LTD	Labour Hire	0042009952	19-Aug-24	30-Nov-24	70,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090100	CALLEO RESOURCING PTY LTD	Labour Hire	0042009950	19-Aug-24	30-Nov-24	77,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090101	CALLEO RESOURCING PTY LTD	Labour Hire	0042009949	19-Aug-24	30-Nov-24	92,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090102	CALLEO RESOURCING PTY LTD	Labour Hire	0042009948	19-Aug-24	30-Nov-24	73,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090103	CALLEO RESOURCING PTY LTD	Labour Hire	0042009947	19-Aug-24	30-Nov-24	80,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090104	CALLEO RESOURCING PTY LTD	Labour Hire	0042009945	19-Aug-24	30-Nov-24	66,000.00	Regions, Cities and Territories	Regional Development, and Local Government

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CN4090105	CALLEO RESOURCING PTY LTD	Labour Hire	0042009944	19-Aug-24	30-Nov-24	70,000.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4090106	SAP AUSTRALIA PTY LTD	SAP Cloud Platform Integration	0042009943	30-Jul-24	29-Jul-25	17,301.50	Regions, Cities and Territories	Regional Development, and Local Government
CN4092888	OAG AVIATION WORLDWIDE PTE LTD	Subscription	0041015058	23-Aug-24	30-Jun-25	19,335.00	Regions, Cities and Territories	Regional Development, and Local Government
CN4072224	SHIRE OF CHRISTMAS ISLAND	Road maintenance - Christmas Island	41014836	1-Jul-24	30-Jun-25	600,000.00	Regions, Cities and Territories	Territories
CN4075298	COCOS (KEELING) ISLANDS SHIRE COUNCIL	Supplementary road funding	41014854	1-Jul-24	30-Jun-25	200,000.00	Regions, Cities and Territories	Territories
CN4075299	DR HEATHER CONNORS	Locum Doctor Services	41014853	2-Jul-24	30-Jul-24	50,400.00	Regions, Cities and Territories	Territories
CN4075300	CHRISTMAS ISLAND COMMUNITY RADIO	Emergency Broadcasting Services	41014852	1-Jul-24	30-Jun-27	44,914.20	Regions, Cities and Territories	Territories
CN4075301	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation Services	42009806	1-Jul-24	31-Oct-24	24,000.00	Regions, Cities and Territories	Territories
CN4076917	R BIGG CONSTRUCTION	Bathroom refurbishment	41014986	2-Jul-24	10-Sep-24	39,847.72	Regions, Cities and Territories	Territories
CN4076918	CULTURAL FACILITIES CORPORATION	Curatorial services and the management of the Sidney Nolan Collection Management Agreement 2024 to 2027	41014981	3-Jul-24	31-Jul-27	1,958,952.00	Regions, Cities and Territories	Territories

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CN4076919	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	42009895	3-Jul-24	3-Oct-24	84,298.71	Regions, Cities and Territories	Territories
CN4076921	INDIAN OCEAN GROUP TRAINING ASSOCIA	Adult Education and Group Training Services	41014974	1-Jul-24	30-Jun-25	1,264,000.00	Regions, Cities and Territories	Territories
CN4076922	FIRE & SAFETY SERVICES CO PTY LTD	Maintenance and Testing of Fire System and Equipment	41014973	1-Jul-24	30-Jun-25	17,414.00	Regions, Cities and Territories	Territories
CN4076929	SHOALHAVEN CITY COUNCIL	Water Supply for Jervis Bay Territory	41014934	1-Jul-24	30-Jun-54	11,391,000.00	Regions, Cities and Territories	Territories
CN4076933	IAN MCALLISTER	Ophthalmologist Services	41014924	1-Jul-24	30-Jun-25	41,250.00	Regions, Cities and Territories	Territories
CN4076940	ABD RAHIM, MOHMMAD S H	Locum Doctor Services	41014903	1-Jul-24	30-Jun-25	390,500.00	Regions, Cities and Territories	Territories
CN4076943	WA CARDIOLOGY SERVICES PTY LTD	Cardiology Services	41014900	1-Jul-24	30-Jun-25	198,500.00	Regions, Cities and Territories	Territories
CN4076967	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	42009888	1-Jul-24	31-Dec-24	124,893.25	Regions, Cities and Territories	Territories
CN4076976	Hudson Global Resources (Aust) P/L	Contractor	42009883	1-Jul-24	31-Jan-25	76,263.75	Regions, Cities and Territories	Territories
CN4082245	TALENT INTERNATIONAL Holdings	Short-term contractor	0042009924	1-Jul-24	30-Jun-25	565,500.00	Regions, Cities and Territories	Territories
CN4082247	HEALTHCARE AUSTRALIA	Provision of Agency Nurse Services	0042009914	19-Jul-24	30-Sep-24	43,353.10	Regions, Cities and Territories	Territories
CN4082248	COUNCIL OF REMOTE AREA NURSES OF AUSTRALIA INC	Professional training	0041014996	9-Jul-24	27-Aug-24	69,600.00	Regions, Cities and Territories	Territories

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CN4082249	ACOR CONSULTANTS (ACT) PTY LIMITED	Independent Building Inspection	0042009911	10-Jul-24	30-Sep-24	79,365.00	Regions, Cities and Territories	Territories
CN4082250	HEALTHCARE AUSTRALIA	Agency Nurse Services	0042009902	3-Jul-24	30-Sep-24	48,890.40	Regions, Cities and Territories	Territories
CN4082251	HEALTHCARE AUSTRALIA	Agency Nurse Services	0042009901	3-Jul-24	30-Sep-24	77,446.64	Regions, Cities and Territories	Territories
CN4082252	HEALTHCARE AUSTRALIA	Agency Nurse Services	0042009900	3-Jul-24	31-Jul-24	23,118.40	Regions, Cities and Territories	Territories
CN4082253	PHYSIOTHERAPY POSTURE & PILATES PTY THERESE REEVES	Physiotherapy Services	0042009898	2-Jul-24	30-Jun-25	127,500.00	Regions, Cities and Territories	Territories
CN4085141	COMMITTEE FOR ECONOMIC DEVELOPMENT OF AUSTRALIA (CEDA)	CEDA membership 2024-25	0041015022	1-Aug-24	30-Apr-25	11,770.00	Regions, Cities and Territories	Territories
CN4088285	INDIAN OCEAN GROUP TRAINING ASSOCIA	Labour Hire Services	0041015024	5-Aug-24	31-Oct-24	35,070.85	Regions, Cities and Territories	Territories
CN4088286	COTTLES CRUSHER & CONCRETE PTY LTD	Construction Services	0041015023	1-Aug-24	31-Aug-24	33,950.00	Regions, Cities and Territories	Territories
CN4088287	L.E.K. CONSULTING AUSTRALIA PTY LTD	Market analysis advisory services	0042009976	13-Aug-24	31-Oct-24	231,000.00	Regions, Cities and Territories	Territories
CN4088296	MONASH UNIVERSITY	Education and Training Services	0041014980	22-Jul-24	31-Oct-24	89,000.00	Regions, Cities and Territories	Territories

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CN4089132	HAYS SPECIALIST RECRUITMENT (AUST)	Labour Hire - MTP EL1 Policy Officer	0042009983	1-Jul-24	31-Dec-24	129,255.75	Regions, Cities and Territories	Territories
CN4089133	O'CONNOR MARSDEN & ASSOCIATES PTY L	Probity advice	0042009980	2-Aug-24	31-Oct-24	58,839.00	Regions, Cities and Territories	Territories
CN4090061	SCYNE ADVISORY PTY LTD	USO Technical Trials	0041015055	21-Aug-24	30-Jun-25	5,972,482.00	Regions, Cities and Territories	Territories
CN4090063	NATIONAL LIBRARY OF AUSTRALIA	Membership Fee	0041015048	1-Jul-24	30-Jun-25	19,766.56	Regions, Cities and Territories	Territories
CN4090066	GRACE REMOVALS (AUSTRALIA) PTY LTD	Relocation of Personal Effects	0042009978	14-Aug-24	19-Nov-24	20,905.39	Regions, Cities and Territories	Territories
CN4090067	UFC ULTIMATE FINISH CARPENTRY	Construction Services	0041015034	13-Aug-24	30-Jun-25	38,140.00	Regions, Cities and Territories	Territories
CN4090070	CHOSEN BUILDING & CONSTRUCTION	Heritage Building internal amenities rebuild	0041015030	7-Aug-24	30-Jun-25	26,824.00	Regions, Cities and Territories	Territories
CN4090071	THE NOUS GROUP	Learning and Development Services.	0042009988	13-Aug-24	30-Jun-26	488,070.00	Regions, Cities and Territories	Territories
CN4092871	ISLAND CABINETS	Construction Services	0041015066	21-Aug-24	30-Jun-25	23,976.00	Regions, Cities and Territories	Territories
CN4092872	WARTSILA AUSTRALIA PTY LTD	Supply of Wartsila Instrumentation Critical Spares	0041015065	29-Aug-24	30-Nov-24	117,033.14	Regions, Cities and Territories	Territories
CN4092874	LUKE STEVEN TILING	Construction Services	0041015063	22-Aug-24	30-Jun-25	14,700.00	Regions, Cities and Territories	Territories
CN4092875	ISLAND PLUMBING & GAS	Construction Services	0041015062	21-Aug-24	30-Jun-25	14,270.00	Regions, Cities and Territories	Territories

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CN4092876	WAIEW PTY LTD	Supply of Cable to Cocos (Keeling) Islands Project	0041015060	26-Aug-24	15-Nov-24	106,332.50	Regions, Cities and Territories	Territories
CN4092877	CONNECT PAEDIATRIC THERAPY SERVICES	Provision of Allied Health General Services	0042009989	23-Aug-24	30-Jun-25	587,133.00	Regions, Cities and Territories	Territories
CN4092879	WHON PTY LTD	Education and Training Services	0041015077	31-Aug-24	30-Aug-25	13,035.00	Regions, Cities and Territories	Territories
CN4094230	PALLADIUM INTERNATIONAL PTY LTD	CI Stormwater Rockfall Site Super	42010012	31-Jul-24	31-Dec-27	2,080,106.57	Regions, Cities and Territories	Territories
Transport								
CN4084524	AECOM AUSTRALIA PTY LTD	Services relating to Biodiversity Offset Delivery Plan (CN3827102)	0042009933	1-Jul-24	30-Jun-26	166,167.39	Transport	
CN4075289	Townsville Airport Pty Ltd	Landside Vehicle Control Services	41014872	1-Jul-24	30-Jun-25	37,053.86	Transport	Domestic Aviation and Reform
CN4075290	SYDNEY AIRPORT CORPORATION	Landside Vehicle Control Services	41014871	1-Jul-24	30-Jun-25	213,294.74	Transport	Domestic Aviation and Reform
CN4075291	PERTH AIRPORT PTY LTD WESTRALIA AIRPORTS CORPORATION PTY	Landside Vehicle Control Services	41014870	1-Jul-24	30-Jun-25	212,244.13	Transport	Domestic Aviation and Reform
CN4075292	Australia Pacific Airports (Melbour P/L	Landside Vehicle Control Services	41014869	1-Jul-24	30-Jun-25	204,630.13	Transport	Domestic Aviation and Reform
CN4075293	AUSTRALIA PACIFIC AIRPORTS (Launces T/A	Landside Vehicle Control Services	41014868	1-Jul-24	30-Jun-25	91,423.69	Transport	Domestic Aviation and Reform

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	LAUNCESTON AIRPORT							
CN4075294	HOBART INTERNATIONAL AIRPORT P/L	Landside Vehicle Control Services	41014867	1-Jul-24	30-Jun-25	24,687.88	Transport	Domestic Aviation and Reform
CN4075295	Gold Coast Airport Pty Limited	Landside Vehicle Control Services	41014866	1-Jul-24	30-Jun-25	83,683.43	Transport	Domestic Aviation and Reform
CN4076949	BRISBANE AIRPORT CORPORATION PTY LT	Landside Vehicle Control Services	41014865	1-Jul-24	30-Jun-25	232,982.13	Transport	Domestic Aviation and Reform
CN4082246	HEALTHCARE AUSTRALIA	Provision of Agency Nurse Services	0042009915	19-Jul-24	30-Sep-24	43,353.10	Transport	Domestic Aviation and Reform
CN4082256	SWEET PEA ARTS PTY LTD	Artwork Acquisition 16826	0041015009	1-Jul-24	31-Jul-24	18,000.00	Transport	Domestic Aviation and Reform
CN4082259	CALLEO RESOURCING PTY LTD	Agency that has labour hire worker with the skills and experience needed for a short-term labour hire placement.	0042009928	22-Jul-24	31-Dec-24	145,000.00	Transport	Domestic Aviation and Reform
CN4082268	STRACHAN LEGAL AND POLICY PTY LTD	Legal Services Training Support 2024-25	0041014999	15-Jul-24	15-Nov-24	158,400.00	Transport	Domestic Aviation and Reform
CN4082273	HAYS SPECIALIST RECRUITMENT (AUST)	The Department requires a short term contractor to complete specialist tasks or backfill positions until the positions are permanently filled.	0042009918	1-Jul-24	30-Jun-25	161,140.00	Transport	Domestic Aviation and Reform
CN4082274	Australian Disability Network Ltd	Australian Disability Network Gold membership 2024	0041014997	3-Jul-24	30-Jun-25	14,520.00	Transport	Domestic Aviation and Reform

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CN4082276	Horizon One Recruitment Pty Ltd	The Department requires a short term contractor to complete specialist tasks or backfill positions until the positions are permanently filled.	0042009913	15-Jul-24	14-Jan-25	67,161.60	Transport	Domestic Aviation and Reform
CN4082277	Hudson Global Resources (Aust) P/L	The Department requires a short term contractor to complete specialist tasks or backfill positions until the positions are permanently filled.	0042009912	1-Jul-24	30-Jun-25	221,500.00	Transport	Domestic Aviation and Reform
CN4088288	HAYS SPECIALIST RECRUITMENT (AUST)	Scribe services for recruitment	0042009975	26-Jul-24	30-Aug-24	17,500.00	Transport	Domestic Aviation and Reform
CN4088293	Gillian Beaumont Recruitment Pty Li	Recruitment Services	0042009951	26-Jul-24	26-Jul-25	142,500.00	Transport	Domestic Aviation and Reform
CN4089134	McGrath Nicol Advisory Partnership	Financial Advice	0042009979	1-Aug-24	31-Oct-24	400,000.00	Transport	Domestic Aviation and Reform
CN4090060	CITMED AIR AMBULANCE	EMERGENCY MEDICAL EVACUATION SERVICES	0041015054	23-Aug-24	23-Aug-24	85,930.00	Transport	Domestic Aviation and Reform
CN4090082	INFO ACCESS GROUP PTY LTD	Aviation White Paper Easy English translation	0041015040	15-Aug-24	22-Aug-24	11,836.00	Transport	Domestic Aviation and Reform
CN4090083	DELOITTE TOUCHE TOHMATSU	Economic Modelling Impact Analysis	0042009977	14-Aug-24	20-Sep-24	280,597.90	Transport	Domestic Aviation and Reform
CN4092890	Auslan Consultancy Pty Ltd	Aviation White Paper Auslan translation	0041015042	15-Aug-24	22-Aug-24	11,239.97	Transport	Domestic Aviation and Reform

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CN4076974	Hudson Global Resources (Aust) P/L	Recruitment services	42009884	2-Jul-24	2-Jul-25	11,440.00	Transport	International Aviation, Technology and Services
CN4082266	Horizon One Recruitment Pty Ltd	Provide candidate sourcing services to fill an APS6 12-month non-ongoing contract role through a Placement Fee arrangement for candidate	0042009925	15-Jul-24	31-Jul-24	13,468.00	Transport	International Aviation, Technology and Services
CN4082278	MILANI GALLERY	Artwork Acquisition	0041014994	1-Jul-24	31-Aug-24	16,500.00	Transport	International Aviation, Technology and Services
CN4056898	INTELLIGENT TRANSPORT SYSTEMS AUSTR	Professional Memberships	41014814	1-Jul-24	30-Jun-25	19,965.00	Transport	Surface Transport Emissions and Policy
CN4082244	DR GARY MITCHELL	Provision of Locum Doctor Services to IOTHS on CKI	0041015002	11-Jul-24	30-Jun-25	685,000.00	Transport	Surface Transport Emissions and Policy
CN4082267	FACE2FACE RECRUITMENT	The Department requires a specialist to complete tasks	0042009917	1-Jul-24	30-Jun-25	343,650.00	Transport	Surface Transport Emissions and Policy
CN4082271	TSA Riley PTY LTD	Project Management and Contract Administration	0041014998	8-Jul-24	22-Dec-28	4,837,328.09	Transport	Surface Transport Emissions and Policy
CN4082284	VERIZON AUSTRALIA PTY LIMITED	Secure Internet Gateway	0041014837	1-Aug-24	30-Jul-27	3,291,916.00	Transport	Surface Transport Emissions and Policy
CN4085148	THINKPLACE AUSTRALIA PTY LTD	Facilitation services	0041015000	12-Jul-24	1-Aug-24	10,240.00	Transport	Surface Transport Emissions and Policy
CN4085150	IHS GLOBAL PTE LTD	Vessel tracking service	0041014967	1-Jul-24	30-Jun-26	69,589.08	Transport	Surface Transport Emissions and Policy
CN4085854	9290 COMCARE AUSTRALIA	2023-24 Comcare Insurance	0041015027	1-Jul-24	30-Jun-25	1,580,519.80	Transport	Surface Transport Emissions and Policy

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CN4088295	CALLEO RESOURCING PTY LTD	Labour Hire	0042009939	30-Jul-24	31-Jan-25	130,000.00	Transport	Surface Transport Emissions and Policy
CN4090084	IAS Logistics Pty Ltd	domestic freight and logistics Melbourne	0041015036	13-Aug-24	6-Sep-24	19,845.38	Transport	Surface Transport Emissions and Policy
CN4092884	THE SOCIAL RESEARCH CENTRE	Television and Media Survey 2024	0042009994	29-Aug-24	3-Jun-25	393,012.00	Transport	Surface Transport Emissions and Policy

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Consultancy Contracts – FY 2023 -24

CN ID	Supplier Name	Description	Agency Ref. ID	Start Date	End Date	Value (AUD)
CN4077020	MARSDEN JACOB ASSOCIATES PTY LTD THE MARSDEN JACOB UNIT TRUST	Impact Analysis	0042009842	7-Jun-24	7-Aug-24	72,314.00
CN4076941	KPMG	Public engagement on draft policy	0042009851	7-Jun-24	14-Aug-24	284,772.00
CN4075323	McGrath Nicol Advisory Partnership	Financial Analysis of Leased Federal Airports	0042009827	3-Jun-24	30-Aug-24	70,954.00
CN4075321	DELOITTE TOUCHE TOHMATSU	Macro and microeconomic modelling	0042009831	5-Jun-24	23-Jul-24	61,916.80
CN4075315	GROSVENOR MANAGEMENT CONSULTING PTY LTD	Program Outcomes evaluation	0042009840	17-Jun-24	30-Jun-25	316,433.56
CN4072233	TO70 AVIATION (AUSTRALIA) PTY LTD	Domestic slot audit for Sydney Airport	0041014892	21-May-24	4-Oct-24	247,861.00
CN4072226	JONES LANG LASALLE ADVISORY SERVICE	Revaluation and Materiality Review	0042009870	15-Feb-24	30-Jun-26	581,487.50
CN4072222	AECOM AUSTRALIA PTY LTD	Specialist Technical Asset Services	0042009853	21-Mar-24	1-Oct-24	70,870.71
CN4063359	McGrath Nicol Advisory Partnership	Probity advice	0041014807	8-May-24	31-Dec-24	114,397.75
CN4063357	GROSVENOR MANAGEMENT CONSULTING PTY LTD	Mobile Black Spot Program Evaluation	0042009802	17-May-24	18-Oct-24	202,429.70
CN4063356	ALLYGROUP	Legal Services 2024-25	0042009804	22-May-24	23-Aug-24	323,136.00
CN4063351	CALLIDA PTY LTD	Process mapping and identification services	0042009814	24-May-24	30-Jun-24	79,943.00
CN4063345	Kordamentha Pty Ltd	Assurance consultant services	0042009826	28-May-24	30-Aug-24	148,500.00
CN4060051	SAPERE RESEARCH GROUP LIMITED	Market Assessment - data analysis	0042009801	15-May-24	30-Aug-24	198,000.00
CN4060048	FORCEFIELD SERVICES PTY LTD	Secure Facility	0041014860	14-May-24	30-Jun-24	10,450.00
CN4056902	GCG HEALTH AND SAFETY HYGIENE GREEN CONSULTING GROUP PTY LTD	WHS system and compliance review	0042009785	22-Apr-24	30-Sep-24	238,616.40
CN4056901	GHD PTY LTD	Strategic Fleet Commercial Advice	0041014806	1-Apr-24	30-Jun-24	329,429.00
CN4054832	Cox Inall Ridgeway	Review of the Indigenous Art Code	0042009792	29-Apr-24	30-Jun-25	159,502.00
CN4054156	SPATIAL VISION INNOVATIONS PTY LTD	Drone Rule Digitisation improvements	0042009788	22-Apr-24	30-Jun-24	81,950.00
CN4051127	NORTON ROSE FULBRIGHT	Legal Services 2024-25	0042009774	22-Apr-24	30-Jun-25	269,500.00
CN4051126	BEVINGTON CONSULTING PTY LTD	Efficiency Review	0042009775	15-Apr-24	30-Aug-24	419,446.50

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CN ID	Supplier Name	Description	Agency Ref. ID	Start Date	End Date	Value (AUD)
CN4050218	AUSTRALIAN INSTITUTE OF FAMILY STUD	Wagering Advertising Research	0042009772	15-Apr-24	15-Jul-24	175,208.00
CN4047424	ARTD CONSULTANTS	RDA Stakeholder survey	0042009752	19-Apr-24	30-Aug-24	71,764.22
CN4044131	PROXIMITY ADVISORY SERVICES PTY LTD	Management advisory services	0042009736	2-Apr-24	31-Jul-24	146,922.60
CN4044123	KPMG	Management advisory services	0042009738	25-Mar-24	6-Sep-24	73,128.00
CN4043144	SPARK & CO	Education and Training Services	0041014739	13-Mar-24	28-Jun-24	14,200.00
CN4042192	Australian National University	Management advisory services	0042009724	20-Mar-24	20-Sep-24	209,817.30
CN4040766	NICHOLLS.MMC PTY LIMITED ATF NICHOLLS.MMC TRUST	Wagering Advertising Reforms Impact Analysis	0041014727	8-Jan-24	30-Jun-24	27,500.00
CN4039944	AXIOM ASSOCIATES (AUST) PTY LTD	Internal Audit Services	0042009699	4-Mar-24	30-Sep-24	200,000.00
CN4039933	JACOBS GROUP (AUSTRALIA) PTH LTD	Biodiversity Offset Delivery Plan Indenpedent Audit	0042009700	12-Mar-24	27-Sep-24	86,677.80
CN4039931	AURECON AUSTRALASIA PTY LTD	PFAS Airports Investigation Program - Main Works (Tranche 2 Airports)	0042009702	8-Mar-24	30-Jun-26	5,829,148.26
CN4039930	ENVIRONMENTAL RESOURCES MANAGEMENT AUSTRALIA	PFAS Airports Investigation Program - Main Works (Tranche 2 Airports)	0042009703	8-Mar-24	30-Jun-26	1,167,047.00
CN4039368	PROTIVITI PTY LTD	Internal Audit Services	0042009696	4-Mar-24	30-Sep-24	200,000.00
CN4038908	McGrath Nicol Advisory Partnership	External probity advisory services.	0042009685	28-Feb-24	31-Dec-24	30,000.00
CN4038129	MONASH UNIVERSITY	Road Safety Research Review	0042009683	23-Feb-24	9-Aug-24	171,224.00
CN4037874	AUSTRALASIAN COLLEGE OF ROAD SAFETY INCORPORATED	Develop guidance for local governments to undertake risk assessments of their road networks	0041014696	19-Feb-24	3-Oct-24	250,000.00
CN4037314	SENTENTIA CONSULTING PTY LTD	Internal Audit Services	0042009678	4-Mar-24	30-Sep-24	200,000.00
CN4037313	CSIRO-WILDLIFE AND ECOLOGY	Renewable liquid fuels project	0041014692	13-Nov-23	30-Sep-24	275,000.00
CN4036470	McGrath Nicol Advisory Partnership	Internal Audit Services	0042009670	4-Mar-24	30-Sep-24	200,000.00
CN4034385	SCYNE ADVISORY PTY LTD	Middle Arm Commercial Advice	0042009660	7-Feb-24	31-Mar-24	198,473.00
CN4033990	HAVELOCK CONSULTING GROUP	Security Threat Risk Assessment	0041014671	9-Feb-24	28-Jun-24	79,500.00
CN4033096	DELOITTE TOUCHE TOHMATSU	Financial Services	0042009647	1-Feb-24	31-Jan-27	500,000.00
CN4033093	DRONESEC PTY LTD	Drone Security Subject Matter Expertise	0041014661	30-Jan-24	8-Feb-24	18,667.00
CN4033094	ERNST & YOUNG	Financial Services	0042009648	1-Feb-24	31-Jan-27	301,020.00

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CN ID	Supplier Name	Description	Agency Ref. ID	Start Date	End Date	Value (AUD)
CN4032340	CALLIDA PTY LTD	Cost Recovery Implementation Statement	0042009635	21-Dec-23	20-Dec-24	117,760.00
CN4028865	ERNST & YOUNG	Accommodation modelling	0042009612	11-Dec-23	19-Feb-24	99,348.00
CN4028768	GHD PTY LTD	Commercial Advice Services	0042009609	5-Jan-24	20-Sep-24	873,550.00
CN4028763	GRIFFIN LEGAL PTY LIMITED	Probity Services	0041014637	8-Jan-24	8-Jul-24	29,891.40
CN4026223	MINDAVATION PTY LIMITED	Business Intelligence Consulting Services	0041014591	2-Jan-24	30-Jun-24	224,000.00
CN4026222	SGS ECONOMICS AND PLANNING	Technical advisory service	0042009590	8-Dec-23	30-Jun-24	109,263.00
CN4026199	ERNST & YOUNG	Training Services	0042009600	10-Jan-24	22-May-24	79,367.00
CN4022409	SENTENTIA CONSULTING PTY LTD	Purpose and performance redesign services	0042009564	30-Oct-23	31-Jan-24	124,833.75
CN4022402	NOVA SYSTEMS PTY LTD	Technical Assessment Services	0041014580	7-Dec-23	30-Jun-24	75,500.00
CN4016993	CORDELTA PTY. LTD.	Probity Advisor	0042009518	2-Nov-23	31-Dec-24	39,600.00
CN4016982	SENTENTIA CONSULTING PTY LTD	Performance Reporting	0042009541	25-Oct-23	30-Apr-24	124,833.75
CN4016984	ELEMENTAL INSIGHT PTY LTD T/A SILVER GROUP	Probity Advisory Services	0042009534	8-Nov-23	30-Jun-25	47,542.00
CN4016021	SPARKE HELMORE LAWYERS	Probity Adviser	0042009501	23-Oct-23	28-Jun-24	15,880.00
CN4015985	REASON GROUP PTY LTD	ICT Scoping and Design Services	0042009494	27-Oct-23	26-Mar-24	330,000.00
CN4015986	MINTER ELLISON	Privacy Impact Assessment	0042009493	18-Sep-23	1-Mar-24	44,000.00
CN4015977	PROXIMITY ADVISORY SERVICES PTY LTD	Probity and Procurement Services	0041014530	25-Oct-23	31-Dec-24	472,997.95
CN4015975	CAPITAL COMMUNICATIONS PTY LTD T/A CAPITAL PUBLIC AFFAIRS CONSULTANTS	Strategic Advisor	0041014531	30-Oct-23	30-Jun-24	132,000.00
CN4011914	Kordamentha Pty Ltd	Financial Services	0042009482	25-Sep-23	30-Dec-23	495,000.00
CN4011912	CHARTERPOINT PTY LTD	Financial Analysis	0042009486	25-Sep-23	29-Feb-24	429,000.00
CN4011907	SENTENTIA CONSULTING PTY LTD	Internal Audit Services	0042009490	9-Oct-23	31-Jul-24	70,000.00
CN4011900	MILLS OAKLEY	Probity Advice	0042009472	11-Oct-23	27-Sep-24	75,000.00
CN4011895	LANDELL PROBITY PTY LTD	Probity assurance	0042009478	1-Mar-24	30-Apr-24	79,882.55
CN4011894	33 Creative Pty Limited	Creative Design & Communication Services	0042009479	13-Oct-23	30-Sep-24	253,000.00
CN4011892	ACOR CONSULTANTS (ACT) PTY LIMITED	Technical Support	0042009484	13-Oct-23	28-Feb-24	104,500.00
CN4006901	THINKPLACE AUSTRALIA PTY LTD	Workshop facilitator	0042009439	18-Sep-23	30-Jun-24	45,000.00

Attachment B – 2023-24 and YTD 2024-25 – All new Consultancy Contracts entered into since 1 July 2023

CN ID	Supplier Name	Description	Agency Ref. ID	Start Date	End Date	Value (AUD)
CN4006892	FIRST AKROW TRUST & BRIAN T WILSON T/A CLAYTON UTZ	Investigation services	0042009455	13-Sep-23	31-Jul-24	55,000.00
CN4003888	BEVINGTON CONSULTING PTY LTD	Resourcing review	0042009427	13-Sep-23	15-Mar-24	177,210.00
CN4002888	INSTINCT AND REASON PTY LTD	Program Evaluation	0042009404	4-Sep-23	31-Jan-24	89,100.00
CN3999905	BIS OXFORD ECONOMICS	Cost escalation update 2023	0042009392	29-Aug-23	6-Oct-23	82,665.00
CN3997869	NOVA SYSTEMS PTY LTD	Professional services	0041014403	11-Aug-23	24-Dec-25	182,842.00
CN3996372	AERODROME MANAGEMENT SERVICES PTY L	Remote Aerodrome Inspection Services	0041014398	7-Aug-23	30-Oct-25	959,622.66
CN3996364	KPMG	Social benefits remote roads consultancy	0042009368	31-Jul-23	22-Dec-23	131,629.30
CN3996366	INSTINCT AND REASON PTY LTD	Refresh of the White Paper on Developing Northern Australia - Stakeholder Engagement ONA	0042009376	14-Aug-23	31-May-24	198,000.00
CN3996362	KPMG	Rail technical expertise	0042009372	12-Jul-23	30-Jun-26	880,000.00
CN3994568	HOUSTON KEMP PTY LTD	Cost Benefit Analysis	0041014397	7-Aug-23	31-Mar-24	215,160.00
CN3986268	ACIL ALLEN CONSULTING	Newswire Services Program Evaluation	0042009332	12-Jul-23	6-Oct-23	55,000.00
CN3986266	THINKPLACE AUSTRALIA PTY LTD	Facilitate RDA Roundtable Forums	0042009325	10-Jul-23	31-Jul-23	29,186.00
CN3986264	JACOBS GROUP (AUSTRALIA) PTH LTD	Environmental Investigation	0042009330	1-Jul-23	30-Jun-26	14,691,600.18
CN3971484	SYNERGY GROUP AUSTRALIA LTD	External Probity Advisor	0042009261	4-Feb-24	31-Aug-25	107,000.00
CN3948663	SPARKE HELMORE LAWYERS	External Probity Advisor	0042009128	6-Nov-23	3-Jun-24	75,777.50

Attachment B – 2023-24 and YTD 2024-25 – All new Consultancy Contracts entered into since 1 July 2023

Consultancy Contracts – YTD (as at 31 August 2024)

CN ID	Supplier Name	Description	Agency Ref. ID	Start Date	End Date	Value (AUD)
CN4090109	MONASH UNIVERSITY	Research and Analysis	0042009937	1-Jul-24	11-Nov-24	67,579.38
CN4090083	DELOITTE TOUCHE TOHMATSU	Economic Modelling Impact Analysis	0042009977	14-Aug-24	20-Sep-24	280,597.90
CN4090061	SCYNE ADVISORY PTY LTD	USO Technical Trials	0041015055	21-Aug-24	30-Jun-25	5,972,482.00
CN4089133	O'CONNOR MARSDEN & ASSOCIATES PTY L	Probity advice	0042009980	2-Aug-24	31-Oct-24	58,839.00
CN4089134	McGrath Nicol Advisory Partnership	Financial Advice	0042009979	1-Aug-24	31-Oct-24	400,000.00
CN4088292	O'CONNOR MARSDEN & ASSOCIATES PTY L	Probity Advice	0042009954	31-Jul-24	11-Oct-24	13,376.00
CN4088287	L.E.K. CONSULTING AUSTRALIA PTY LTD	Market analysis advisory services	0042009976	13-Aug-24	31-Oct-24	231,000.00
CN4085147	WILLIAM COX PTY LTD T/as AgilePM Gr	specialist ICT architecture skills are required	0041015001	8-Jul-24	30-Jun-25	154,000.00
CN4085142	DELOITTE TOUCHE TOHMATSU	SMS Sender ID Register Cost Benefit Analysis	0042009938	12-Jul-24	30-Aug-24	149,878.00
CN4084524	AECOM AUSTRALIA PTY LTD	Services relating to Biodiversity Offset Delivery Plan (CN3827102)	0042009933	1-Jul-24	30-Jun-26	166,167.39
CN4082282	DELOITTE TOUCHE TOHMATSU	Telecommunications advice and modelling	0042009896	1-Jul-24	23-Aug-24	148,500.00
CN4082268	STRACHAN LEGAL AND POLICY PTY LTD	Legal Services Training Support 2024-25	0041014999	15-Jul-24	15-Nov-24	158,400.00
CN4082264	KROLL AUSTRALIA PTY LTD	Valuation Services	0041015004	15-Jul-24	13-Sep-24	68,640.00
CN4082262	MEDIABRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising Director of the Classification Board Recruitment	0041015007	19-Jul-24	31-Aug-24	48,708.42
CN4082257	Omera Partners Pty Ltd	Recruitment and search services	0042009929	19-Jul-24	31-Oct-24	46,750.00
CN4082258	MILLER AVIATION PARTNERS PTY LTD	External Technical Adviser	0041015008	16-Jul-24	1-Nov-24	44,000.00
CN4082255	O'CONNOR MARSDEN & ASSOCIATES PTY L	External Probity Adviser	0042009931	4-Jul-24	1-Nov-24	10,000.00
CN4037311	KPMG	Social Benefits Remote Regional Roads 2	0042009674	1-Jul-24	31-Dec-24	198,370.70

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Lead/Support contact: Ian Porter/Andrew Morgan

SB24-000176

SUBJECT: Transport and Infrastructure Net Zero Roadmap and Action Plan

Talking Points

- The Australian Government is committed to reducing greenhouse gas emissions to 43% below 2005 levels by 2030 and achieve net zero emissions by 2050. Achieving economy-wide targets will require concerted action across all sectors to reduce emissions.
- The government is developing 6 sectoral plans to support our 2030 and 2050 targets, across key sectors of the Australian economy. One of these sectors is for the transport sector, which contributes 21% of Australia's direct emissions.
- The Transport and Infrastructure Net Zero Roadmap and Action Plan, announced in the 2023-24 Budget, will be the transport sectoral plan.
- The Roadmap will be a comprehensive plan to reduce emissions across all forms of transport and will cover low and zero carbon fuels, new technologies and transport infrastructure to support the transition of the transport sector to net zero.
- The Transport and Infrastructure Net Zero Consultation Roadmap was released for public consultation on 22 May 2024. The consultation period closed on 6 August 2024.
- The government sought submissions from stakeholders on the net zero pathways; and the actions or policies that need to be taken to support these pathways.
- Stakeholders from across industry and communities broadly confirmed their support for the approach and the transport decarbonisation technology pathways.
- The government's leadership role was a key theme of the submissions and consultations. There is strong appetite from industry and communities for national coordination, removing regulatory barriers, building social licence with the community, providing accurate data to set benchmarks and assess progress, and supporting equity and maximise economic opportunities through the transition.
- The government is considering the feedback gained during this consultation period and will use it to inform the development of the final Transport and Infrastructure Net Zero Roadmap and Action Plan.

Key Issues

1. In the 2023-24 Budget, the Australian government committed \$7.8 million to develop a comprehensive Transport and Infrastructure Net Zero Roadmap and Action Plan.

Contact: Andrew Morgan

Cleared by: Ian Porter, First Assistant Secretary

Phone: +61 s22(1)(a)(ii)

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2. The Transport and Infrastructure Net Zero Roadmap will be the transport sectoral plan, one of the 6 sectoral plans to drive Australia's emissions to its 2030 and 2050 targets.
 3. The Transport and Infrastructure Net Zero Roadmap and Action Plan will support the transition of the transport sector to net zero, capitalise on the net zero transition economic opportunities, provide investors with certainty for future investment, and set out a nationally consolidated approach to accelerate transport decarbonisation.
 4. 3 main engagement mechanisms were used to support consultation on the Consultation Roadmap, these included:
 - a. **written submissions** – stakeholders were able to make written submissions and respond to questions from the Consultation Roadmap. The government received **284** written submissions from individual and organisational stakeholders.
 - b. **roundtables and meetings** – the Department of Infrastructure, Transport, Regional Development, Communications and the Arts held **28** targeted consultation sessions, with engagement from **166** organisations and over **400** participants. These consultations included:
 - workshops with the Australian Jet Zero Council; Freight Industry Reference Group; Maritime Emissions Reduction National Action Plan Consultative Group and Regional Development Australia;
 - roundtables with industry bodies, academics, environmental organisations and unions. 3 roundtables were held on: decarbonising road transport; active and public transport; and decarbonising transport infrastructure;
 - meetings with state and territory governments through the Infrastructure Transport Ministers' Meeting Working Groups of Decarbonisation of Transport and Infrastructure Decarbonisation; and
 - 2 online public information sessions.
 - c. **Net Zero Plan consultation activities** – the department participated in core consultation and engagement processes for the 6 sectoral decarbonisation plans that was led by the Department of Climate Change, Energy, the Environment and Water and the Climate Change Authority, with support from the Net Zero Economy Agency. These consultations included:
 - priority cohort engagement with First Nations, young Australians, unions, workforce organisations, women and cultural and linguistically diverse multicultural communities;
 - regional consultation workshops and information sessions held virtually;
 - whole of economy stakeholder reference group; and
 - state and territory workshops with senior officials.

Contact: Andrew Morgan**Cleared by:** Ian Porter, First Assistant Secretary**Phone:** +61 s22(1)(a)(ii)**Version Number:** 01**Date:** 04/09/2024

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Background

1. During the development of the Consultation Roadmap, the department undertook preliminary consultation as part of the development for the Consultation Roadmap. This saw engagements with over 100 stakeholders from industry, researchers and all levels of government including: 57 industry representatives; 31 research organisations; and 18 state, territory, local government and independent statutory bodies (106 total).
2. Early online engagement from 7 July to 22 December 2023 sought input via a high-level questionnaire on the barriers and opportunities for transport and infrastructure decarbonisation. The portal received 258 responses. Feedback was analysed and incorporated into the Consultation Roadmap.
3. As part of the development of the Transport and Infrastructure Net Zero Roadmap and Action Plan, an Inter-departmental Committee (IDC) was established to support progression of this work. The IDC has met 4 times and is attended by 11 departments and statutory bodies. These are:
 - Departments of Infrastructure, Transport, Regional Development, Communications and the Arts; Agriculture, Fisheries and Forestry; Climate Change, Energy, the Environment and Water; Defence; Finance; Foreign Affairs and Trade; Industry, Science and Resources; and the Prime Minister and Cabinet; and
 - Austrade, Treasury and the Climate Change Authority.
4. The Roadmap will build on other transport emissions reduction strategies including the New Vehicle Efficiency Standard, Aviation White Paper, and Low Carbon Liquid Fuels consultation paper. Additional programs contributing to emissions reduction include improving consumer information through real world emissions testing, the Active Transport Fund, establishing an Australian Jet Zero Council, developing a Maritime Emissions Reduction National Action Plan, and engaging with international partners to reduce shipping and aviation emissions. For further details of the policies to reduce emissions in the department's portfolio, see **SB24-000177**.

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Rural and Regional Affairs and Transport

Lead/Support contact: Ian Porter/Andrew Morgan

SB24-000177

SUBJECT: Reducing greenhouse gas emissions: Summary of Portfolio Actions

Talking Points

1. This portfolio is making a significant contribution to the Australian Government's climate change agenda and the transition to net zero emissions by 2050.
2. Measures announced in the 2024-25 Budget include:
 - a. \$20.9 million to support the development of a **low carbon liquid fuels** industry to reduce transport emissions.
 - b. \$84.5 million over 5 years to establish the **New Vehicle Efficiency Standard**.
 - c. \$100 million **Active Transport Fund** build and upgrade bicycle and walking paths to encourage the use of active transport across Australia.
3. To support our 2030 and 2050 net zero targets, the government is also developing **6 sectoral plans** across key sectors of the Australian economy. One of these sectors is the transport sector.
 - a. the transport sector plan was agreed to in the 2023-24 Budget, as the **Transport and Infrastructure Net Zero Roadmap and Action Plan**. The Roadmap will tie together existing actions and provide a clear strategy and supporting actions to reduce emissions across the transport and infrastructure sectors.

Key Issues

1. Emissions from the transport sector account for 21% of Australia's direct greenhouse gas emissions.
 - a. emissions from **road transport** accounts for 83% of transport emissions
 - b. emissions from **aviation** accounts for 9% of transport emissions
 - c. emissions from **domestic maritime** accounts for 2% of transport emissions
 - d. emissions from **rail** accounts for 4% of transport emissions
2. The embodied emissions from **transport infrastructure** is estimated to account for 3% of Australia's total emissions.

2024-25 Budget

Key portfolio actions to decarbonise the transport sector announced in the 2024-25 Budget were:

Future Made in Australia – Making Australia a Renewable Energy Superpower

1. As part of the Future Made in Australia plan, the government will fast-track support for a low carbon liquid fuel industry. This will initially focus on sustainable aviation fuel and

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Cleared by: Ian Porter, First Assistant Secretary

Phone: +61 §22(1)(a)(ii)

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renewable diesel to support emissions reduction in the aviation, heavy vehicle, rail and maritime sectors.

2. This investment will help move the transport sector towards net zero and create new jobs and industry across Australia. This investment includes:
 - a. \$1.7 billion over the next decade in the Future Made in Australia Innovation Fund to support the Australian Renewable Energy Agency to commercialise net zero innovations including low-carbon liquid fuels.
 - b. \$18.5 million over 4 years from 2024-25 to develop a certification scheme for low-carbon liquid fuels, including sustainable aviation fuels and renewable diesel in the transport sector by expanding the Guarantee of Origin scheme.
 - c. \$1.5 million over 2 years from 2024-25 to undertake a regulatory impact analysis of the costs and benefits of introducing mandates or other demand-side measures for low carbon liquid fuels.
3. In mid-2024, the government consulted on options for production incentives and demand side measures to support the establishment of a made in Australia low carbon liquid fuel industry. The government is currently considering feedback on the optimal policy mix to support the industry (**SB24-000193** refers).

New Vehicle Efficiency Standard

1. The New Vehicle Efficiency Standard (NVES) aims to limit the average carbon dioxide emissions of light vehicles sold by each supplier to incentivise the supply of more fuel-efficient petrol, diesel, hybrid and electric vehicles (**SB24-000199** refers).
2. Following extensive consultation, the government introduced the New Vehicle Efficiency Standard Bill 2024, and the New Vehicle Efficiency Standards (Consequential Amendments) Bill 2024 on 27 March 2024. This legislation was passed on 16 May 2024 and received Royal Assent on 31 May to become the *New Vehicle Efficiency Act 2024*. The accumulation of units or potential penalties will start on 1 July 2025 when the first NVES period commences.
3. The government will provide \$84.5 million over 5 years to establish a **New Vehicle Efficiency Standard** regulator and facilitate credit trading between manufacturers.

Active Transport Fund

1. The government committed \$100 million over 5 years from 2024-25 to build bicycle and walking paths to encourage the use of active transport across Australia (refer questions to RVSD).
2. This will support zero emissions travel and ensure that people who want to walk and cycle in their local community can do so safely.

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SB24-000177

Reducing emissions

Further government initiatives led by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts to reduce emissions include:

1. The Transport Sector Plan – The government is developing a **Transport and Infrastructure Net Zero Roadmap and Action Plan**. The Transport and Infrastructure Net Zero Roadmap and Action Plan will be a comprehensive plan to reduce emissions across all forms of transport (**SB24-000176** refers).
2. Noxious emissions standards – The government is implementing stricter noxious emissions standards for both heavy vehicles (**Euro VI**) and for light vehicles (**Euro 6d**) in conjunction with improved fuel quality standards for petrol. While targeted at reducing noxious emissions, the standards also lead to lower CO₂ emissions due to more efficient engines being supplied in new vehicles. The Government has mandated Euro 6d equivalent noxious emission standards for newly approved light vehicle models supplied from 1 December 2025 and all new light vehicles supplied from 1 July 2028. The government has mandated Euro VI noxious emission standards for newly approved heavy vehicle models supplied from 1 November 2024 and all new heavy vehicles supplied from 1 November 2025.
3. Aviation White Paper – The government released the **Aviation White Paper** on 26 August 2024, which sets out the government's vision for aviation towards 2050 and will deliver a range of initiatives to ensure a safe, competitive, productive and sustainable sector (**SB24-000193** refers).
4. Australian Jet Zero Council – The government established the **Australian Jet Zero Council**, to provide advice to government on issues related to the aviation industry's transition to net zero emissions (**SB24-000193** refers).
5. International engagement (aviation) – Australia is supporting initiatives to reduce emissions from international aviation. This includes supporting the **International Civil Aviation Organization's (ICAO) long term aspirational goal (LTAG)** for international aviation to reach net zero carbon emissions by 2050. In November 2023, to support the LTAG, ICAO agreed to strive for a collective global aspirational vision to reduce CO₂ emissions in international aviation by 5% by 2030 through the use of sustainable aviation fuel, lower carbon aviation fuel and other aviation cleaner energies.
6. Airports – The government has committed an additional \$40 million over 3 years from 2024-25 to extend the **Regional Airports Program** to support improving safety and accessibility and/or the transition of aviation services to net zero at eligible regional airports.
7. Emerging aviation technologies – Drones and advanced air mobility (AAM) are rapidly evolving, presenting new opportunities to reduce emissions and improve productivity

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across a range of critical industries. A whole-of-government AAM strategy will be released in 2024 to provide long-term policy settings and encourage investment. This will complement the government's support to the sector through the \$30.5 million Emerging Aviation Technology Partnerships Program, which enables government to understand policy and regulatory issues while encouraging deployment to address priority needs in regional, remote and First Nations communities (**SB24-000190** refers).

8. Maritime policy – As part of the Transport sector plan, the government is developing a **Maritime Emissions Reduction National Action Plan (MERNAP)** to set the strategic direction and commitments to actions to decarbonise our maritime transport sector (**SB24-000200** refers).
9. International engagement (maritime) – The Portfolio represents Australia at the **International Maritime Organization (IMO)** which in 2023 agreed a Strategy for the Reduction of GHG emissions from international shipping to net zero by, or around i.e. close to 2050. Australia is actively working in the IMO to set in place the regulatory framework of technical and economic measures to achieve that trajectory. The government is also working to establish Green Shipping Corridor partnerships, the first being an MoU with Singapore signed in March 2024.
10. Infrastructure decarbonisation – The Commonwealth **Infrastructure Policy Statement (IPS)** was released in 2023 to guide the government's investment decisions in land transport infrastructure by focusing on 3 strategic themes – productivity and resilience, liveability and sustainability (**SB24-000090** refers). Examples of Infrastructure Investment Program (IIP) projects that support the theme of sustainability include the government's commitments of:
 - a. \$125 million to **fund electric vehicle charging infrastructure in Western Australia** to support increased use of electric buses; and
 - b. \$115 million to **fund a Zero Emission Busses in New South Wales** (Tranche 1 Infrastructure – Macquarie Park Depot) to support the use of and house Zero Emission Buses.
11. Working with states and territories – The **Infrastructure and Transport Ministers' Meetings** (ITMM) provides a forum for progressing priorities of national importance. ITMM has set decarbonisation of transport and infrastructure as a priority and has established 2 working groups to deliver supporting work programs.

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Cleared by: Ian Porter, First Assistant Secretary

Phone: +61 §22(1)(a)(ii)

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SB24-000177

Supporting adaptation and resilience to climate change impacts

Key government initiatives led by the department to support adaption and resilience include:

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

Supporting urban transition to net zero, adaptation and resilience to climate change impacts

1. Urban policy – The **National Urban Policy Framework (NUPF)**, which is currently in development, will include the *Shared government's vision for sustainable urban growth (Embargoed to 30 Sept)*. The policy will support the Government's climate change agenda and net zero goals in urban areas (**SB24-000166** refers).

Supporting regional transition to a net zero economy

The government has committed funding to a range of projects to support regional transition and development outcomes across various states and regions, including:

1. The government has committed \$100 million to support the **Port of Newcastle and the Hunter region** to become hydrogen-ready. When fully constructed, the Clean Energy Precinct will facilitate clean energy production, storage, transmission, domestic distribution and international export (**SB24-000151** refers).
2. The government has committed \$440 million in planned equity investment to support the development of **Regional Logistic Hubs** along key transport links in the Northern Territory. These upgrades will provide productive and efficient logistics and resilient supply chains to the regional and remote communities through Central and Northern Australia (**SB24-000161** refers).
3. The government has committed \$1.5 billion in planned equity investment to support the development of **common user marine infrastructure at the Middle Arm Sustainable Development Precinct**. The precinct will provide opportunities for a range of industries including green hydrogen and renewable storage, advanced manufacturing, minerals processing, carbon capture and storage, gas processing and other land uses (**SB24-000161** refers).

Contact: Andrew Morgan**Cleared by:** Ian Porter, First Assistant Secretary**Phone:** +61 [REDACTED] s22(1)(a)(ii)**Version Number:** 01**Date:** 30/09/24

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4. The government has committed to provide \$565 million for **common-user port infrastructure upgrades at Port Lumsden and Dampier in the Pilbara**. This will support the import and export capability to support and grow the critical minerals, hydrogen and renewable energy industry (**SB24-000162** refers).
5. The **Northern Australia Infrastructure Facility (NAIF)** will continue to provide concessional financing for the development of economic infrastructure in northern Australia that deliver economic and social benefits. The NAIF's Statement of Expectations and Investment Mandate 2023 include supporting the transition to net zero.

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Lead/Support contact: Lil Gordon

SB24-000178

SUBJECT: First Nations Partnerships**Talking Points**

1. Our portfolio has a significant role to proactively contribute to the Australian Government's national commitment to the National Agreement on Closing the Gap, reconciliation and working in genuine partnerships with First Nations peoples and communities towards positive outcomes.
2. Under the National Agreement on Closing the Gap, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts has Commonwealth responsibility for 3 socio-economic targets (9b, 16 and 17), and is committed to embedding the 4 Priority Reforms across its work.
3. First Nations Partnerships Division leads the implementation of the Our Stories on Country Agreement.

Key Issues

If asked about staffing and funding arrangements for the First Nations Partnerships Division

1. The First Nations Partnerships Division (the Division) was established in August 2023.
2. The Division's budgeted ASL is 15.6, including one Band 2 and two Band 1 SES, with a total staffing cost of \$2,814,000 for financial year 2024-25.
3. The total annual budget for the Division is currently \$3,306,000 for financial year 2024-25, and was obtained via an internal departmental pressure bid.
4. Establishment of the Division has directly and indirectly contributed to the department's First Nations employment and retention, and aligns with commitments made by the government to reach 5% First Nations employment in the APS by 2030.
5. As at 30 September, the department employs 80 operative First Nations Staff, accounting for 3.38% of the workforce.

If asked about the current work of the First Nations Partnerships Division

6. The Division has led the development and implementation of the First Nations Agreement, Our Stories on Country, which includes building cultural capability, strengthening engagement and partnerships with First Nations people and communities, growing First Nations employment and policy advice and coordination. The Division partners across the department to deliver on the department's Closing the Gap, Reconciliation Action Plan and broader First Nation commitments.
7. The Division also supports the First Nations Steering Committee, which provides accountability and momentum across the department's First Nations outcomes work.

Contact: Bek Hendriks**Cleared by:** Lil Gordon, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 28/10/2024

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Lead/Support contact: Lil Gordon

SB24-000178

The Steering Committee is chaired by the Secretary and has a shared leadership model with a majority First Nations membership.

8. The Division manages delivery of commitments made through the department's Innovate Reconciliation Action Plan.
9. The Division collaborates with policy areas across the department on their work, including in identifying and reporting First Nations impacts.
10. Much of the work undertaken by the Division is central to embedding the Closing the Gap Priority Reforms, which focus on transforming the way governments work with Aboriginal and Torres Strait Islander people.
11. The department has responsibility for 3 Closing the Gap socio-economic targets (9b, 16 and 17).
12. As of June 2023, the Division has taken the lead role in the department for progressing work towards achieving Target 9b (essential community infrastructure), at the Commonwealth level.
 - o The department is committed to working in partnership with First Nations Peak Bodies, communities and jurisdictions to inform its approach to progress outcomes under Target 9b.
 - o Currently, foundational work on data development is being explored with all Parties to the National Agreement, as there are still no data indicators or baseline data to measure progress.
13. Questions specific to Target 16 should be directed to Office for the Arts officials.
14. Questions specific to Target 17 should be directed to Communications Infrastructure Division officials.

Background

1. **Target 9b:** *By 2031, all Aboriginal and Torres Strait Islander households:*
 - i. *within discrete Aboriginal or Torres Strait Islander communities receive essential services that meet or exceed the relevant jurisdictional standard;*
 - ii. *in or near to a town receive essential services that meet or exceed the same standard as applies generally within the town (including if the household might be classified for other purposes as a part of a discrete settlement such as a "town camp" or "town-based reserve") (lead group: Regions, Cities and Territories).*
 - o Closing the Gap Joint Council confirmed the addition of the target under the National Agreement in August 2022.
2. **Target 16:** *By 2031, there is a sustained increase in number and strength of Aboriginal and Torres Strait Islander languages being spoken.*

Contact: Bek Hendriks**Cleared by:** Lil Gordon, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 28/10/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Lil Gordon

SB24-000178

-
3. Target 17: *By 2026, Aboriginal and Torres Strait Islander people have equal levels of digital inclusion.*
 4. The National Agreement on Closing the Gap contains 4 Priority Reforms:
 - Priority Reform 1 – Partnership and Shared Decision-Making
 - Priority Reform 2 – Building the Community-Controlled Sector
 - Priority Reform 3 – Transforming Government Organisations
 - Priority Reform 4 – Shared Access to Data and Information at a Regional Level

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

Contact: Bek Hendriks**Cleared by:** Lil Gordon, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 28/10/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford

SB24-000205

SUBJECT: Road Vehicle Safety Regulation**Talking Points**

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is responsible for regulating the first supply of new and used vehicles to the Australian market to confirm they meet safety, anti-theft and environmental standards.
- The *Road Vehicle Standards Act 2018* (RVSA) commenced on 1 July 2021, replacing the *Motor Vehicle Standards Act 1989* (MVSA). A 24-month transitional period ended on 30 June 2023.
- As at 30 September 2024, 4,168,209 vehicles have been entered on the Register of Approved Vehicles (RAV).

Key Issues*Recent activity*

- In June the department updated the ROVER Portal platform to a new platform. This change improved system security, simplified the application process for most applications and improved system performance.
- The average time spent transferring data between the applicant and the department during the application process has reduced from:
 - 8mins 8sec in 2021 to 1min 5secs today.
- The updated portal received positive feedback on these aspects from industry.
- Further enhancements will be delivered in the 2024-25 financial year.

Application assessments

- The department receives and decides approximately 900 applications per week.
- In the quarter from 1 July 2024 to 30 September 2024:
 - 11,792 applications were received, and
 - 12,766 applications were decided.
- As at 30 September 2024, the average processing time for an application is 9 days.

Compliance and enforcement

- The vehicle safety legislation provides the department with access to a modern suite of compliance monitoring and enforcement powers via the *Regulatory Powers (Standard Provisions) Act 2014* (RPA).

Contact: s22(1)(a)(ii)**Cleared by:** Anita Langford, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1.1**Date:** 15/10/2024

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Lead/Support contact: Anita Langford

SB24-000205

- In the quarter from 1 July 2024 to 30 September 2024:
 - 4 Enforceable Undertakings have been accepted by the department,
 - 19 domestic field inspections to monitor compliance of various approval holders have been conducted, and
 - 4 regulatory approvals have been suspended by departmental action.

Recalls

- As at 30 September 2024, 5,051 voluntary recalls were published on the recalls website.
- The department publishes an average of 5 voluntary recalls per week.
- In the quarter from 1 July 2024 to 30 September 2024:
 - 61 voluntary recalls were notified and published on the recalls website.
 - The department has not published a compulsory recall since assuming responsibility for the function from the Australian Competition and Consumer Commission on 1 July 2021.
 - The RVS Quarterly Activities Report attached further details operational actions from July 2024 to September 2024 (**Attachment A**).

Stakeholder engagement

- Through a comprehensive communications plan, the department continues to engage with and support industry to understand their regulatory obligations under the vehicle safety legislation.
- Key communication activities include: social media, regular emails, newsletters, guidance materials and resources (guides, videos and flyers); attending industry conferences and events; and hosting regular “open-mic” industry and jurisdiction webinars, as well as topic-specific webinars.
- So far this year the department has participated in 38 stakeholder engagement activities.
- To receive news and information about vehicle safety legislation, including notifications about upcoming events, anyone can subscribe to the RVS News Update found at www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/road-vehicle-standards-laws.

ROVER

- ROVER is the IT system that supports applications, approvals, recalls and compliance activities under the vehicle safety legislation.
 - approximately 10,000 people use ROVER each week.

Contact: s22(1)(a)(ii)**Cleared by:** Anita Langford, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1.1**Date:** 15/10/2024

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- Since ROVER was initially deployed, there have been 14 updates that have added to ROVER's features and functionality.
- Industry has been closely engaged during the development and deployment of these updates.









Background

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

Contact: s22(1)(a)(ii)**Cleared by:** Anita Langford, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1.1**Date:** 15/10/2024

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RVS Quarterly Activities Report – July to September 2024

 ROVER and the RAV	 Communications	 Recalls	 4,160,209 Total number of vehicles on the RAV																																																				
<p>381,978 Vehicles entered on the Register of Approved Vehicles</p> <p>11,792 Applications received</p> <p>12,766 Applications decided</p> <p>9.2 Average number of business days taken to decide an application</p>	<p>13,887 Email enquiries actioned</p> <p>8,580 Call centre phone calls actioned</p> <p>3 Newsletters sent, reaching an average of 5,967 subscribers</p> <p>7 Educational emails sent to 8,259 total ROVER users</p>	<p>61 Voluntary recalls published</p> <p>384 Risk assessment reviews</p> <p>38 Recalls identified and escalated to suppliers in performance reviews</p> <p>33 Vehicle Identification Number list updates</p>	 Stakeholder engagement																																																				
 Compliance and enforcement matters <p>88 Reports of non-compliance received</p> <p>93 Non-compliance reports closed</p> <p>31 New investigation cases opened</p> <p>26 Investigation cases closed</p> <p>19 Separate field activities undertaken</p> <p>4 Enforceable Undertakings received and accepted</p> <p>0 Infringement notices issued</p> <p>4 Approval suspensions - enforced</p> <p>7 Approval suspensions - voluntary</p> <p>0 Approval revocations - enforced</p> <p>85 Approval revocations - voluntary</p>	 123 Data sources <p>Vehicles on the Register of Approved Vehicles (RAV)</p> <p>Vehicles entered between 1 July and 30 September 2024.</p> <p>Total number of vehicles on the Register of Approved Vehicles</p> <p>Total number of vehicles as at 1 October 2024.</p> <p>Number of applications received and decided</p> <p>Data drawn from ROVER on 2 October 2024.</p> <p>Average number of business days taken to decide an application</p> <p>Data drawn from ROVER on 2 October 2024.</p>	 Acronyms 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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Mel Czajor

SB24-000206

SUBJECT: Infrastructure Sub-programs**Talking Points**

- The Australian Government has committed \$19.43 billion over the 10 years from 2024-25 to 2033-34 to sub-programs under the Infrastructure Investment Program (IIP), strengthening its commitment to road safety, resilience and connectivity of our road network.
- This investment includes \$1.35 billion in new funding committed in the 2024-25 Budget for programs in 2033-34:
 - \$1 billion for the **Roads to Recovery Program**;
 - \$200 million for the **Safer Local Roads and Infrastructure Program**; and
 - \$150 million for the **Black Spot Program**.
- At the 2024-25 Budget, the government also announced:
 - that the **Road Safety Program** and the **Remote Road Upgrade Pilot Program** have been extended by 1 year, until June 2026; and
 - a new **Active Transport Fund** that will provide \$100 million in funding to 2028-29 for the construction and upgrades of bicycle and walking pathways.
- In 2024-25, national funding through IIP sub-programs is:
 - \$650.0 million through the **Roads to Recovery Program**;
 - \$496.8 million through the **Road Safety Program**;
 - \$460.0 million through the **National Land Transport Network Maintenance Program**;
 - \$200.0 million through the **Safer Local Roads and Infrastructure Program**;
 - \$131.6 million through the **Black Spot Program**;
 - \$71.1 million through the **Regional Level Crossings Upgrade Fund**; and
 - \$61.2 million through the **Remote Road Upgrade Pilot Program**.
- In addition, \$10 million will be brought forward at MYEFO 2024-25 to enable the **Active Transport Fund** to start on 31 October 2024. Projects will be able to commence in early to mid-2025 allowing state, territory and local governments to access funds before the end of financial year 2025.
- Announced on 13 September 2024, the **National Land Transport Network Maintenance Program** has increased from \$350.0 million to \$460.0 million in 2024-25, with a commitment to 2.5% indexation annually.
- This investment is in addition to the \$292.1 million provided to local governments for road and community infrastructure in 2024-25 under the temporary **Local Roads and Community Infrastructure Program**.

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Mel Czajor

SB24-000206

Key IssuesBudget 2024-25 announcements

- A new \$100 million **Active Transport Fund** commenced from 31 October 2024. The Fund supports the government's commitment under the National Road Safety Strategy 2021-30 to improve road safety outcomes for vulnerable road users and encourage the safe use of active transport in Australian communities.
- The start of the **Active Transport Fund** was brought forward 8 months to enable earlier access to funding for active transport projects. Stakeholders have been consulted on the program design, which will operate in a similar manner to the Safer Local Roads and Infrastructure Program (SLRIP).
- The **Road Safety Program** has been extended by 1 year to 30 June 2026 to accommodate project delays resulting from severe weather events, labour shortages and market constraints.
- The **Remote Road Upgrade Pilot Program** has also been extended by one year, to 30 June 2026, given project delays resulting from severe weather events, labour shortages and market constraints.

Payments pending signature of FFAS Schedules

- Payments for IIP sub-programs (except Roads to Recovery*) are governed by the Federation Funding Agreement Schedule on the Land Infrastructure Projects 2024-2029 (FFA Schedule) and may only be made following state and territory government agreement.
- As at 30 September 2024, state and territory governments had not all agreed their Funding Tables under the FFA Schedule. While funding expenditure has accrued for IIP sub-programs in 2024-25, payments may only be made to jurisdictions that have agreed to their Funding Table under the FFA Schedule.

*Funds appropriated for the Roads to Recovery Program are not sourced from the COAG Reform Fund and therefore payments are unaffected by the status of the FFA Schedule.

Underspent funds

- Projects scheduled for delivery under the **Road Safety Program** and the **Remote Roads Upgrade Pilot Program** have been delayed, resulting in a budget underspend during 2023-24.

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- Like other infrastructure programs, many projects have been delayed due to weather events, supply chain issues, labour shortages and market constraints, particularly in remote and rural areas.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is actively working with proponents to prioritise timely delivery and completion of projects to reduce underspend in 2024-25.
- The **Black Spot Program** is historically underspent each financial year. The department is working with proponents to more accurately forecast expenditure and promote the program to encourage more nominations and reduce future underspends.

MYEFO 2023-24 decisions

- In November 2023, the government announced increases in funding and changes to IIP sub-programs to reduce the administrative burden on local councils.
- Funding will increase over the 10-year pipeline to avoid putting pressure on inflation, supply costs and the construction labour market. The gradual increase will also allow councils and state and territory governments to plan ahead to responsibly build capability and resources to deliver on their commitments.
- Funding increases apply from 2024-25 for:
 - the **Roads to Recovery Program**, which will reach up to \$1 billion per year from 2027-28; and
 - the **Black Spot Program**, which is progressively increasing to \$150 million per year in 2027-28.
- The new **Safer Local Roads and Infrastructure Program** started on 1 July 2024, with at least \$200 million available annually for state, territory and local governments. This program consolidates the former Heavy Vehicle Safety and Productivity Program and former Bridges Renewal Program into one ongoing program. Projects approved under the former programs will continue to be supported until complete. The **Heavy Vehicle Rest Area initiative** continues to operate under the Safer Local Roads and Infrastructure Program.

Background

- The government makes significant investment in targeted local infrastructure projects across Australia, supporting economic growth and regional development, making travel safer, and increasing community and freight access.
- The *National Land Transport Act 2014* provides the mechanism for payment of IIP sub-program funding. The new FFA Schedule supersedes the former National

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Lead/Support contact: Mel Czajor

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Partnership Agreement to govern administrative arrangements with state and territory governments.

- Payments for IIP sub-programs (except Roads to Recovery) are governed by the FFA Schedule on the Land Infrastructure Projects 2024-2029 (FFA Schedule) and may only be made following state and territory government agreement.
- IIP sub-programs include:
 - Active Transport Fund (ATF);
 - Black Spot Program (BSP);
 - Regional Level Crossing Upgrade Fund (RLCUF);
 - Remote Roads Upgrade Pilot Program (RRUPP);
 - Roads to Recovery (RTR) Program;
 - Road Safety Program (RSP);
 - National Land Transport Network Maintenance Program (NLTN); and
 - Safer Local Roads and Infrastructure Program (SLRIP), which includes the Heavy Vehicle Rest Area (HVRA) initiative. SLRIP consolidates the former Bridges Renewal Program (BRP) and the former Heavy Vehicle Safety and Productivity Program (HSVPP).
- In addition, the temporary Local Roads and Community Infrastructure (LRCI) Program provides financial assistance directly to local governments for regional infrastructure development and to support local communities. This program is administered under section 32B of the *Financial Framework (Supplementary Powers) Act 1997*, and listed in Schedule 1AB to the *Financial Framework (Supplementary Powers) Regulations 1997*.

Contact: Mel Czajor

Cleared by: Anita Langford, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Mel Czajor

SB24-000206

Program status as at 30 September 2024

Active Transport Fund (ATF)	<ul style="list-style-type: none"> The program launched on 31 October 2024. First application round will close on 12 January 2025.
Black Spot Program (BSP)	<ul style="list-style-type: none"> New program guidelines took effect on 1 July 2024. \$120 million in funding has been committed in 2024-25 to deliver 240 projects.
Regional Level Crossing Upgrade Fund (RLCUF)	<ul style="list-style-type: none"> Round 2 applications closed on 27 September 2024. Applications from 4 jurisdictions to deliver 119 projects are currently under assessment.
Remote Roads Upgrade Pilot Program (RRUPP)	<ul style="list-style-type: none"> Of the 33 projects approved for funding, 2 have been completed.
Roads to Recovery (RTR) Program	<ul style="list-style-type: none"> The new funding period commence on 1 July 2024. 1371 projects have been scheduled to receive funding.
Road Safety Program (RSP)	<ul style="list-style-type: none"> Of the 1,669 projects plus mass action works approved, 1,116 have been completed.
National Land Transport Network Maintenance Funding Program (NLTN)	<ul style="list-style-type: none"> Data and performance reporting requirements have been met by jurisdictions and the national annual allocation for 2024-25 paid in full.
Safer Local Roads and Infrastructure Program (SLRIP)	<ul style="list-style-type: none"> First tranche of applications closed on 30 September 2024 with 262 applications received, including 7 for the HVRA initiative. Recommendations on project funding will be made to the Minister in November 2024.

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Rural and Regional Affairs and Transport

Lead/Support contact: Mel Czajor

SB24-000206

Financial Information as at 30 September 2024

Notes:

- Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
- Totals are for the four financial years 2024-25 to 2027-28 only.

Program	Black Spot					
Program Start Date:	1996					
Program End Date:	Ongoing					
Financial year	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget	130.0	131.6	140.0	140.0	150.0	561.6
Less:						
Actual Expenditure YTD at 30 September 2024	80.5	-	-	-	-	-
Total Committed Funds at 30 September 2024	-	120.0	-	-	-	120.0
Total Uncommitted Funds (balance)	49.5	11.6	140.0	140.0	150.0	441.6
Notes:						
<ul style="list-style-type: none"> As at 30 September 2024, \$31.5 million in expenditure has been accrued in 2024-25, pending state and territory government agreement to the FFA Schedule Funding Table for payment. A Movement of Funds has been requested in MYEFO 2024-25 to move the underspent funds from 2023-24 to subsequent financial years. Budget adjustments are made across financial years where works come in under budget because project proponents cannot complete works (due to weather/supply chain/workforce issues), or where overspends occur, in which case budget is brought forward from the following financial year to account for the overspend. 						

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Cleared by: Anita Langford, First Assistant Secretary

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Program	Roads to Recovery					
Program Start Date:	January 2001					
Program End Date:	Ongoing					
Financial year	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget	619.1	650.0	800.0	950.0	1000.0	3400.0
Less:						
Actual Expenditure YTD at 30 September 2024	618.6	31.2	-	-	-	-
Total Committed Funds at 30 September 2024	-	255.1	39.0	11.0	6.6	342.9
Total Uncommitted Funds (balance)	0.5	363.70	761.0	939.0	993.4	3057.1
<i>Notes:</i>						
<ul style="list-style-type: none"> A new five-year funding period started on 1 July 2024, with the RTR List and Funding Conditions instruments made available from May 2024. It is expected that funding recipients continue to plan and schedule works to commit their allocated program funds for the 2024-25 financial year through the coming months. The underspend of \$570,000 in 2023-24 relates to 6 of the 551 funding recipients not fully utilising their funding allocation. The underspend will not be reprofiled as part of 2024-25 MYFEO as the underspend was attributed to the 2019-2024 funding period and is unable to be transferred to the new funding period. 						

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Contact: Mel Czajor

Cleared by: Anita Langford, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Mel Czajor

SB24-000206

Program	Safer Local Roads and Infrastructure					
Program Start Date:	July 2024					
Program End Date	Ongoing					
Financial year	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget	185.0	200.0	200.0	200.0	205.0	1011.0
Less:						
Actual Expenditure YTD at 30 September 2024	132.5	-	-	-	-	-
Total Committed Funds at 30 September 2024	-	200.0	200.0	28.9	8.4	437.3
Total Uncommitted Funds (balance)	52.5	-	-	171.1	196.6	367.7
<i>Notes:</i>						
<ul style="list-style-type: none"> The SLRIP commenced on 1 July 2024. Budget and expenditure in 2023-24 relate to the former BRP and HVSP, which SLRIP superseded. Projects funded the former BRP and HVSP will be managed under SLRIP until they are complete. As at 30 September 2024, \$44.4 million in expenditure has been accrued in 2024-25, but is pending state and territory government agreement to the FFA Schedule Funding Table for payment. A Movement of Funds has been requested in MYEFO 2024-25 to move the underspent funds from 2023-24 to subsequent financial years. 						

Contact: Mel Czajor

Cleared by: Anita Langford, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Mel Czajor

SB24-000206

Program	Active Transport Fund					
Program Start Date:	October 2024					
Program End Date:	June 2029					
Financial year	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget	-	-	25.0	30.0	25.0	80.0
Less:						
Actual Expenditure YTD at 30 September 2024	-	-	-	-	-	-
Total Committed Funds at 30 September 2024	-	-	-	-	-	-
Total Uncommitted Funds (balance)	-	-	25.0	30.0	25.0	80.0
<i>Notes:</i>						
<ul style="list-style-type: none"> \$10 million will be brought forward at MYEFO 2024-25 following agreement from the Prime Minister to bring forward the start of the program to 2024-25. 						

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Contact: Mel Czajor**Cleared by:** Anita Langford, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 0.1**Date:** 24/09/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Mel Czajor

SB24-000206

Budget Information – Full program envelope (rounded to 1 decimal place)

- 2023-24 figures are actuals, all other figures are projected estimates.
- TOTAL excludes 2023-24.

Black Spot Program	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Opening Appropriation	130.0	130.0	140.0	140.0	150.0	150.0	150.0	150.0	155.0	158.9	-	1,323.9
Movements/decisions (Budget)		1.6								-1.6	150.0	150.0
Current Appropriation	130.0	131.6	140.0	140.0	150.0	150.0	150.0	150.0	155.0	157.3	150.0	1,473.9

Roads to Recovery Program	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Opening Appropriation	618.1	650.0	800.0	950.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	-	8,400.0
Movement/decisions	-	-	-	-	-	-	-	-	-	-	1000.0	1,000.0
Current Appropriation	618.1	650.0	800.0	950.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	9,400.0

Safer Local Roads and Infrastructure Program	2023-24*	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Opening Appropriation (BRP)	95.0	-	-	-	-	-	-	-	-	-	-	-
Opening Appropriation (HVSP)	90.0	-	-	-	-	-	-	-	-	-	-	-
Opening Appropriation (SLRIP)	-	195.0	195.0	191.5	203.3	203.3	203.3	203.3	203.3	246.8	-	1,844.9
Movements/decisions (Budget)	-	5.0	5.0	8.5	1.7	2.7	3.7	4.7	4.7	-35.9	200.0	200.0
Current Appropriation	185.0	200.0	200.0	200.0	205.0	206.0	207.0	208.0	208.0	210.9	200.0	2,044.9

*Expenditure in 2023-24 was under the former BRP and HVSP, which SLRIP has superseded.

Contact: Mel Czajor

Cleared by: Anita Langford, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Jessica Hall

SB24-000207

SUBJECT: Road Safety Overview**Talking Points**

- The Australian Government is committed to improving road safety – any death on Australia’s roads is one too many.
- We know that the number of deaths and serious injuries caused by road crashes is increasing.
- The government, in partnership with state, territory and local governments, is guided by the National Road Safety Strategy, to address the rising number of people being killed and injured on our roads and continues to deliver on the KPIs under the current Action Plan of the Strategy.
- Significant investment is being made to improve road safety outcomes.
- The government continues to invest in what we know directly supports road safety. For example, in the 2024-25 Budget:
 - funding under the Black Spot Program has increased from the current commitment of \$110 million to \$150 million per year;
 - \$21.2 million over six years has been provided to improve the reporting of national road safety data via the National Road Safety Data Hub; and
 - \$10.8 million has been provided for one year to conduct national road safety education and awareness activities.
- Road safety requires partnership as many of the levers for road safety sit with the states, territories and local government, and not just road or infrastructure portfolios. The Australian Government is predominantly responsible for providing additional infrastructure investment to the jurisdictions to maintain and build safer roads and to oversee the entry of new, safer vehicles into the Australian market. We also provide a coordinating and facilitating role to encourage best practice across those jurisdictions.

Contact: Susan Cattermole**Cleared by:** Anita Langford, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 21/10/2024

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SB24-000207

Key IssuesRoad deaths Australia statistics (September 2024)

- During the 12 months ended September 2024, there were 1,288 road deaths. This is an increase of 5.6% from the 12-month period ending September 2023.
- Presently, the rate of annual deaths per 100,000 population stands at 4.7. This is a 3.2% increase compared to the rate for the 12-month period ending September 2023.

National Road Safety Strategy and Action Plan

- The National Road Safety Strategy 2021-30 (the Strategy) contains a requirement to conduct a mid-term review of the Strategy. The National Road Safety Action Plan 2023-25 will terminate at the end of 2025 and a new national action plan is required from 1 January 2026.
- Through the Strategy review and development of the next action plan, the government will continue to work with the states and territories to ensure road safety actions undertaken by all governments are evidenced based and targeted at reducing road trauma.

Progress against the current Action Plan

- The National Road Safety Annual Progress Report 2023 was released on 17 May 2024.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working with all jurisdictions to develop and publish the second annual progress report as early as possible in 2025.

Road Safety Data

- The department is liaising with all jurisdictions on:
 - the National Road Safety Data Collection and Reporting Framework; and
 - the National Road Safety Data Set (formerly known as the National Minimum Data Set).
- These 2 products are key deliverables under the Action Plan and are scheduled for completion by the end of 2024.

National Road Safety Education and Awareness Activities

- The 2024-25 Budget provided \$10.8 million for national road safety education and awareness activities.

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- The activities are being developed by the department in accordance with the *Australian Government Guidelines on Information and Advertising Campaigns by non-corporate Commonwealth entities*.
- In developing these activities, a number of steps must be followed before any material can be launched to the public, including consideration of proposals by the Independent Communications Committee if the activities are valued at \$250,000.00 or more.
- The department is finalising activities that are designed to complement what is being undertaken by state and territory counterparts.

BackgroundAustralian Government funding of road safety – 2024-25 Budget

- The government supports road safety through coordinating a national strategic approach to improving road safety and working to make vehicles safer for all road users.
- Support is provided through infrastructure and non-infrastructure road safety funding.
- Infrastructure funding is primarily provided through various sub-programs including: Roads to Recovery; Black Spot Program; Road Safety Program; Heavy Vehicle Rest Area Initiative; Safer Local Roads and Infrastructure Program; Active Transport Fund.
 - Further information on these funding measures is provided in **SB24-000206**.
- Non-infrastructure funding is provided through:
 - Administration of the Road Vehicle Standards (RVS) legislation. Further information on this activity is provided in **SB24-000205**.
 - Delivery of non-infrastructure road safety grants programs to support the implementation of the National Road Safety Action Plan 2023-25. Further information about these programs is provided in **SB24-000209**.
 - Progressing implementation of the National Road Safety Strategy 2021-30 and delivering Australian Government commitments under the National Road Safety Action Plan 2023-25 (outlined above).

Contact: Susan Cattermole**Cleared by:** Anita Langford, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 21/10/2024

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SB24-000208

SUBJECT: Road Safety Data**Talking Points**

- The Australian Government is working with all states and territories to improve road safety through the collection and use of data, and progress is being made.

Federation Funding Agreement Schedule

- The Federation Funding Agreement Schedule (FFAS) on Land Transport Infrastructure Projects has been signed by all states and territories.
- The FFAS includes the requirement for states and territories to provide road safety data.

Road Safety Data Hub

- The National Road Safety Data Hub (Hub):
 - provides public access to nationally consistent, timely and accessible data;
 - includes fatalities, injuries and enforcement data, such as Hospitalised Injuries for Road Crashes Dashboard and the National Crash Dashboard; and
 - received an additional \$21.2 million over 6 years from 2024-25 (2024 Budget).
- Over the last 12 months, the following information has been released on the Hub:
 - International Road Safety Comparisons Report 2022 (released December 2023),
 - data tables reporting on First Nations peoples road deaths up to 2021 (released December 2023);
 - Australian Trauma Registry data on severe injuries from road crashes up to 2022 (released March 2024);
 - National Crash Dashboard up to 2022 (released 6 March 2024);
 - Road safety enforcement data and dashboard for 2023 data (released 30 September 2024);
 - Road Safety Monthly Bulletin on Australian road deaths, with September 2024 being the latest data available (released 14 October 2024); and
 - Road Safety Heavy Vehicle Quarterly bulletin covering April to June 2024 (released 22 August 2024).

Data Sharing Agreement

- A Data Sharing Agreement (DSA) was agreed by all governments on 12 April 2024.

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- The DSA formalises existing data sharing arrangements for road crash data currently collected from jurisdictions, and outlines clear terms of use and processes for on-sharing of road safety data.
- The DSA, as well as the process and templates for requesting access to data, is available on the Data Hub website.

National Data Collection and Reporting Framework and National Road Safety Dataset

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working with jurisdictions to develop a National Data Collection and Reporting Framework and a National Road Safety Dataset (NRSD).
- The Framework and NRSD will identify and improve the datasets needed to inform planning and policy development, and are on track for completion by end 2024.
- These road safety data arrangements and tools complement each other.
- The Hub serves as the repository for the data collected and provided by states and territories, as well as a variety of analytical reports.
- The NRSD will form the foundation for shared national road safety data.
- The Framework will provide a way for governments to prioritise future road safety data requirements, and outline a plan to develop and improve the NRSD over time.
- New and relevant datasets are expected to be added to the DSA over time.

Key Issues*National Road Safety Data Hub (Data Hub)*

- The Hub was established through the 2020-21 Budget.
- The Hub provides a repository for road safety data and analytical products including:
 - the road safety Data Catalogue;
 - Hospitalised Injuries for Road Crashes Dashboard and Data Tables; and
 - the National Crash Dashboard.

Data Sharing Agreement (DSA)

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

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Federation Funding Agreement Schedule (FFSA)

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

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

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

Road Safety Data Working Group

- The Road Safety Data Working Group is part of the formal governance structure for the National Road Safety Action Plan and is comprised of representatives from the Australian and all state and territory governments.
- It reports to the Intergovernmental Steering Committee on Road Safety and is focused on making data available for measuring progress towards the National Road Safety Strategy, agreeing national Dashboard reporting, oversighting development of the NRSD and Framework, and also considering third-party access requests under the DSA.

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

- The SPIs have proven challenging to define and measure in practice. There are data gaps and differences in the way each jurisdiction captures the data that need to be reported.
- The Road Safety Data Working Group has made progress towards making data available for the SPIs. Some data against most of the SPIs was published in the National Road Safety Annual Progress Report. Where data sources are incomplete, an alternate

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measure was used that provided the most comparable set of national data available to what the SPI is seeking to measure.

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SB24-000209

SUBJECT: Road Safety Non-infrastructure Grant Programs**Talking Points**Road Safety Funding

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts currently administers road safety funding across several programs.
- In the May 2023 Budget, the Australian Government established 2 clear streams of activity using existing funding, designed to target better road safety outcomes – Major road safety infrastructure funding and Non-infrastructure road safety grants funding.

Non-infrastructure road safety grants funding

- The objective of the non-infrastructure grants is to support delivery of the government's commitments and priorities outlined in the National Road Safety Action Plan 2023-25 (Action Plan), and contribute to improving road safety outcomes across Australia.
- **National Road Safety Action Grants Program (NRSAGP)**
 - NRSAGP is a \$43.6 million initiative (over 3 years to 30 June 2026) to deliver key non-infrastructure road safety commitments.
 - of this \$43.6 million, \$6 million was committed to the Amy Gillett Foundation (AGF) to deliver the *Safe Roads for Safe Cycling Program*, which aimed to enhance and embed safe cycling practices into the delivery of road and street infrastructure projects across Australia.
 - under the NRSAGP, \$37.6 million is available across five areas of activity:
 - *Community Education and Awareness including workplace road safety*: 13 projects were approved (on 20 December 2023) for a total of \$4.9 million. All grant agreements were executed by 30 August 2024.
 - *Vulnerable Road Users*: 10 projects were approved for a total of \$3.9 million (on 20 December 2023). All grant agreements were executed by 17 June 2024.
 - *First Nations Road Safety*: applications opened on 15 January 2024 and closed 5 May 2024. The department conducted 3 online information sessions focusing on eligibility for this grant funding and how to apply. 24 applications were received. On 30 September, 12 projects were approved for a total of \$6.14 million. The department has commenced work on the preparation of grant agreements with successful proponents.
 - *Technology and Innovation*: applications opened on 15 January 2024 and closed 31 March 2024. 89 applications were received. Approval of successful projects is expected by end 2024.

Contact: Susan Cattermole**Cleared by:** Anita Langford, First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 1.0**Date:** 21/10/2024

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- *Research and Data*: applications opened on 15 January 2024 and closed 31 March 2024. 92 applications were received. Approval of successful projects is expected by end 2024.
 - details of successful projects for the Community Education and Awareness and Vulnerable Road Users have been published on GrantConnect. The remaining 3 streams will be published once grant agreements are executed.
- **Car Safety Ratings Program**
 - \$16.55 million over 5 years (over 5 years to 30 June 2028) has been committed to improve testing protocols for new light vehicles and provide safety evaluations for used vehicles.
 - Grant Agreements were executed with:
 - Australasian New Car Assessment Program (ANCAP) on 9 April 2024. Funding of \$16.3 million to be provided over five years to deliver the New Car Safety Ratings stream.
 - Monash University Accident Research Centre (MUARC) on 27 February 2024. Funding of \$250,000 to be provided over five years to deliver the Used Car Safety Ratings stream.

Key IssuesNational Road Safety Action Grants Program

- The department conducts an initial eligibility assessment of each application received. Applications are assessed against:
 - eligibility to apply and eligibility of grant activities;
 - project budget (including eligible expenditure and the minimum requirement of 30% co-contribution by the applicant towards the total project cost); and
 - completion of required attachments.
- Eligible applications are then assessed against assessment criteria and other applications submitted within the same area of activity.
- Funding decisions are made based on merit and value for money.
- Prior to 1 October 2024, assessment processes were completed in accordance with the Commonwealth Grants Rules and Guidelines (CGRGs). On 1 October 2024, the CGRGs were replaced by the Commonwealth Grants Rules and Principles 2024 (CGRPs). The CGRPs apply to new grant opportunities and to assessments processes for grant rounds that are in progress from 1 October 2024.
- Projects commence upon execution of Grant Agreements.

Contact: Susan Cattermole**Cleared by:** Anita Langford, First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 1.0**Date:** 21/10/2024

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- Unsuccessful applications: the main reasons applicants have not been unsuccessful were:
 - not meeting the required co-contribution requirement;
 - not sufficiently addressing the aims and outcomes of the relevant stream;
 - particularly when compared to other applications;
 - not providing sufficient project details or supporting evidence;
 - unsound project methodology; and
 - missing or incomplete documentation.

Financial Information as at 30 September 2024**National Road Safety Action Grants Program**

Program/Project Start Date:	2022-23					
Program/Project End Date:	2025-26					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	3.0	10.45	15.7	14.45	0.0	43.6
Less:						
Actual Expenditure YTD at 30 September 2024	3.0	3.07	1.09	-	-	7.16
Total Committed Funds at 30 September 2024	0.0	1.5*	6.44	5.91	-	13.85
Total Uncommitted Funds (balance)	0.0	5.88	8.17	8.54	0.0	22.59

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

*This was un-paid funding committed to the Safe Roads for Safe Cycling Program.

Contact: Susan Cattermole

Cleared by: Anita Langford, First Assistant Secretary

Phone: s22(1)(a)(ii)

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Car Safety Ratings Program

Program/Project Start Date:	2023-24						
Program/Project End Date:	2027-28						
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget	0	3.21	3.27	3.68	3.04	3.35	16.55
Less:							
Actual Expenditure YTD at 30 September 2024	0	3.21	-	-	-	-	-
Total Committed Funds at 30 September 2024	0	3.21	3.27	3.68	3.04	3.35	16.55
Total Uncommitted Funds (balance)	0	0	0	0	0	0	0

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Contact: Susan Cattermole

Cleared by: Anita Langford, First Assistant Secretary

Phone: s22(1)(a)(ii)

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

SB24-000210

SUBJECT: Infrastructure Investment Program - Budget Overview**Talking Points**

- The Australian Government remains committed to the 10-year over \$120 billion infrastructure investment pipeline.
- The Infrastructure Investment Program (IIP) is largest part of the pipeline. The IIP provides a rolling program of sustainable transport infrastructure investment.
- As part of the 2024-25 Budget, the government provided \$9.5 billion over the forward estimates and \$16.5 billion over 10 years for new and existing projects in the IIP.
- No state or territory received less funding over the forward estimates when compared to 2023-24 MYEFO.

Key Issues

- The government continues to work in partnership with states and territories to deliver nationally significant projects under the IIP.
- As at August 2024, the IIP consists of \$98.2 billion in infrastructure investments, including \$85.0 billion towards major infrastructure projects and \$13.2 billion for smaller projects through programs such as Roads to Recovery, Black Spots and Safer Local Roads and Infrastructure programs.
- The IIP has increased by \$1.7 billion since the 2024-25 Budget, including \$0.5 billion over the forward estimates following the government committing additional funding to road maintenance for the National Land Transport Network (NLTN) as part of the Federation Funding Agreement Schedule on the Land Transport Infrastructure Projects (2024 - 2029).
- As at August 2024, the forward estimates for the IIP was \$908.2 million higher than at the 2024-25 Budget (comprising \$510.2 million in additional funding to road maintenance for the NLTN and \$398.0 million moved into the forward estimates for the North-South Corridor - Torrens to Darlington project in South Australia).
- In the 2024-25 Budget the government committed \$16.5 billion for new and existing projects. This included:
 - \$10.1 billion over 11 years from 2023-24 for existing state and territory infrastructure projects;
 - \$4.1 billion over seven years from 2024-25 for 65 new priority state and territory infrastructure projects;

Contact: Simon Milnes**Cleared by:** Andrew Bourne, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1**Date:** 14/10/2024

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- \$540 million was also provided over 3 years from 2027-28 for the Australian Rail Track Corporation to invest in 4 projects on the interstate rail network, including \$150 million for the Maroona to Portland Line Upgrade;
- \$100 million over 4 years from 2025-26 to establish the Active Transport Fund to construct and upgrade bicycle and walking paths to encourage the use of active transport; and
- \$1.7 billion in 2033-34 to continue existing road maintenance and road safety programs.

New IIP Projects - \$4.6 billion for 69 projects

- \$4.1 billion over 7 years from 2024-25 for 65 new priority state and territory infrastructure projects, including:
 - \$1.9 billion for projects in Western Sydney, including \$500.0 million for the Mamre Road Stage 3 Upgrade and \$400.0 million for Elizabeth Drive – Priority Sections Upgrade);
 - \$494.9 million for projects in Western Australia, including \$300.0 million for METRONET High-Capacity Signalling Program – Automatic Train Control – Stage 1;
 - \$444.3 million for projects in the Northern Territory, including \$72.0 million for Port Keats Road – Wadeye to Palumpa (Nganmarriyanga);
 - \$158.0 million was allocated from the Major Project Business Case Fund towards 11 rail and road business cases; and
 - \$237.9 million was allocated from the Northern Australia Roads Program (NARP) unallocated provision for five new projects in the Northern Territory and Western Australia.
- \$540 million was also provided over 3 years from 2027-28 for the Australian Rail Track Corporation to invest in 4 projects on the interstate rail network.

Existing IIP Projects - \$10.1 billion

- \$10.1 billion over 11 years from 2023-24 for existing state and territory infrastructure projects (incorporating projects in corridors), including:
 - \$5.0 billion for projects in Victoria, including \$3.3 billion for North East Link;
 - \$2.3 billion for projects in Queensland, including \$1.2 billion for Direct Sunshine Coast Rail Line;
 - \$1.8 billion for projects in Western Australia, including \$1.4 billion for METRONET; and
 - \$578.6 million for projects in New South Wales, including \$112.0 million for the M1 Pacific Motorway Extension to Raymond Terrace.

Contact: Simon Milnes**Cleared by:** Andrew Bourne, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1**Date:** 14/10/2024

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Other Investments – \$2.3 billion

- \$100 million over 4 years from 2025-26 to establish the Active Transport Fund to construct and upgrade bicycle and walking paths to encourage the use of active transport.
- \$1.7 billion in 2033-34 to continue existing road maintenance and road safety programs, including:
 - \$1.0 billion for the Roads to Recovery Program.
 - \$350.0 million for road maintenance funding for the NLTN.
 - \$200.0 million for the Safer Local Roads and Infrastructure Program.
 - \$150.0 million for the Black Spots Program.

Other

- The government also reprofiled \$2.1 billion to beyond the forward estimates to better align with construction market conditions and project delivery timeframes.
- The government also created 6 new corridors, with these corridors grouping both new and existing projects along strategic national freight routes. The total number of corridors as at the 2024-25 Budget is 35, increasing from 32 at 2023-24 MYEFO and taking into account three corridors being merged into the new Tasmanian Roads corridor.
- \$154.5 million was allocated from the NARP unallocated provision for the Bruce Highway North corridor for future projects that are consistent with NARP guidelines.

Attachments:**A:** IIP Summary Movement: 2023-24 MYEFO to August 2024**B:** New projects announced as part of the 2024-25 Budget**C:** Additional funding for cost pressures announced as part of the 2024-25 Budget**D:** New Projects (Funded through the Major Projects Business Case Fund) as part of the 2024-25 Budget**E:** New Projects (Funded through Northern Australia Roads Program Unallocated) as part of the 2024-25 Budget**Contact:** Simon Milnes**Cleared by:** Andrew Bourne, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1**Date:** 14/10/2024

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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

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Attachment A: 2023-24 MYEFO to August 2024/ IIP summary by financial year

IIP Summary – Movement: 2023-24 MYEFO to August 2024 (\$b)

Period	2023-24 MYEFO (\$b)	Period	2024-25 Budget (\$b)	August 2024 (\$b)	Net change: 2023-24 MYEFO vs August 2024 (\$b)
2024-25	13.5	2024-25	13.4	13.5	0.0
Forward Estimates (2023-24 to 2026-27)	51.3	Forward Estimates (2024-25 to 2027-28)	52.4	53.3	2.0
10 Year Investment (2023-24 to 2032-33)	96.7	10 Year Investment (2024-25 to 2033-34)	96.5	98.2	1.5

IIP by financial years – Summary (2024-25 to 2033-34), with YTD spend

Payments (\$m)	Current Year^ (\$m)	Forecasts^ (\$m)				
		2025-26	2026-27	2027-28	2028-29 to 2033-34	Total 10 year
2024-25 Paid to Date*	2024-25					
311.8	13,526.7	13,785.9	13,722.7	12,240.1	44,911.3	98,186.8

* Payments as at 30 September 2024.

^ Current Year and Forecasts as at August 2024.

Figures are for the total IIP, whereas the forecast figures in the budget papers (for example: Table 2.8 in Budget Paper No. 3 (2024-25 Budget) focus on the payments to the state's component only. The additional component (for the total IIP) relates to payments to non-state entities (predominantly relates to Grants to the ARTC and Research and Evaluation).

Contact: Simon Milnes

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

Version Number: 1

Date: 14/10/2024

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Attachment B: New projects announced as part of the 2024-25 Budget

2024-25 Budget - IIP Major Projects: New Projects

State	Project name	Total Project Cost (\$m)	AGC (\$m)	State (\$m)	Other (\$m)	Funding Split
ACT	Belconnen Transitway - Planning	0.4	0.2	0.2		50:50:0
ACT	Canberra Light Rail - Stage 2B Planning	100.0	50.0	50.0		50:50:0
ACT	Gungahlin District Road Improvements & Molonglo East-West Arterial - Planning	1.4	0.7	0.7		50:50:0
NSW	Appin Road - St Johns Road Intersection Upgrade	45.0	22.5	22.5		50:50:0
NSW	Cambridge Avenue Upgrade - Planning	100.0	50.0	50.0		50:50:0
NSW	Circular Quay Renewal Program	440.0	220.0	220.0		50:50:0
NSW	Coxs River Road Upgrade	232.0	116.0	116.0		50:50:0
NSW	Critical Renewable Energy Zones Road Infrastructure (Port of Newcastle to Renewable Energy Zone)	20.0	10.0	10.0		50:50:0
NSW	Dixons Long Point Crossing - Planning	10.0	10.0	0.0		100:0:0
NSW	Eastern Ring Road and Badgerys Creek Road South - Planning	25.0	12.5	12.5		50:50:0
NSW	Elizabeth Drive - Priority Sections Upgrade	800.0	400.0	400.0		50:50:0
NSW	Garfield Road East Upgrade	440.0	220.0	220.0		50:50:0
NSW	Golden Highway – Over Size and Over Mass Movements	45.0	22.5	22.5		50:50:0
NSW	Golden Highway - Dubbo to Newcastle Improvement Program – Planning	10.0	5.0	5.0		50:50:0
NSW	Hume Highway Corridor Assessment and Strategy - Planning	10.0	5.0	5.0		50:50:0
NSW	Mamre Road Stage 2 Upgrade	1,000.0	500.0	500.0		50:50:0
NSW	Memorial Avenue Upgrade	246.5	123.3	123.3		50:50:0
NSW	Mount Ousley Safety and Reliability (MOSAR) - Planning	10.0	5.0	5.0		50:50:0
NSW	Mulgoa Road Stage 2 Upgrade	230.0	115.0	115.0		50:50:0
NSW	Nelson Bay Road - Williamtown to Bobs Farm	275.0	137.5	137.5		50:50:0
NSW	Richmond Road Upgrade, M7 Motorway to Townson Road	520.0	260.0	260.0		50:50:0
NSW	South West Sydney Roads - Planning	65.0	32.5	32.5		50:50:0
NSW	Spring Farm Parkway Stage 2 - Planning	15.0	7.5	7.5		50:50:0
NSW	Western Sydney Freight Line Stage 1 - Final Business Case	60.0	30.0	30.0		50:50:0
NSW	Western Sydney Rapid Bus Infrastructure Upgrade, Stages 1 and 2	200.0	100.0	100.0		50:50:0
NSW	Western Sydney Roads - Planning	30.0	15.0	15.0		50:50:0
NSW	Zero Emission Buses Tranche 1 Infrastructure - Macquarie Park Depot	230.0	115.0	115.0		50:50:0
NT	Arnhem Highway Duplication - Stuart Highway to Kostka Road	80.0	64.0	16.0		80:20:0
NT	Barkly Highway Upgrades	50.0	40.0	10.0		80:20:0
NT	Berrimah Road Duplication – Stuart Highway to Tiger Brennan Drive	80.0	64.0	16.0		80:20:0
NT	Duplication of Stuart Highway South of Noonamah to Katherine	4.4	3.5	0.9		80:20:0
NT	National Network Highway Flood Resilience Upgrades	30.0	24.0	6.0		80:20:0
NT	Port Keats Road – Wadeye to Palumpa (Nganmarrilyanga)	90.0	72.0	18.0		80:20:0
NT	Remote Community Access Roads Upgrades	50.0	40.0	10.0		80:20:0
NT	Roystonea Avenue Duplication – Terry Drive to Lambrick Avenue	25.0	20.0	5.0		80:20:0
NT	Sandover Highway Upgrade	29.0	23.2	5.8		80:20:0
NT	Stuart Highway – Schwarz Crescent Intersection Upgrade	12.0	9.6	2.4		80:20:0
NT	Stuart Highway Upgrades	50.0	40.0	10.0		80:20:0
NT	Supporting access to Darwin Port (Stuart Highway, Vanderlin Drive and McMillans Road)	2.5	2.0	0.5		80:20:0
NT	Victoria Highway Upgrades	50.0	40.0	10.0		80:20:0
NT	Weddell Freeway	2.5	2.0	0.5		80:20:0
QLD	Bruce Highway - Pine River Bridge Capacity Upgrade - Plan and Preserve	30.0	15.0	15.0		50:50:0
QLD	Warrego Highway - Bremer River Bridge (Westbound) Strengthening	85.0	42.5	42.5		50:50:0
QLD	Warrego Highway - Mt Crosby Road Interchange upgrade	272.0	134.5	137.5		49:51:0
SA	Adelaide and Regional Rail Network Extensions - Planning	10.0	5.0	5.0		50:50:0
SA	Adelaide Metropolitan Bus Fleet Decarbonisation - Planning	5.0	2.5	2.5		50:50:0
SA	Adelaide Metropolitan Rail Fleet Decarbonisation - Planning	2.0	1.0	1.0		50:50:0
SA	Adelaide Northern Growth Areas - Planning	10.0	5.0	5.0		50:50:0
SA	Main South Road Overtaking Lanes	31.8	15.9	15.9		50:50:0
SA	Mount Barker and Verdun Interchange Upgrades	150.0	120.0	30.0		80:20:0
SA	Riverland Network Flood Resilience Upgrades	20.0	10.0	10.0		50:50:0
Tas.	Arthur Highway - Planning	2.0	1.6	0.4		80:20:0
Tas.	Devonport to Cradle Mountain - Planning	3.1	2.5	0.6		80:20:0
Tas.	Hobart Metropolitan Bus Fleet Decarbonisation	17.0	8.5	8.5		50:50:0
Tas.	Huon Highway Upgrades	50.0	40.0	10.0		80:20:0
Tas.	Hobart Public Transport Infrastructure Planning	52.0	38.5	13.5		74:26:0
Tas.	Lyell Highway – Granton to New Norfolk	100.0	80.0	20.0		80:20:0
Vic.	Bridgewater Road and Portland Ring Road, Portland, intersection upgrade	24.0	12.0	12.0		50:50:0
Vic.	Goulburn Valley Highway and Graham Street, Shepparton, intersection improvements	4.5	2.2	2.2		50:50:0
Vic.	Princes Highway East - Bairnsdale-Dargo Creek Road Intersection	6.8	3.4	3.4		50:50:0
WA	Great Northern Highway – Brooking Channel Bridge Replacement	107.1	53.6	53.6		50:50:0
WA	Great Northern Highway – Fitzroy to Gogo (Kimberley Resilience Program)	107.8	53.9	53.9		50:50:0
WA	METRONET: High-Capacity Signalling Program - Automatic Train Control (The "High-Capacity Signalling Project") - Stage 1	600.0	300.0	300.0		50:50:0
WA	Regional Road Safety Program - State Roads	108.0	54.0	54.0		50:50:0
WA	Westport Project Development	67.0	33.5	33.5		50:50:0
Nat.	ARTC re-railing package	111.0	100.0		11.0	90:0:10
Nat.	ARTC culvert upgrades	140.0	140.0		0.0	100:0:0
Nat.	ARTC track rehabilitation and operational upgrades	327.0	150.0		177.0	46:0:54
Nat.	Replacement of sleepers - Maroona to Portland	150.0	150.0		0.0	100:0:0
			4,604.5			

2024-25 Budget - IIP Major Projects - Additional Funding for Cost Pressures

State	Project name	Existing AG (\$m)	Additional AG (\$m)	Revised AG (\$m)	Previous Funding Split	Revised Funding Split
ACT	William Hovell Drive Duplication	26.5	27.1	53.6	50 50:0	50 50:0
NSW	Appin Road	72.0	50.0	122.0	100 0:0	100 0:0
NSW	Barton Highway Upgrade Package	50.0	28.6	78.6	67:33:0	67:33:0
NSW	Central Coast Highway Upgrade - Tumby Road Intersection Upgrade	51.2	1.2	52.4	80:20:0	80:20:0
NSW	Clarence Town Bridge	9.6	2.2	11.8	50 50:0	57:43:0
NSW	Construction Funding - New England Highway - Muswellbrook Bypass	241.9	36.0	277.9	N/A	80:20:0
NSW	Far North Collector Road Network, Nowra	32.8	2.4	35.2	100 0:0	100 0:0
NSW	King Georges Road Upgrade - Stage 1 and 2A (early works)	80.0	15.0	95.0	50 50:0	50 50:0
NSW	M1 Pacific Motorway Extension to Raymond Terrace	1,680.0	112.0	1,792.0	80:20:0	80:20:0
NSW	Macquarie Park Precinct and Bus Interchange	80.0	10.0	90.0	80:20:0	75:25:0
NSW	Medlow Bath Upgrade	101.6	35.8	137.4	80:20:0	80:20:0
NSW	Mount Ousley Interchange	240.0	72.0	312.0	80:20:0	80:20:0
NSW	Newcastle Inner City Bypass, Rankin Park to Jesmond	360.0	30.6	390.6	80:20:0	80:20:0
NSW	Newell Highway Upgrade - Dubbo Bridge	176.2	34.4	210.6	80:20:0	80:20:0
NSW	Newell Highway Upgrade - Parkes Bypass	149.7	80.0	229.7	80:20:0	80:20:0
NSW	Nowra Bridge	155.0	21.5	176.5	50 50:0	50 50:0
NSW	Pinch Point Program	120.0	10.3	130.3	50 50:0	50 50:0
NSW	Princes Highway and Waratah Street Intersection Upgrade	7.6	2.0	9.6	50 50:0	50 50:0
NSW	South West Sydney Rail Planning – Business Case	77.5	20.0	97.5	50 50:0	50 50:0
NSW	Tenterfield to Newcastle - Goonoo Goonoo Road Duplication - Greg Norman Drive to Calala Lane	32.0	14.7	46.7	80:20:0	80:20:0
NT	Carpentaria Highway Upgrade	120.0	25.0	145.0	80:20:0	80:20:0
NT	Regional Roads Productivity Package - Arnhem Link Road	9.0	8.0	17.0	82:18:0	81:19:0
NT	Roper Highway Upgrade (Stage 2)	20.0	2.9	22.9	80:20:0	80:20:0
QLD	Beaudesert Beenleigh Road (Beaudesert and Wolffdene)	14.4	1.1	15.5	80:20:0	77:23:0
QLD	Beerburum to Nambour Rail Upgrade	390.0	226.7	616.7	71:29:0	61:39:0
QLD	Bowen Basin Service Link - Walkerston Bypass	149.3	32.6	181.8	80:20:0	72:28:0
QLD	Bruce Highway – Cairns Southern Access – Stage 3 – Edmonton to Gordonvale	428.0	32.0	460.0	80:20:0	80:20:0
QLD	Bruce Highway – Cairns Southern Access Corridor – Robert Road to Foster Road	46.4	9.7	56.1	80:20:0	80:20:0
QLD	Bruce Highway - Cooroy to Curra - Section D	800.0	129.6	929.6	80:20:0	80:20:0
QLD	Bruce Highway - Deception Bay Road Interchange Upgrade	130.6	16.6	147.2	80:20:0	80:20:0
QLD	Bruce Highway – Gairloch Floodway – improved flood immunity	40.0	8.0	48.0	100 0:0	100 0:0
QLD	Bruce Highway - Linkfield Road Overpass	100.0	25.5	125.5	80:20:0	71:29:0
QLD	Bruce Highway - Maroochydhore Road and Mons Road Interchanges Upgrade	241.0	8.4	249.4	80:20:0	80:20:0
QLD	Bruce Highway - Pine River to Caloundra Road Smart Motorways (Stage 2)	84.0	24.0	108.0	80:20:0	80:20:0
QLD	Bruce Highway – Townsville Northern Access Intersections Upgrade	93.9	12.0	105.9	80:20:0	80:20:0
QLD	Capricorn Highway and Gregory Highway Intersection Upgrade (Emerald)	6.3	5.6	11.9	80:20:0	80:20:0
QLD	Coomera Connector Stage 1 (Coomera to Nerang)	1,066.1	431.7	1,497.8	50 50:0	50 50:0
QLD	Coomera Station commuter car park, Coomera	10.5	2.0	12.5	50 50:0	50 50:0
QLD	Cunningham Highway - Safety Package	22.4	1.5	23.9	80:20:0	80:20:0
QLD	Direct Sunshine Coast Rail Line	1,600.0	1,150.0	2,750.0	50 50:0	50 50:0
QLD	Flinders Highway (Julia Creek to Cloncurry) - Scrubby Creek Pavement Strengthening and Widening	34.1	2.4	36.5	80:20:0	80:20:0
QLD	Flinders Highway (Townsville - Charters Towers) Overtaking Lanes - Packages 1 and 2	26.7	6.9	33.6	80:20:0	80:20:0
QLD	Glasshouse Mountains Road (Beerburum and Palmview)	14.4	2.0	16.4	80:20:0	75:25:0
QLD	Gore Highway (Millmerran - Goondiwindi): Wyaga Creek Flood Improvement	36.2	5.7	41.9	80:20:0	80:20:0
QLD	John Peterson Bridge Upgrade, Mundubbera	20.0	7.5	27.5	80:20:0	80:20:0
QLD	Mt Lindesay Highway - Johanna Street to South Street	42.4	21.0	63.4	80:20:0	67:33:0
QLD	Peak Downs Highway (Clermont to Nebo) Wuthung Road to Caval Ridge Pavement Widening and Strengthening	28.0	9.5	37.5	80:20:0	69:31:0
QLD	Peninsula Developmental Road	152.0	68.5	220.5	80:20:0	80:20:0
QLD	Relocation of Loganlea Station	50.0	39.4	89.4	53:47:0	51:49:0
QLD	Tamborine-Oxenford Road - Howard Creek Upgrade	8.0	1.3	9.3	80:20:0	80:20:0
QLD	Toowoomba to Seymour - Gore Highway (Pittsworth to Millmerran) Road Surface Rehabilitation	14.6	4.1	18.6	80:20:0	80:20:0
QLD	Widen Bruce Highway in Brisbane (Dohles Rocks Road to Anzac Avenue)	200.0	32.0	232.0	80:20:0	80:20:0
QLD	Yeppoon Road Upgrade	64.0	21.0	85.0	80:20:0	70:30:0
SA	Flinders Link	68.3	1.2	69.5	50 50:0	50 50:0
SA	Hahndorf Township Improvements and Access Upgrade	10.0	18.8	28.8	80:20:0	80:20:0
SA	Long Valley Road Mass Action	4.8	0.5	5.3	80:20:0	80:20:0
SA	Metro Intersection Upgrade Program - Grand Junction Road/Hampstead Road Intersection Upgrade	9.5	0.5	10.0	50 50:0	50 50:0
SA	Oaklands Crossing Grade Separation at the Intersection of Diagonal and Morphett Roads	73.6	0.7	74.3	56:43:1	56:44:1
SA	Princes Highway Corridor - Shoulder Sealing	4.2	0.3	4.5	79:21:0	80:20:0
SA	Road Lighting Improvements	6.8	1.7	8.5	80:20:0	80:20:0
SA	Safety Barrier Program	8.0	0.5	8.5	80:20:0	80:20:0
SA	Sealing Local Road Approaches & Minor Junction Improvements	8.0	1.7	9.7	80:20:0	80:20:0
SA	South Eastern Freeway Upgrade	120.0	100.0	220.0	80:20:0	63:37:0
SA	South Road Upgrade (Darlington) Planning	5.5	1.4	6.9	80 5:15	100 0:0
SA	Truro Bypass	8.1	6.3	14.4	80:20:0	80:20:0
Tas.	Algona Road Grade Separated Interchange and Duplication of the Kingston Bypass	48.0	13.1	61.1	80:20:0	80:20:0
Tas.	Midland Highway - Campbell Town North (Campbell Town to Epping Forest)	37.8	32.0	69.8	70:30:0	74:26:0
Tas.	Mornington Roundabout Upgrade (GSF)	30.0	50.0	80.0	N/A	80:20:0
Tas.	Tasmanian Freight Rail Revitalisation - Tranche 3 – Port of Burnie Shiploader Upgrade	64.0	18.0	82.0	100 0:0	100 0:0
Vic.	Ballarat Intermodal Freight Hub	9.1	18.7	27.8	100 0:0	50 50:0
Vic.	Ballarat to Ouyen - Birchip-Rainbow Road - Mcloughlans Road Intersection Upgrade	2.4	1.0	3.3	100 0:0	100 0:0
Vic.	Bannockburn Township Entrance Safety Project	3.2	0.9	4.1	100 0:0	100 0:0
Vic.	Business Case for Melbourne Inland Rail Intermodal Terminal	0.5	4.3	4.8	50 50:0	50 50:0
Vic.	Cameron Lane Interchange	150.0	750.0	900.0	50 50:0	86:14:0
Vic.	Clyde Road Upgrade	250.0	27.7	277.7	100 0:0	100 0:0
Vic.	Commuter Car Park Upgrade - Frankston Line - Frankston	43.5	0.6	44.1	50 50:0	50 50:0
Vic.	Commuter Car Park Upgrades - Northern Lines	70.0	19.1	89.1	50 50:0	50 50:0
Vic.	Geelong-Portarlington Road and Wilsons Road Intersection Upgrade	2.5	0.8	3.3	50 50:0	50 50:0
Vic.	Gippsland Rail Line Upgrade	447.7	290.1	737.8	84:16:0	84:16:0
Vic.	Glennelg Highway and Eurambeen-Streatham Road Intersection Upgrade	2.4	0.1	2.5	80:20:0	50 50:0
Vic.	Green Triangle - Bridge Upgrades	9.4	6.8	16.3	100 0:0	91:9:0
Vic.	Grubb Road Upgrade, Ocean Grove	5.0	2.7	7.7	100 0:0	100 0:0
Vic.	Horsham Junction Upgrade	4.0	8.3	12.3	100 0:0	86:14:0
Vic.	Maroondah Highway and Bellara Drive Intersection Upgrade	10.0	2.7	12.7	100 0:0	100 0:0
Vic.	Midland Link Highway, Midland Highway to Magills Lane Safety Improvements	3.2	0.6	3.8	80:20:0	80:20:0
Vic.	Murray Basin Freight Rail Project (Off-Network)	334.7	73.4	408.1	72:28:0	63:37:0
Vic.	North East Link	1,750.0	3,250.0	5,000.0	11:0:0	19 81:0
Vic.	North East Rail Line Supporting Infrastructure	9.0	0.8	9.8	90:10:0	90:10:0
Vic.	Pakenham Roads Upgrade	391.5	24.2	415.7	100 0:0	100 0:0
Vic.	Princes Highway Corridor (17 projects)	49.3	41.9	91.2		
Vic.	Princes Highway East - Complete the Duplication Between Traralgon and Sale	202.6	31.1	233.7	80:20:0	80:20:0
Vic.	Shepparton Rail Line Upgrade – Stage 3	320.0	11.4	331.4	80:20:0	80:20:0
Vic.	South Geelong to Waurin Ponds Duplication	750.0	34.1	784.1	84:16:0	84:16:0
Vic.	Stawell to South Australian Border - Nhill-Jeparit Road Intersection Upgrade	1.5	1.2	2.7	100 0:0	90:10:0
Vic.	Suburban Roads Upgrades - South Eastern Roads and Northern Roads	1,140.1	437.3	1,577.4	N/A	50 50:0
Vic.	Surf Coast Highway, Reserve Road, Felix Street Intersection Improvements	1.9	0.6	2.5	50 50:0	50 50:0
Vic.	Thompson Road, North Geelong	3.7	0.3	4.0	80:20:0	80:20:0
Vic.	Various Rural Intersection Safety Upgrades	16.0	2.7	18.7	80:20:0	80:20:0
Vic.	Western Freeway realignment at Pykes Creek (Ballarat bound)	10.8	3.8	14.6	80:20:0	69:31:0
WA	Albany Highway - Kelmscott to Williams Pavement Rehabilitation and Hotham River Bridge Replacement	20.0	8.0	28.0	80:20:0	80:20:0
WA	Albany Ring Road	140.0	32.6	172.6	80:20:0	80:20:0
WA	Armadale Road Duplication – Anstey Road to Tapper Road	116.0	6.8	122.8	80:20:0	80:20:0
WA	Broome - Cape Leveque Road	52.5	11.5	64.0	80:20:0	80:20:0
WA	Bunbury Outer Ring Road (stages 2 and 3)	1,001.6	106.4	1,108.0	80:20:0	76:24:0
WA	Bussell Highway Duplication - Stages 1 and 2	68.0	32.0	100.0	80:20:0	80:20:0
WA	Exmouth Roads Package - Minilya-Exmouth Road Widening	11.2	1.8	13.0	80:20:0	80:20:0
WA	Fremantle Traffic Bridge (Swan River Crossing)	140.0	75.0	215.0	50:50:0	50 50:0
WA	Great Northern Highway Corridor (4 projects)	224.8	25.3	250.1		
WA	METRONET: Midland Station Project	157.5	42.1	199.6	49 51:0	49 51:0
WA	METRONET: Morley-Ellenbrook Line	624.8	490.7	1,115.5	49 51:0	49 51:0
WA	METRONET: Thornlie-Cockburn Link	485.0	275.0	760.0	49 51:0	49 51:0
WA	METRONET: Victoria Park-Canning Level Crossing Removal	507.5	244.7	752.2	45 55:0	46 54:0
WA	METRONET: Yanchep Rail Extension	440.0	364.0	804.0	62:38:0	56:44:0
WA	Mitchell Freeway Extension - Hester Avenue to Romeo Road	122.0	2.5	124.5	50 50:0	50 50:0
WA	Mitchell Freeway widening (Hodges Drive to Hepburn Ave)	38.0	69.0	107.0	50 50:0	50 50:0
WA	Regional State Road Safety Improvement Program	96.0	1.2	97.2	80:20:0	80:20:0
WA	Tonkin Highway Gap	232.0	20.0	252.0	80:20:0	76:24:0
WA	Toodyay Road Upgrade - Jingaling Brook to Toodyay	5.6	2.6	8.2	80:20:0	80:20:0
WA	Wanneroo Road and Joondalup Drive Interchange	38.7	4.9	43.5	61:20:19	61:22:17
WA	Wheatbelt Timber Bridge Replacement	11.2	0.8	12.0	80:20:0	80:20:0
			10,090.1			

Attachment D: New Projects (Funded through the Major Projects Business Case Fund) as part of the 2024-25 Budget

2024-25 Budget - IIP Major Projects: Major Decisions - New Projects (Funded through the Major Projects Business Case Fund)

State	Project name	Total Project Cost (\$m)	AGC (\$m)	State (\$m)	Funding Split
ACT	Canberra Light Rail - Stage 2B Planning	100.0	50.0	50.0	50:50:0
NSW	Western Sydney Freight Line Stage 1 - Final Business Case	60.0	30.0	30.0	50:50:0
NT	Duplication of Stuart Highway South of Noonamah to Katherine	4.4	3.5	0.9	80:20:0
NT	Supporting access to Darwin Port (Stuart Highway, Vanderlin and McMillans Road)	2.5	2.0	0.5	80:20:0
NT	Weddell Freeway	2.5	2.0	0.5	80:20:0
QLD	Bruce Highway - Pine River Bridge Capacity Upgrade - Plan and Preserve	30.0	15.0	15.0	50:50:0
SA	Adelaide Metropolitan Bus Fleet Decarbonisation - Planning	5.0	2.5	2.5	50:50:0
SA	Adelaide Metropolitan Rail Fleet Decarbonisation - Planning	2.0	1.0	1.0	50:50:0
SA	Riverland Network Flood Resilience Upgrades	20.0	10.0	10.0	50:50:0
Tas.	Hobart Metropolitan Bus Fleet Decarbonisation	17.0	8.5	8.5	50:50:0
WA	Westport Project Development	67.0	33.5	33.5	50:50:0
			158.0		
Total reallocations of the Major Projects Business Case Fund as part of the 2024-25 Budget			158.0		
Remaining balance of the Major Projects Business Case Fund as part as at the 2024-25 Budget			42.0		

Attachment E: New Projects (Funded through Northern Australia Roads Program Unallocated) as part of the 2024-25 Budget

2024-25 Budget - IIP Major Projects: Major Decisions - New Projects (Funded through Northern Australia Roads Program Unallocated)

State	Project name	Total Project Cost (\$m)	AGC (\$m)	State (\$m)	Funding Split
NT	Arnhem Highway Duplication - Stuart Highway to Kostka Road	80.0	64.0	16.0	80:20:0
NT	Barkly Highway Upgrades	50.0	40.0	10.0	80:20:0
NT	Stuart Highway Upgrades	50.0	40.0	10.0	80:20:0
NT	Victoria Highway Upgrades	50.0	40.0	10.0	80:20:0
WA	Great Northern Highway – Fitzroy Crossing to Gogo (Kimberley Resilience Program)	107.8	53.9	53.9	50:50:0
			237.9		
Other reallocations - not new projects or cost pressures					
QLD	Bruce Highway North Corridor Unallocated - Northern Australia Roads Program (Reallocation of NARP Unallocated)		154.5		
WA	Great Northern Highway Upgrade Ord River North Section (Stage 2) (Administrative Reallocation)		0.2		
			154.7		
Total reallocations of Northern Australia Roads Program Unallocated as part of the 2024-25 Budget			392.5		
Remaining balance of Northern Australia Roads Program Unallocated as at the 2024-25 Budget			0.0		

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SB24-000211

SUBJECT: Infrastructure Investment Program Delivery**Talking Points**

- As at August 2024, the Infrastructure Investment Program (IIP) comprises \$98.2 billion of the over \$120 billion rolling 10-year infrastructure investment pipeline (Pipeline).
- Project delivery under the IIP has previously been impacted by broader construction sector challenges as a result of global and domestic factors including skills shortages, extreme weather events and cost increases from global inflation pressures. Advice from Infrastructure Australia suggests that market capacity pressures are lessening but they will continue to be felt for some time.
- Expenditure for the IIP in 2023-24 amounted to \$11.2 billion, which was the highest amount of spend ever recorded for a financial year, with the previous highest being \$9.5 billion in 2022-23.
- Current expenditure for the IIP in 2024-25 is \$311.8 million against the total full-year allocation of \$13.5 billion. Expenditure is expected to increase throughout the year, consistent with historical trends and normal milestone payments.

Key Issues

- The IIP is the largest component of the over \$120 billion ten-year infrastructure investment pipeline.
 - the pipeline also includes:
 - \$14.1 billion for equity and loans, such as for Western Sydney International (Nancy-Bird Walton) Airport, Intermodal Terminals and Inland Rail; and
 - \$12.7 billion for other grants, such as Financial Assistance Grants (Local Roads Component) and Local Roads and Community Infrastructure.
- The underspend for the IIP in 2023-24 was \$679.9 million, against the full-year allocation of \$11.9 billion, with the underspend largely reflecting delays in states delivering projects under the IIP.
- The primary elements of the 2023-24 IIP expenditure were: Road Investment (\$7.1 billion), Rail Investment (\$2.7 billion), Roads to Recovery (\$618.6 million) and the Western Sydney Infrastructure Plan (\$446.0m).
- By jurisdiction, the highest spend was for NSW (\$3.4 billion), followed by Qld (\$2.3 billion), Vic (\$1.9 billion) and WA (\$1.9 billion).
- As at 30 September 2024, YTD 2024-25 IIP payments amounted to \$311.8 million, against a full-year allocation of \$13.5 billion. By jurisdiction, the highest spend was for WA (\$172.4 million), followed by Vic (\$70.2 million) and Qld (\$31.9 million).

Contact: §22(1)(a)(ii)**Cleared by:** Andrew Bourne, Frist Assistant Secretary**Phone:** (02) §22(1)(a)(ii)**Version Number:** 1**Date:** 16/10/2024

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- Payments to 30 September 2024 are lower than in recent years, due to the timing of states' agreements to the Federation Funding Agreement Schedule on Land Transport Infrastructure Projects (FFAS)) and the associated FFAS Funding Tables.
- **Attachment A** provides a summary of IIP expenditure over the 2016-17 to 2023-24 period, 2024-25 expenditure as at 30 September 2024 and a breakdown of major projects as at 2 October 2024.
- **Attachment B** provides a comparison of 2023-24 spend against the various 2023-24 estimates from the 2021-22 Budget to the 2024-25 Budget.

Attachments

A: IIP Expenditure Summary and Breakdown of Major Projects.

B: IIP expenditure for 2023-24 against 2023-24 estimate from 2021-22 Budget to 2024-25 Budget.

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Cleared by: Andrew Bourne, Frist Assistant Secretary

Phone: (02) §22(1)(a)(ii)

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Attachment A

IIP Expenditure: 2016-17 to 2023-24

FINAL BUDGET OUTCOME							
2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
6,190.8	6,138.2	5,750.2	5,027.7	8,828.9	7,695.9	9,457.2	11,192.2

Current IIP Expenditure for 2024-25

	Year to date (\$m)*	Remaining profile (\$m) *	Current profile (\$m)*
New South Wales	9.9	4,184.9	4,194.8
Victoria	70.2	1,777.8	1,848.0
Queensland	31.9	2,406.0	2,437.9
Western Australia	172.4	2,769.3	2,941.7
South Australia	2.8	1,036.5	1,039.4
Tasmania	0.8	418.4	419.3
Australian Capital Territory	0.0	217.7	217.7
Northern Territory	1.4	321.5	322.9
National	22.4	82.8	105.2
Total IIP	311.8	13,215.0	13,526.7

Notes: Expenditure is as at 30 September 2024. Current profile is as at August 2024.

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State Breakdown of Active Major Projects by status

Project Status	NSW	VIC	QLD	WA	SA	TAS	ACT	NT	NAT	Total
In Planning	75	27	50	16	11	16	7	5	5	212
Underway	5	17	12	7	2	0	1	3	1	48
Under Construction	37	45	32	31	23	19	6	4	4	201
TOTAL	117	89	94	54	36	35	14	12	10	461

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

Data as at 2 October 2024. Count excludes completed, cancelled and not currently proceeding projects. The above table does not include projects under Corridors, for which there are 35 Corridors, containing 212 active projects (281 projects in total (inc. completed projects)), with active project status as follows: in planning (121), under construction / underway (91).

The above counts also include funding lines for the road safety program and road maintenance funding for the National Land Transport Network.

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Cleared by: Andrew Bourne, Frist Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Infrastructure Investment Program (IIP): 2023-24 estimate (2021-22 Budget to 2024-25 Budget) against 2023-24 final spend

2023-24 estimate as it appears in given Budget/MYEFO papers. Note - as part of Budget/MYEFO and FBO publications, figures are shown as payments to the state entities only. For completeness (total IIP), payments to non-state entities and total IIP are included below. Other includes sub-programs such as: Roads to Recovery, Western Sydney Infrastructure Plan, Roads of Strategic Importance (to 2023-24 Budget only) and Urban Congestion Fund (to 2022-23 March Budget only).

2021-22 Budget vs 2023-24 Expenditure	2023-24 Estimate (\$m)	2023-24 Expenditure (\$m)	Variance (\$m)
Road Investment	7,684.3	7,057.1	627.2
Rail Investment	3,425.1	2,734.4	690.8
Other	2,887.6	1,293.4	1,594.3
Payments to state entities	13,997.0	11,084.8	2,912.2
Payments to non-state entities	24.5	107.4	-82.9
Total IIP	14,021.6	11,192.2	2,829.4

2021-22 MYEFO vs 2023-24 Expenditure	2023-24 Estimate (\$m)	2023-24 Expenditure (\$m)	Variance (\$m)
Road Investment	8,275.1	7,057.1	1,218.0
Rail Investment	3,542.2	2,734.4	807.8
Other	3,009.8	1,293.4	1,716.4
Payments to state entities	14,827.1	11,084.8	3,742.3
Payments to non-state entities	26.4	107.4	-81.0
Total IIP	14,853.5	11,192.2	3,661.3

2022-23 March Budget vs 2023-24 Expenditure	2023-24 Estimate (\$m)	2023-24 Expenditure (\$m)	Variance (\$m)
Road Investment	10,343.6	7,057.1	3,286.6
Rail Investment	4,101.4	2,734.4	1,367.1
Other	3,442.8	1,293.4	2,149.4
Payments to state entities	17,887.8	11,084.8	6,803.0
Payments to non-state entities	41.1	107.4	-66.3
Total IIP	17,928.9	11,192.2	6,736.7

2022-23 October Budget vs 2023-24 Expenditure	2023-24 Estimate (\$m)	2023-24 Expenditure (\$m)	Variance (\$m)
Road Investment	8,596.1	7,057.1	1,539.1
Rail Investment	3,498.1	2,734.4	763.7
Other	2,013.4	1,293.4	720.0
Payments to state entities	14,107.6	11,084.8	3,022.8
Payments to non-state entities	117.8	107.4	10.5
Total IIP	14,225.4	11,192.2	3,033.2

2023-24 Budget vs 2023-24 Expenditure	2023-24 Estimate (\$m)	2023-24 Expenditure (\$m)	Variance (\$m)
Road Investment	8,240.3	7,057.1	1,183.2
Rail Investment	3,812.3	2,734.4	1,077.9
Other	2,136.7	1,293.4	843.3
Payments to state entities	14,189.3	11,084.8	3,104.4
Payments to non-state entities	166.8	107.4	59.4
Total IIP	14,356.1	11,192.2	3,163.8

2023-24 MYEFO vs 2023-24 Expenditure	2023-24 Estimate (\$m)	2023-24 Expenditure (\$m)	Variance (\$m)
Road Investment	8,427.0	7,057.1	1,370.0
Rail Investment	2,829.9	2,734.4	95.5
Other	1,510.2	1,293.4	216.8
Payments to state entities	12,767.2	11,084.8	1,682.3
Payments to non-state entities	189.3	107.4	81.9
Total IIP	12,956.5	11,192.2	1,764.3

2024-25 Budget vs 2023-24 Expenditure	2023-24 Estimate (\$m)	2023-24 Expenditure (\$m)	Variance (\$m)
Road Investment	7,392.2	7,057.1	335.1
Rail Investment	2,888.5	2,734.4	154.1
Other	1,411.2	1,293.4	117.8
Payments to state entities	11,691.8	11,084.8	607.0
Payments to non-state entities	179.2	107.4	71.9
Total IIP	11,871.1	11,192.2	678.9

2024-25 Budget (Revised ¹) vs 2023-24 Expenditure	2023-24 Estimate (\$m)	2023-24 Expenditure (\$m)	Variance (\$m)
Road Investment	7,392.2	7,057.1	335.1
Rail Investment	2,888.5	2,734.4	154.1
Other	1,412.2	1,293.4	118.9
Payments to state entities	11,692.9	11,084.8	608.1
Payments to non-state entities	179.2	107.4	71.9
Total IIP	11,872.1	11,192.2	679.9

1 - Change from 2024-25 Budget related to Movement of Funds for Roads to Recovery - NT (\$1.081m moved from 2022-23 to 2023-24).

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SB24-000212

SUBJECT: QLD Infrastructure Investment (Road and Rail)**2024-25 BUDGET**

- As part of the 2024-25 Budget, the Australian Government is providing \$2.5 billion to Queensland over the next 10 years under the Infrastructure Investment Program for new and existing projects. This includes:
 - \$192 million for new projects
 - \$2.3 billion in additional funding for existing projects
- Project specific information is at **Attachment A**.
- The total government commitment to Queensland, over the 10 years from 2024-25, is \$21.7 billion which includes additional funding for road maintenance (\$98.0 million from 2024-25 to 2027-28), as reflected in the Federation Funding Agreement Schedule on the Land Transport Infrastructure Projects (2024 - 2029) Funding Table. This includes 94 active projects and 11 corridors.
- Queensland will receive more funding over the forward estimates as compared to 2023-24 MYEFO.

2024-25 MYEFO

- We are unable to confirm any requests for new projects or additional funding for existing projects through the upcoming 2024-25 MYEFO. This is a matter for government and announcements will be made as part of MYEFO.

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: 2023-24 MYEFO (\$b)	Period	Investment: 2024-25 Budget (\$b)	Investment: August 2024 (\$b)	Net change: 2023-24 MYEFO vs 2024-25 Budget (\$b)
2024-25	2.8	2024-25	2.4	2.4	-0.4
Forward Estimates (2023-24 to 2026-27)	11.3	Forward Estimates (2024-25 to 2027-28)	11.7	11.8	0.6
10 Year Investment (2023-24 to 2032-33)	21.7	10 Year Investment (2024-25 to 2033-34)	21.6	21.7	0.0

* Note: Figures may not sum due to rounding. August 2024 update includes additional road maintenance funding.

Contact: Bill Brummitt

Cleared by: Andrew Bourne

Phone: (02) s22(1)(a)(ii)

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SB24-000212

2023-24 Final Budget Outcome (\$m)		
Budget [^] *	Actual	Underspend [#]
2,324.7	2,288.7	35.9

* As at the 2024-25 Budget

* Underspends will be re-profiled into 2024-25 and beyond as part of the 2024-25 MYEFO update

Payments (\$m)	Current Year [^] (\$m)	Forecasts [^] (\$m)				
		2025-26	2026-27	2027-28	2028-29 to 2033-34	Total 10 year
2024-25 Paid to Date*	2024-25					
31.9	2,437.9	3,189.7	3,356.9	2,847.2	9,848.8	21,680.6

* Payments and Actuals as at September 2024

[^] Current Year and Forecasts as at August 2024

IIP: Active Projects (as at 30 September) *

In Planning <i>Construction projects in planning or development phase</i>	50 projects Key projects in planning in 2024-25 include: <ul style="list-style-type: none"> • Logan and Gold Coast Faster Rail • Direct Sunshine Coast Rail Line • Beerburrum to Nambour Rail Upgrade • Queensland Beef Roads • Captain Cook Highway – Cairns to Smithfield
Underway <i>Planning projects that are active</i>	12 projects Key projects underway in 2024-25 include: <ul style="list-style-type: none"> • SEQ Growth/ Brisbane Olympic and Paralympic Games 2032 – Business Case Development
Under Construction <i>Construction projects that are active</i>	32 projects

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Cleared by: Andrew Bourne

Phone: (02) s22(1)(a)(ii)

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	<p>Key projects under construction in 2024-25 include:</p> <ul style="list-style-type: none"> • Bruce Highway – Rockhampton Ring Road • Bowen Basin Service Link – Walkerston Bypass • Yeppoon Road Upgrade • Coomera Connector Stage 1 (Coomera to Nerang) • Brisbane Metro
<p>Completed <i>Construction or planning project that is complete</i></p>	<p>37 projects</p> <p>Key projects completed in 2023-24 include:</p> <ul style="list-style-type: none"> • Peak Downs Highway (Clermont to Nebo) Wuthung Road to Caval Ridge Pavement Widening and Strengthening • Urraween/Boundary Road Extension, Hervey Bay

* This table excludes projects allocated to Corridors. The above table is for IIP Major Projects only and excludes smaller projects under programs such as Roads to Recovery, Black Spot Projects, Bridges Renewal, Heavy Vehicle Safety and Productivity and Safer Local Roads and Infrastructure Program.

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Cleared by: Andrew Bourne

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Corridor	Number of associated projects	Total AGC* including unallocated (\$m)
Bruce Highway South	22	5,614.0
Bruce Highway Central	20	1,568.0
Bruce Highway North	17	1,851.9
Bruce Highway Safety Package	4	1,353.1
Bruce Highway Total	63	10,387.0
M1 Pacific Motorway	7	1,676.3
Warrego Highway	4	470.4
Central West	28	453.5
Cunningham Highway	4	170.0
Outback Way	1	146.0
Gore Highway	3	86.2
Cape York	4	480.5

* Table as at 2024-25 Budget

Attachments

A – 2024 Budget Outcomes (New projects and projects with additional funding)

Contact: Bill Brummitt

Cleared by: Andrew Bourne

Phone: (02) s22(1)(a)(ii)

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Attachment A**2024-25 Budget**

Queensland received \$2,530,016,000 in Australian Government funding for new projects and in additional funding to existing projects and programs.

The following new projects received Australian Government funding:

Project Name	Total Australian Government Funding (\$)
Warrego Highway - Mt Crosby Road Interchange upgrade	134,500,000
Warrego Highway - Bremer River Bridge (Westbound) Strengthening	42,500,000
Bruce Highway - Pine River Bridge Capacity Upgrade - Plan and Preserve	15,000,000
Total	192,000,000

The following projects received additional Australian Government funding:

Project Name	Additional Australian Government Funding (\$)
Direct Sunshine Coast Rail Line	1,150,000,000
Coomera Connector Stage 1 (Coomera to Nerang)	431,650,000
Beerburrum to Nambour Rail Upgrade	226,700,000
Relocation of Loganlea Station	39,380,000
Bowen Basin Service Link - Walkerston Bypass	32,550,000
Mt Lindesay Highway - Johanna Street to South Street	21,000,000
Yeppoon Road Upgrade	21,000,000
John Peterson Bridge Upgrade, Mundubbera	7,456,000
Glasshouse Mountains Road (Beerburrum and Palmview)	2,000,000
Coomera Station commuter car park, Coomera	1,960,000
Tamborine-Oxenford Road - Howard Creek Upgrade	1,280,000
Beaudesert Beenleigh Road (Beaudesert and Wolffdene)	1,100,000
Peak Downs Highway (Clermont to Nebo) Wuthung Road to Caval Ridge Pavement Widening and Strengthening	9,500,000
Bruce Highway South Corridor	236,060,000
<i>Bruce Highway - Pine River to Caloundra Road Smart Motorways (Stage 2)</i>	
<i>Widen Bruce Highway in Brisbane (Dohles Rocks Road to Anzac Avenue)</i>	
<i>Bruce Highway - Deception Bay Road Interchange Upgrade</i>	
<i>Bruce Highway - Cooroy to Curra - Section D</i>	
<i>Bruce Highway - Maroochydore Road and Mons Road Interchanges Upgrade</i>	
<i>Bruce Highway - Linkfield Road Overpass</i>	
Cape York Corridor	68,500,000

Contact: Bill Brummitt

Cleared by: Andrew Bourne

Phone: (02) s22(1)(a)(ii)

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<i>Peninsula Developmental Road</i>	
Bruce Highway North Corridor	61,680,000
<i>Bruce Highway – Cairns Southern Access – Stage 3 – Edmonton to Gordonvale</i>	
<i>Bruce Highway – Townsville Northern Access Intersections Upgrade</i>	
<i>Bruce Highway – Cairns Southern Access Corridor – Robert Road to Foster Road</i>	
<i>Bruce Highway – Gairloch Floodway – improved flood immunity</i>	
Central West Corridor	14,888,000
<i>Capricorn Highway and Gregory Highway Intersection Upgrade (Emerald)</i>	
<i>Flinders Highway (Julia Creek to Cloncurry) - Scrubby Creek Pavement Strengthening and Widening</i>	
<i>Flinders Highway (Townsville - Charters Towers) Overtaking Lanes - Packages 1 and 2</i>	
Gore Highway Corridor	9,792,000
<i>Toowoomba to Seymour - Gore Highway (Pittsworth to Millmerran) Road Surface Rehabilitation</i>	
<i>Gore Highway (Millmerran - Goondiwindi): Wyaga Creek Flood Improvement</i>	
Cunningham Highway Corridor	1,520,000
<i>Cunningham Highway - Safety Package</i>	
Total	2,338,016,000

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SB24-000213

SUBJECT: 2032 Games – Brisbane Arena**Talking Points**

- The Australian Government is investing up to **\$2.5 billion** in the Brisbane Arena (the Arena) project, a key venue for the Brisbane 2032 Olympic and Paralympic Games (the 2032 Games).
- The Australian and Queensland Governments are committed to working closely to progress the project and ensure value for money, and understand the importance of community consultation in making decisions.

Joint Business Case (JBC)

- The Australian and Queensland Governments are developing a JBC for the Arena project to inform the final investment decision.
- The Queensland Government is targeting JBC completion in the first half of 2025.

Key Issues*Timeline for Brisbane Arena JBC*

- The Australian and Queensland Governments are currently investigating the North Roma Street Parklands as the site for Arena, and are developing a JBC.
- The JBC is expected to be completed in the first half of 2025 for a government investment decision

Health Check and Gateway Review

- As a part of the assurance processes for the Arena project, an Interim Gate 2 review (referred to as a “health check”) is being undertaken on the JBC.
- This health check seeks to:
 - review the analysis and justification for the new project location; and
 - identify risks for delivering a JBC for investment decision.
- The outcomes and recommendations from this will help inform the subsequent Gate 2 review ‘Readiness for Market’ to be held in November 2024.

Transport impacts

- The JBC will investigate connectivity matters relating to the Roma Street Parklands Site, including pedestrian access and efficiency of road access for back-of-house logistics.
- All of the connecting main roads (including College Road and Countess Street) are existing and are not envisaged to require major reconstruction.

Contact: s22(1)(a)(ii)**Cleared by:** Bill Brummitt, Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 0.1**Date:** 08/10/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt/ s22(1)(a)(ii)

SB24-000213

Ensuring the government's funding share does not exceed 50%

- The government's funding is subject to a 50/50 funding split across the 2032 Games venue infrastructure program.
- The \$2.7 billion Gabba redevelopment project was to be fully funded by Queensland, representing Queensland's balance to the Australian Government's contribution to the Arena.
- Queensland has chosen to not proceed with the Gabba redevelopment and instead investigate upgrades to the Queensland Sports and Athletics Centre (QSAC) and Suncorp Stadium and replacing the Gabba re-build with a more modest venue enhancement.
- Although there are some indicative costs for QSAC, Suncorp and the Gabba rebuild in the public domain, these need to be better developed and understood to ensure the 50/50 funding split across the program is maintained.
- We are aware that the Queensland Opposition Leader, the Hon David Crisafulli MP, is strongly opposed to upgrading the QSAC stadium.

Private investment for the Arena project

- There have been media reports suggesting that private investment into 2032 Games venues, including the Brisbane Arena, could be a viable option to finance these projects.
- A private public partnership (PPP) model for the Arena will be considered as a part of potential delivery models within the JBC.

Infrastructure Australia review of the Arena project

- The review of social infrastructure projects is now part of the remit of Infrastructure Australia (IA).
- The Intergovernmental Agreement (IGA) was established before the amendments to IA's legislation, and puts in place rigorous, self-contained arrangements to provide a high level of assurance over the project (similar to what IA would provide), including review under the Queensland Gateway Review process and independent health checks.
- We have also established arrangements to second relevant expertise to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts from IA and engage the services of an expert commercial advisor to support the government.
- With these arrangements already agreed with Queensland, and given their success to date, there is little value in creating further project delays by seeking IA review.

Contact: s22(1)(a)(ii)

Cleared by: Bill Brummitt, Assistant Secretary

Phone: s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

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SB24-000214

SUBJECT: 2032 Games – Minor Venues Program**Talking Points**

- In the 2023-24 Budget, the Australian Government committed to a capped investment of up to \$935 million to the Minor Venues Program for the Brisbane 2032 Olympic and Paralympic Games (the 2032 Games).
- The Australian Government is working with the Queensland Government to achieve optimal outcomes and value for money for every venue in the Minor Venues Program underpinned by robust stakeholder engagement and community consultation.
- The Australian and Queensland Governments executed a revised Minor Venues Program Federation Funding Agreement (MVP FFA) on 12 September 2024.
- On 8 October 2024, \$27.8 million was paid to Queensland for the completion of the first PVR milestone (completing the PVR) for the first 5 projects.
- 6 projects with approved PVRs have now commenced procurement: Sunshine Coast Stadium upgrade, Barlow Park upgrade, and the new Sunshine Coast, Chandler, Moreton Bay and Logan Indoor Sports Centres.
- In a heated market the key focus in procurement is on achieving value for money and delivering legacy outcomes; delivery will occur years before the Games.
- Construction is due to commence around mid-2025 and will run through till late-2028 as venues are delivered in a staged approach ahead of the Games.

Key Issues*Implementation of the Minor Venues Program*

- The Minor Venues Program (MVP) has shifted significantly from planning into the procurement phase, with 8 projects announced and 6 of those projects in procurement representing more than \$925 million of opportunities for the market.
- The next steps for the MVP include the completion of the remaining Project Validation Reports (PVRs) and progressing the transition to procurement and delivery for approved projects.
- Strong assurance mechanisms remain in place for the Commonwealth's venue infrastructure investment through the Intergovernmental Agreement (IGA); including a commitment to demonstrate value for money and optimise delivery of projects in time for the Games.

Contact: s22(1)(a)(ii)**Cleared by:** Bill Brummitt, Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 01**Date:** 10/10/2024

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SB24-000214

- The Commonwealth maintains oversight and involvement through representation in the two levels of governance for the MVP, including Project Control Groups and the MVP Executive Steering Committee.

MVP FFA and commencement of payments

- The Australian and Queensland Governments executed the MVP FFA on 14 June 2024, which included the first 5 projects with approved PVRs including Sunshine Coast Stadium, Sunshine Coast Indoor Sports Centre, Sunshine Coast Mountain Bike Centre, Chandler Indoor Sports Centre and Brisbane Aquatic Centre.
- The MVP FFA was updated on 12 September 2024 to include Moreton Bay Indoor Sports Centre and the Barlow Park Stadium.

Venue sensitivities

- Due to the delay of contract award for Sunshine Coast Stadium, Sunshine Coast Council has elected to keep the stadium open for an additional 12 months to September 2025. This will provide certainty for impacted tenants and user groups.
 - with tender negotiations continuing, early works are currently expected to commence from around mid-2025, with a target for the upgraded stadium to be delivered before the 2028 winter sports season.
- Australian Government investment decisions for Redland Whitewater Centre and Wyaralong Flatwater Centre are not expected until Queensland can demonstrate adequate support for the projects and resolution of key issues.
- Planning is continuing for the Brisbane Indoor Sports Centre, including the resolution of a viable site option and the consideration of a separate para-sports facility.

If asked: Why has the Sunshine Coast Stadium tender, which went out in May 2024, not been awarded?

- Procurement for significant infrastructure is a complex and time-consuming process, and the Games Venue and Legacy Delivery Authority (GVLDA) is working closely with tenderers to ensure a fit-for-purpose and value-for-money stadium is delivered.
- GVLDA is working towards appointing a Managing Contractor for the Sunshine Coast Stadium upgrade following the Queensland election.
- With tender negotiations continuing, early works are currently expected to commence around mid-2025, with a target for the upgraded stadium to be delivered before the 2028 winter sports season.
- GVLDA is not anticipating a substantial delay to the construction completion date.

Contact: ^{s22(1)(a)(ii)}

Cleared by: Bill Brummit, Assistant Secretary

Phone: ^{s22(1)(a)(ii)}

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SB24-000214

If asked about Toowoomba Sports Ground not proceeding

- Queensland's 60-day Sport Venue Review recommended not to proceed with the Toowoomba Sports Ground project due to the constrained nature of the site and the lack of strong legacy outcomes for Toowoomba.
- As with all projects over \$10 million, the Australian Government's final investment decision was based on the completed PVR and supported the decision taken by Queensland.
- Any alternative venue proposals are a matter for the Queensland Government to consider.
- Australian Government funding for the MVP is only for the specific projects defined in Annexure A to Schedule A of the IGA.

Transport

- Information on Queensland land transport infrastructure projects can be found in QLD Infrastructure Investment (Road and Rail) (**SB24-000212**).

If asked: Budget and schedule

- The government is providing a capped contribution of up to **\$935 million** to the MVP.
- The cost and schedule for each venue is determined through the PVR process and outlined in the MVP FFA.

Attachments

A: Minor Venues Program Summary

B: Minor Venues Program Federation Funding Agreement

Contact: s22(1)(a)(ii)

Cleared by: Bill Brummit, Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 01

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Attachment A

Minor Venues Program Summary**Minor Venues Program Facts**

- AG contribution capped at **\$935 million**
- Project costs to be finalised through the PVR
- PVR threshold is above \$10 million
- 8 projects have approved PVRs and 6 projects have commenced procurement
- No risk to the 2032 readiness of projects
- Consistent with good project management, the MVP contains program contingency should project costs increase.

	Venue Name	Project status detail	Progress
1	Brisbane Indoor Sports Centre (formally known as Breakfast Creek) - New	s47B(a) Brisbane City Council's involvement as a venue operator to be determined once location and scope is confirmed.	In planning PVR: due Q4 2024
2	Chandler Indoor Sports Centre (New) and Precinct Works - Upgrade	Contract award is likely to be delayed as a range of options are being worked through with Queensland to determine next steps. Works to upgrade the precinct will ensure the site is accessible to all users. Environmental concerns will be resolved through referral to the <i>EPBC Act</i> .	Under procurement PVR: completed Q3 2023 MVP FFA Schedule: listed Construction: expected in 2025
3	Logan Indoor Sports Centre - New	Logan City Council (LCC) and a local First Nations Kindergarten (current tenant) have signed a 5-year MOU for the Kindergarten to relocate to alternative premises at the end of 2025 and are working with Queensland to manage any associated impacts. LCC have proposed self-funded scope enhancements which are yet to be confirmed. Environmental concerns will be resolved through referral to the <i>EPBC Act</i> .	Under procurement DBC: completed Q3 2024 MVP FFA Schedule: not yet listed Construction: expected in 2026
4	Moreton Bay Indoor Sports Centre - New	Approved PVR includes increased project scope as recommended by the Miles' 60-day Review and the venue is approved to host additional sports for the 2032 Games. Environmental concerns will be resolved through referral to the <i>EPBC Act</i> .	Under procurement PVR: completed Q2 2024 MVP FFA Schedule: listed Construction: expected in 2025
5	Redland Whitewater Centre - New	s47B(a) Environmental concerns will be resolved through referral to the <i>EPBC Act</i> . While there is support among rowing stakeholders for hosting 2032 Games whitewater events in Penrith, NSW as an alternative, the PVR highlights the potential legacy use of the Redlands facility as a training facility for emergency services.	In planning PVR: completed Q3 2024
6	Sunshine Coast Indoor Sports Centre - New	GVLDA is working closely with tenderers as part of the tender negotiation process to ensure a fit-for-purpose and value-for-money facility. A range of options are being worked through with Queensland to determine next steps and mitigate impacts.	Under procurement PVR: completed Q3 2023 MVP FFA Schedule: listed Construction: 2025

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7	Anna Meares Velodrome and BMX track - Upgrade	Nil	Not started PVR: N/A (below financial threshold)
8	Barlow Park (Cairns) - Upgrade	On 26 September 2024, the Queensland Government announced \$5 million in funding to relocate Cairns Meals on Wheels in mid-2025 from Barlow Park to new premises.	Under procurement PVR: completed Q3 2024 MVP FFA Schedule: listed
9	Brisbane Aquatic Centre - Upgrade	Two aquatic venues are required for the 2032 Games (at both the Brisbane Aquatic Centre and the Brisbane Arena) to accommodate different aquatic disciplines – the Brisbane Aquatic Centre will host the diving and water polo preliminaries and the Arena will host the swimming events.	Under procurement PVR: completed Q3 2023 MVP FFA Schedule: listed Construction: 2026 - 2027
10	Brisbane International Shooting Centre - Upgrade	Miles' 60-day Review and Queensland response propose to proceed with further investigations for community consultation.	Not started PVR: to commence in 2025
11	Queensland Tennis Centre - Upgrade	GVLDA is investigating the requirements for this venue which should address the findings by the Miles' 60-day Review to further examine Games requirements for the facility.	Not started PVR: N/A (below financial threshold)
12	Sunshine Coast Mountain Bike Centre - Upgrade	A legal challenge against the Sunshine Coast Council from a landowner contesting land acquisition has been resolved.	Announced PVR: completed Q3 2023 MVP FFA Schedule: listed Construction: 2025 - 2028
13	Sunshine Coast Stadium - Upgrade	GVLDA is working closely with tenderers as part of the tender negotiation process to ensure a fit-for-purpose and value-for-money stadium is delivered. The contract will be awarded after the Queensland State election. This delay means the stadium can remain open for a further 12 months, until late September 2025, and continue to operate as the premier venue for sport, leisure and entertainment on the Sunshine Coast, so that Council and user groups are less impacted. Early works are now expected to commence from mid-late 2025, with a target for the upgraded stadium to be delivered before the 2028 winter sports season.	Under procurement PVR: completed Q3 2023 MVP FFA Schedule: listed Construction: 2025
14	Toowoomba Sports Ground - Upgrade	Miles' 60-day Review and Queensland response propose not to proceed and instead consider other events to be held in the region Alternative sports (i.e. equestrian proposal) for alternative venues are a funding matter for Queensland.	PVR: completed Q2 2024
15	Wyaralong Flatwater Centre & Precinct - Upgrade	Satellite accommodation facilities are being considered to mitigate the travel time from Brisbane city to the venue in response to criticism from sporting stakeholders. Environmental concerns will be resolved through referral to the EPBC Act.	In planning PVR: completion Q3 2024
16	International Broadcast Centre – Temporary	GVLDA is investigating the requirements for this venue given it is temporary.	Not started PVR: not commenced
	General allowance for minor upgrades to existing competition and training venues	Nil	Not started PVR: N/A (below financial threshold).

Minor Venues Program

FEDERATION FUNDING AGREEMENT - INFRASTRUCTURE

Table 1: Formalities and operation of schedule	
Parties	Commonwealth of Australia (Commonwealth) State of Queensland (Queensland)
Duration	<p>This Schedule will commence on the date that the last party signs this Schedule and will cease upon expiry of the Brisbane 2032 Olympic and Paralympic Games Intergovernmental Agreement (Brisbane 2032 IGA) unless the parties agree in writing to an earlier date.</p> <p>Any provisions of this Schedule dealing with confidentiality, legacy and/or post 2032 Games use and/or disposal will continue to operate in accordance with the terms set out in the Brisbane 2032 IGA (clause 4).</p>
Purpose	<p>This Schedule will support the delivery of the venue infrastructure projects outlined in the Brisbane 2032 IGA within the Minor Venues Program and provides for the Australian Government's capped financial contribution of up to \$935.0 million to this program.</p> <p>In entering into this Schedule, the Commonwealth and Queensland recognise they have a mutual interest in achieving the intended outcome of this funding, which is supporting the planning and delivery of sporting and community venues identified in Schedule A to the Brisbane 2032 IGA (noting that venues may be operational before Brisbane 2032 officially commences).</p>
Related Documents	<p>In accordance with clauses 5 and 6 of the Brisbane 2032 IGA, this Schedule must also be read in conjunction with, amongst other things, the Brisbane 2032 IGA and the associated Schedule A on venue infrastructure.</p> <p>Clause 10(f) of the Brisbane 2032 IGA and clause 13 of the Federation Funding Agreement - Infrastructure outline the order of precedence in the event of any inconsistencies between related documents.</p> <p>The Brisbane 2032 IGA outlines projects eligible for funding (unless agreed in writing between the Commonwealth and Queensland) and projects over \$10 million must have a Commonwealth-approved Project Validation Report (PVR) or Business Case, prior to being added to this schedule.</p>

Financial contributions	<p>The Commonwealth will provide a total capped financial contribution to Queensland of up to \$935.0 million in respect of this Schedule.</p> <p>Commonwealth contributions will be provided upon the achievement by Queensland of project milestones. Payments to Queensland will be made quarterly in arrears for project milestones met during the preceding quarter per Table 2 (or as otherwise agreed between the Commonwealth and Queensland). Table 3 of this Schedule reflects the estimated allocation of the total capped financial contribution of up to \$935.0 million across the expected project milestones, and such allocation may be adjusted by agreement.</p>
Terms of Commonwealth contributions	<p>Commonwealth contributions may only be used for in-scope activities agreed within the approved PVR for each project (or as agreed in writing by the Commonwealth from time to time)(In-Scope Costs).</p> <p>For clarity, under this Schedule the Commonwealth is not responsible for:</p> <ul style="list-style-type: none"> • any In-Scope Costs in excess of \$935.0 million, in accordance with clause 14 of Schedule A to the Brisbane 2032 IGA. • any costs other than In-Scope Costs; and • any of the following kinds of costs: <ul style="list-style-type: none"> ○ operating costs of a venue; ○ matters that fall under the responsibility of the Brisbane 2032 Organising Committee, such as temporary overlays; ○ transport projects or interfaces, as these will be funded by Queensland or administered in accordance with clause 11(f) of the Brisbane 2032 IGA, unless agreed by both parties to be integral to the venue, as identified within the PVR; ○ any payments made by or to be made by Queensland to the Commonwealth (and other indemnified parties) under any deed of indemnity entered by the Parties pursuant to clause 12(i) of Schedule A to the Brisbane 2032 IGA; and ○ costs for land contributed to a project that is not Third Party Land, in accordance with clause 16 of Schedule A to the Brisbane 2032 IGA.

Third party contributions, including from local governments, the private sector and other non-government organisations, are to be encouraged and reported to the Commonwealth through the governance forums and recorded in Table 3 of this Schedule (where possible) or in project milestone reports to allow Commonwealth consideration.

The Commonwealth will consider proposals for third party participation using a value for money framework, which can be satisfied by either cost savings or improved outcomes (including enhanced Project Scope) at an equivalent cost.

Queensland will be required to apply the following environmental and participation policy targets through the procurement (i.e. tender requirements and contract conditions) of the project:

- Queensland Government procurement with Aboriginal and/or Torres Strait Islander businesses to be 3 per cent of 'addressable spend';
- ensure opportunities for Indigenous participation (employment) are pursued using a method consistent with the Infrastructure Investment Program;
- source at least 30 per cent of procurement by value from Queensland 'small and medium enterprises' and maximise opportunities for Australian businesses more generally;
- target a 6 star Green Star Building Rating, or alternative Environmentally Sustainable Design pathway when 6 star Green Star Rating is not appropriate;
- target zero net waste and 100 per cent renewable electricity and fuel use for construction phases and deliver assets that achieve the same in operation; and

in line with the Australian Skills Guarantee and Queensland Government Building and Construction Training Policy:

- target a minimum of 6 per cent of apprentice and trainee labour hours and a minimum of 4 per cent of trade apprentice and trainee labour hours are undertaken by women (targets increasing by 1 per cent each financial year to 2030-31);
- Preparation of Gender Equality Action Plans (for projects valued at or over \$100 million); and
- target a minimum percentage of the total labour hours to be undertaken by apprentices and/or trainees and through other workforce training:

	<ul style="list-style-type: none"> ○ 10 per cent for projects valued between \$10 million and \$100 million; and ○ 15 per cent for projects valued over \$100 million. <p>Where flexibility in cashflow is required in the sequencing of projects in the Minor Venues Program, it is the Commonwealth's expectation that Queensland utilises its own project contribution in the first instance, prior to seeking movement of funds within the Commonwealth's capped contribution of up to \$935.0 million which may require further approvals.</p>
Special conditions: Value realisation after Brisbane 2032	<p>Clauses 19 to 21 of Schedule A to the Brisbane 2032 IGA apply to this Schedule.</p> <p>As per clause 20, Queensland can undertake a sale, transfer or long-term lease of a venue and/or land (within the Minor Venues Program) to a Queensland authority without approval from the Commonwealth, however, the authority or corporation will not undertake a subsequent transaction referred to in clause 19 within the relevant 25 year period without approval from the Commonwealth.</p>
Role of Queensland	<p>In addition to obligations outlined under the Federation Funding Agreement - Infrastructure, and for avoidance of doubt, Queensland will be responsible for:</p> <ul style="list-style-type: none"> • ensuring development and delivery of all aspects of the project outputs set out in this Schedule; • achievement of project milestones; • reporting on the delivery of outcomes and outputs as set out in Table 3 and consistent with the Commonwealth's reasonable requirements which will be outlined by the Commonwealth to Queensland from time to time and may vary throughout the project life cycle; and • ensuring that only a builder or builders accredited under the Australian Government Work Health and Safety Accreditation Scheme, where applicable, is contracted, and providing the necessary assurances to the Commonwealth.
Governance	<p>Consistent with the terms of the Brisbane 2032 IGA and the assurances agreed by correspondence between the Queensland Minister for State Development and Infrastructure and the Commonwealth Minister for Infrastructure, Transport, Regional Development and Local Government.</p>

Ongoing reporting	<p>Queensland is responsible for provision of project milestone reports and meeting ongoing reporting requirements in order for the Commonwealth to approve payments.</p> <p>Queensland will provide the Commonwealth with quarterly reports for the Minor Venues Program containing updates on project activity, evidence for project milestones achieved in the relevant period against agreed milestone description, total expenditure on projects and other relevant project data and statistics including progress against participation and environmental policies, including the Australian Skills Guarantee. Cashflow projections and scheduling updates will be updated by Queensland on 1 February and 1 October each year until the expiration of this Schedule.</p> <p>Independent gateway review assurance to be provided throughout the duration of the project as agreed by both parties and consistent with the terms of the Brisbane 2032 IGA.</p> <p>Queensland will provide updates to the Commonwealth as soon as practical once it is aware of any issues (such as budget overruns, project delays and stakeholder concerns) which should occur through the established governance forums on each of the projects or direct contact with Commonwealth. It is expected that reasonable notice will be provided to the Commonwealth if Queensland gains knowledge of or expects any of the above issues to arise, to ensure the Commonwealth, where possible, has the opportunity to suggest an appropriate mitigation strategy for any risks and next steps.</p> <p>Queensland is responsible for facilitating Commonwealth representative's participation in governance forums for updates on the procurement, construction, and operation of the Minor Venues Program.</p> <p>Queensland will maintain records of the acquittal of all funds received from the Commonwealth under this Schedule sufficient to verify that such funds have not been used in a manner contrary to agreed fund usage.</p>
Variations	<p>If a project is approved for delivery for less than the agreed estimated cost, the variance will be retained within the Minor Venues Program as program contingency. The allocation of program contingency, to existing or new projects, will be decided between the parties on a case-by-case basis.</p> <p>If a project is delivered with savings, Queensland must report this to the relevant governance forums and through the biannual updated cashflows (see Table 2) and work with the Commonwealth to agree a reallocation of the savings.</p>

	<p>Variations to this Schedule, including to project milestones, project budgets and to include additional projects, may, by written agreement, be made by the relevant parties from time to time.</p> <p>Movement of funds between financial years within the Minor Venues Program are subject to Commonwealth consideration on a case-by-case basis.</p>
General allowance for minor upgrades to existing competition and training venues	<p>A Minor Upgrades Project Board (comprising Commonwealth and Queensland representation) will be constituted to establish appropriate governance around the general allowance for minor upgrades to existing competition and training venues referenced at Annexure A to Schedule A of the Brisbane 2032 IGA.</p> <p>This Board will determine relevant assessment criteria for the full spectrum of projects within this general allowance, from new projects to minor upgrades at training venues, and provide recommendations for the inclusion of projects, subject to approval by the Commonwealth.</p>
Public recognition of the Commonwealth's contribution	Consistent with the terms of the Brisbane 2032 IGA.
Post Completion reports	<p>The Post Completion Report, using Infrastructure Australia's Assessment Framework Stage 4: Post completion review (or future iteration) for the program, to be provided within 12 months of program completion with an initial response from the Commonwealth within 30 days of receiving the report. The report must include the following elements:</p> <ul style="list-style-type: none"> • analysis of project delivery in accordance with the Project Scope, schedules, costs and realisation of risk; • capturing of economic impact data including employment data (including diversity); • achievement of environmental and participation policies outlined in the Brisbane 2032 IGA and agreed through program governance, including metrics achieved for target 6 star Green Star Rating where appropriate, and the Australian Skills Guarantee; and • where available, statistics demonstrating progress toward and/or achievement of sporting and legacy benefits.
Glossary	In addition to the defined terms set out in clause 40 of the Brisbane 2032 IGA, the following terms contained within this Schedule are defined as follows:

	<ul style="list-style-type: none"> • 'Australian Skills Guarantee' means the Department of Employment and Workplace Relations' skills and training initiative and corresponding targets under the Australian Government's Secure Australian Jobs Plan; • 'addressable spend' has the meaning given to it in the Queensland Indigenous (Aboriginal and Torres Strait Islander) Procurement Policy; • 'Environmentally Sustainable Design' means building design that seeks to improve performance, reduce environmental impacts, resource use and waste and create healthy environments for occupants; • 'Gender Equality Action Plan' means a plan outlining how targets for women will be achieved and sustained under the Australian Skills Guarantee; • 'Green Star Building Rating' means the Green Star rating system administered by the Green Building Council of Australia; • 'Federation Funding Agreement - Infrastructure' means the federation funding agreement between the Commonwealth and the States and Territories for the contribution to the delivery of initiatives in the infrastructure sector; • 'Infrastructure Investment Program' means the Australian Government land transport infrastructure pipeline; • 'Long-term lease' means a duration of 25 years or greater; • 'Third Party Land' has the meaning given to it in clause 16 of Schedule A to the Brisbane 2032 IGA; • 'Queensland authority' means a state or local government administrative body, government body, department or agency in the State of Queensland; • 'Queensland Government Building and Construction Training Policy' means the Queensland Department of Youth Justice, Employment, Small Business and Training's skills and training initiative and corresponding targets; • 'Minor upgrade' means an eligible project with a Commonwealth contribution of \$5.0 million or less, which shall be exempt from the development of a PVR; • 'Post Completion Report' means a report of project outcomes as described by Infrastructure Australia's Assessment Framework Stage 4 or other suitable framework agreed by the parties;
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	<ul style="list-style-type: none">• 'Project milestones' means the performance milestones for the venue infrastructure projects specified in Table 3 of this Schedule;• 'Project Scope' means the scope of the project specified in the PVR for each project;• 'Small and medium enterprise' has the meaning given to it in the Queensland Procurement Policy 2023; and• 'Work Health and Safety Accreditation Scheme' means the Australian Government building and construction industry scheme accredited by the Federal Safety Commissioner.
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Table 2: Yearly representation of reporting and payment in the arrears quarterly

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Reporting from Queensland on projects that have met milestones (noting, this is a variation to the monthly reporting proposed in the Brisbane 2032 IGA)	By 31 Jan			By 30 April			By 31 July			By 31 Oct		
Consolidated payment from Commonwealth to Queensland on milestones that have been met			By 7 March or next business day			By 7 June or next business day			By 7 September or next business day			By 7 December or next business day
Updated cashflows due to the Commonwealth		1 Feb								1 Oct		

Table 3: Project scope, milestones, reporting and payment summary

Project	Scope	Total Commonwealth capped Contribution	Construction dates	Performance milestones	Expected report due date	Payment
Chandler Indoor Sports Centre and Precinct Works	The indoor sports centre at Sleeman Sports Complex was constructed for the 1982 Brisbane Commonwealth Games and will be reaching the end of its useful life in 2032. The facility requires replacement to continue its legacy function as an elite and community sports facility.	Commonwealth capped contribution: \$107,000,000 In addition, the following contributions will be made: Queensland: \$107,000,000	Q1 2025 – Q1 2028	<p>Milestone 1 – PVR approval by the Commonwealth and Queensland and project added to this Schedule</p> <p>Milestone 2 - Appointment of the Principal Design Consultant (where/if applicable)</p> <p>Milestone 3 – Appointment of the Head Contractor</p> <ul style="list-style-type: none"> Queensland will be required to apply the environmental and participation policy targets through the procurement (where/ if applicable) <p>Milestone 4 – Demolition and bulk earthworks complete in accordance with the Head Contract</p> <p>Milestone 5 – Roof structure complete (indoor centre) in accordance with the Head Contract</p> <p>Milestone 6 – Achievement of Practical Completion in accordance with the Head Contract</p> <p>Milestone 7 – Approval of Post Completion Report by the Commonwealth</p>	<p>May 2024</p> <p>October 2024</p> <p>January 2025</p> <p>May 2026</p> <p>March 2027</p> <p>February 2028</p> <p>July 2028</p>	<p>\$10,700,000 (10.0%)</p> <p>\$10,700,000 (10.0%)</p> <p>\$21,400,000 (20.0%)</p> <p>\$26,800,000 (25.0%)</p> <p>\$26,800,000 (25.0%)</p> <p>\$5,500,000 (5.1%)</p> <p>\$5,100,000 (4.8%)</p>

<p>The Brisbane Aquatic Centre (within Chandler precinct)</p>	<p>This venue is located at Sleeman Sports Complex. Upgrades will ensure this well utilised aquatic facility supports the next generations of recreational and elite swimmers.</p>	<p>Commonwealth capped contribution: \$21,250,000</p> <p>In addition, the following contributions will be made:</p> <p>Queensland: \$21,250,000</p>	<p>Q4 2025- Q1 2027</p>	<p>Milestone 1 – PVR approval by the Commonwealth and Queensland and project added to this Schedule</p> <p>Milestone 2 – Appointment of the Head Contractor</p> <ul style="list-style-type: none"> Queensland will be required to apply the environmental and participation policy targets through the procurement (where/ if applicable) <p>Milestone 3 – 50 per cent construction value complete under the Head contractor contract</p> <p>Milestone 4 – Achievement of Practical Completion in accordance with the Head Contract</p> <p>Milestone 5 – Approval of Post Completion Report by the Commonwealth</p>	<p>May 2024</p> <p>October 2025</p> <p>August 2026</p> <p>February 2027</p> <p>August 2027</p>	<p>\$2,100,000 (9.9%)</p> <p>\$4,200,000 (19.8%)</p> <p>\$6,400,000 (30.1%)</p> <p>\$6,400,000 (30.1%)</p> <p>\$2,150,000 (10.1%)</p>
<p>Sunshine Coast Indoor Sports Centre</p>	<p>The new venue is proposed as an indoor sports centre in the Kawana Sports Precinct.</p> <p>Co-located with the Sunshine Coast Stadium, the centre will have 11 courts and multifunctional areas, hosting sports like basketball, netball, volleyball, pickleball, futsal and badminton.</p>	<p>Commonwealth capped contribution: \$71,150,000</p> <p>In addition, the following contributions will be made:</p> <p>Queensland: \$71,150,000</p>	<p>Q1 2025- Q4 2027</p>	<p>Milestone 1 – PVR approval by the Commonwealth and Queensland and project added to this Schedule</p> <p>Milestone 2 – Appointment of the Principal Design Consultant (where/if applicable)</p> <p>Milestone 3 – Appointment of the Head Contractor</p> <ul style="list-style-type: none"> Queensland will be required to apply the environmental and participation policy targets through the procurement (where/ if applicable) <p>Milestone 4 – Demolition and bulk earthworks complete in accordance with the Head Contract</p> <p>Milestone 5 – Roof structure complete (indoor centre) in accordance with the Head Contract</p> <p>Milestone 6 – Achievement of Practical Completion in accordance with the Head Contract</p>	<p>May 2024</p> <p>January 2025</p> <p>January 2025</p> <p>April 2026</p> <p>January 2027</p> <p>October 2027</p>	<p>\$7,100,000 (10.0%)</p> <p>\$7,100,000 (10.0%)</p> <p>\$14,200,000 (20.0%)</p> <p>\$17,800,000 (25.0%)</p> <p>\$17,800,000 (25.0%)</p> <p>\$3,600,000 (5.1%)</p>

<p>Sunshine Coast Mountain Bike Centre</p>	<p>Mountain bike trails will be expanded to provide an international standard mountain bike facility for the region.</p>	<p>Commonwealth capped contribution: \$6,975,000 In addition, the following contributions will be made: Queensland: \$6,975,000</p>	<p>Q2 2025 - Q1 2027</p>	<p>Milestone 7 – Approval of Post Completion Report by the Commonwealth Milestone 1 – PVR approval by the Commonwealth and Queensland and project added to this Schedule Milestone 2 – Award Design and Construct (D&C) Contractor (building works) Milestone 3 – Final build earthworks complete in accordance with the Head Contract Milestone 4 – Achievement of practical completion including trail in accordance with the Head Contract Milestone 5 – Approval of Post Completion Report by the Commonwealth</p>	<p>April 2028 May 2024 September 2025 December 2026 March 2027 September 2027</p>	<p>\$3,550,000 (5.0%) \$1,400,000 (20.1%) \$1,400,000 (20.1%) \$2,100,000 (30.1%) \$1,400,000 (20.1%) \$675,000 (9.7%)</p>
<p>Sunshine Coast Stadium</p>	<p>Sunshine Coast Stadium is a multi-sport venue located at Kawana Sports Precinct.</p>	<p>Commonwealth capped contribution: \$65,435,000 In addition, the following contributions will be made: Queensland: \$65,435,000 Sunshine Coast Council: \$17,000,000</p>	<p>Q3 2024- Q4 2027</p>	<p>Milestone 1 – PVR approval by the Commonwealth and Queensland and project added to this Schedule Milestone 2 – Appointment of the Head Contractor <ul style="list-style-type: none"> Queensland will be required to apply the environmental and participation policy targets through the procurement (where/ if applicable) Milestone 3 – Demolition and bulk earthworks complete in accordance with the Head Contract Milestone 4- Roof structure complete (east and west stands) in accordance with the Head Contract Milestone 5 – Achievement of Practical Completion in accordance with the Head Contract Milestone 6 – Approval of Post Completion Report by the Commonwealth</p>	<p>May 2024 September 2024 August 2025 January 2027 October 2027 April 2028</p>	<p>\$6,500,000 (9.9%) \$13,000,000 (19.9%) \$19,600,000 (30.0%) \$19,600,000 (30.0%) \$3,300,000 (5.0%) \$3,435,000 (5.2%)</p>

<p>Barlow Park</p>	<p>The Barlow Park upgrades will improve athlete and spectator facilities with the delivery of a new western grandstand. The grandstand consisting of 3500 fixed seats & 1500 retractable seats with incorporated player facilities, concourse with food and beverage offerings, corporate function room, media and broadcast facilities. Capacity to bump-in up to 20,000 seats for the Games.</p>	<p>Commonwealth capped contribution: \$45,560,500</p> <p>In addition, the following contributions will be made: Queensland: \$45,560,500</p>	<p>Q1 2025 – Q1 2028</p>	<p>Milestone 1 – PVR approval by the Commonwealth and Queensland and project added to this Schedule</p> <p>Milestone 2 – Appointment of the Head Contractor (Stage 1)</p> <ul style="list-style-type: none"> Queensland will be required to apply the environmental and participation policy targets through the procurement (where/ if applicable) <p>Milestone 3 – Demolition and bulk earthworks complete in accordance with the Head Contract</p> <p>Milestone 4 - Roof Structure complete in accordance with the Head Contract</p> <p>Milestone 5 - Achievement of Practical Completion in accordance with the Head Contract</p> <p>Milestone 6 – Approval of Post Completion Report by the Commonwealth</p>	<p>September 2024</p> <p>February 2025</p> <p>March 2026</p> <p>April 2027</p> <p>February 2028</p> <p>August 2028</p>	<p>\$4,600,000 (10.1%)</p> <p>\$9,100,000 (20.0%)</p> <p>\$13,700,000 (30.1%)</p> <p>\$13,700,000 (30.1%)</p> <p>\$2,300,000 (5.0%)</p> <p>\$2,160,500 (4.7%)</p>
<p>Moreton Bay Indoor Sports Centre</p>	<p>Delivery of a new 12 multipurpose indoor court facility, in a two-hall configuration, at Petrie within the City of Moreton Bay region. Facility able to host community sports; local, state and national sporting events; functions and non-sporting events; tenancies and high-performance sports training.</p>	<p>Commonwealth capped contribution: \$102,750,000</p> <p>In addition, the following contributions will be made: Queensland: \$102,750,000</p>	<p>Q3 2025 – Q3 2028</p>	<p>Milestone 1 – PVR approval by the Commonwealth and Queensland and project added to this Schedule</p> <p>Milestone 2 – Appointment of the Head Contractor (with Design Team)</p> <ul style="list-style-type: none"> Queensland will be required to apply the environmental and participation policy targets through the procurement (where/ if applicable) <p>Milestone 3 – Early Works (including site works and inground infrastructure) complete</p> <p>Milestone 4 – Roof Structure complete in accordance with the Head Contract</p> <p>Milestone 5 – Achievement of Practical Completion in accordance with the Head Contract</p> <p>Milestone 6 – Approval of Post Completion Report by the Commonwealth</p>	<p>September 2024</p> <p>May 2025</p> <p>August 2026</p> <p>July 2027</p> <p>September 2028</p> <p>March 2029</p>	<p>\$10,300,000 (10.0%)</p> <p>\$30,800,000 (30.0%)</p> <p>\$25,700,000 (25.0%)</p> <p>\$25,700,000 (25.0%)</p> <p>\$5,100,000 (5.0%)</p> <p>\$5,150,000 (5.0%)</p>

The Parties have confirmed their commitment to this schedule as follows:

Signed for and on behalf of the Commonwealth of Australia by



The Honourable Catherine King MP
Minister for Infrastructure, Transport, Regional
Development and Local Government

22 August 2024.

[Day] [Month] [Year]

Signed for and on behalf of the State of Queensland by



The Honourable Grace MP
Minister for State Development and Infrastructure

[Day] [Month] [Year]

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Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt, ^{s22(1)(a)(ii)}

SB24-000215

SUBJECT: 2032 Games – Governance**Talking Points**

- The Australian Government is providing up to **\$3.4 billion** for Brisbane 2032 Olympic and Paralympic Games (the 2032 Games) venue infrastructure, including to the Minor Venues Program and Brisbane Arena (see separate briefs for detail).
- The Intergovernmental Agreement (IGA) outlines mechanisms to protect this investment, including capped funding, a 50/50 program funding split with Queensland and independently verified business cases or project validation reports.
- Any changes to current venues are subject to government approval and must meet the IGA requirements that ensure value for money.
- We will work in partnership with Queensland to resolve any program changes foreshadowed in its election, which are speculative at this stage.
- The Games Venue and Legacy Delivery Authority (GVLDA) continues (without a Board) under the leadership of interim CEO Ms Emma Thomas.
- Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP and the Minister for Sport, the Hon Anika Wells MP provide strategic oversight and advice to GVLDA and the Queensland Government through various governance forums.
- The recent announcements of venue infrastructure procurement opportunities worth nearly \$1 billion is a clear demonstration that tangible progress is being made to have the required facilities built and ready for the 2032 Games.
- Questions on the upgrades to the Queensland Sport and Athletics Centre (QSAC) or Victoria Park and private sector alternatives, are a matter for Queensland.

Key Issues*Progress on the 2032 Games venues*

- The government has been criticised for wasting its head start on 2032 Games venues.
- This assessment is not reflective of the positive progress to date. 8 venue projects (worth almost \$1 billion in total) are either procurement-ready or currently out to market. A further 5 projects are progressing through project assurance work and a Joint Business Case for the Brisbane Arena is due for completion in the first half of 2025.

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SB24-000215

Possible venue changes

- The Queensland Opposition Leader, the Hon David Crisafulli MP, has committed to an independent 100-day review of Games venues, is opposed to upgrading QSAC (a Queensland funding responsibility) and has indicated using private sector funding as a potential option.
- Any changes to 2032 venue locations under the IGA, and their cost, are subject to Australian Government approval; as were changes in March 2024 following the Miles Government's 60-day review.
- Questions on delays from both reviews may be raised. Many of the venues are already out to market and will be completed years before the 2032 Games.

Decision-making and GVLDA

- Selection of the GVLDA Board has been delayed by Queensland and will recommence once Queensland's Caretaker period has concluded.
- The Queensland and Australian governments make final investment decisions on the Games venues, allowing project procurements to progress without the Board.
- Ministers King and Wells oversight the 2032 Games through governance forums.
 - on 16 September 2024, both ministers attended a Ministerial Council on IGA infrastructure with Queensland counterparts and Ms Thomas. Both Ministers are also members of the Brisbane 2032 Government Partners' Leadership Group.

Paris 2024 observer program

- Minister Wells and a range of officials attended the 2024 Games, including one from the Department of Infrastructure, Transport, Regional Development Communications and the Arts, to learn lessons for the 2032 Games.

Senate Inquiry on Games matters

- The government's response to the Senate Inquiry's reports will be considered when the final report (due 28 November 2024) is available.

Background*GVLDA*

- GVLDA began on 1 July 2024 as a Queensland independent statutory body to deliver venues infrastructure, a Games Coordination Plan and a Transport and Mobility Strategy (TMS) to determine the region's needs ahead of Brisbane 2032. GVLDA will be overseen by an independent Board of Directors and a CEO.

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-
- The department is on the Board selection panel and will review the Transport and Mobility Strategy.

The Miles 60-day Review

- Queensland completed an independent Review into 2032 Games venues in March 2024 and requested changes to IGA venues on 23 July 2024. Changes have been incorporated into project validation work and will be reflected in the IGA when possible.

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SB24-000216

SUBJECT: WA Infrastructure Investment (Road and Rail)**2024-25 BUDGET**

- As part of the 2024-25 Budget, the Australian Government is providing \$2.3 billion to WA over the next 10 years under the Infrastructure Investment Program for new and existing projects. This includes:
 - \$495 million for new projects; and
 - \$1.8 billion in additional funding for existing projects.
- Project specific information is at **Attachment A**.
- The total government commitment to WA, over the 10 years from 2024-25, is \$9.0 billion which includes additional funding to road maintenance (\$81.3 million from 2024-25 to 2027-28), as reflected in the Federation Funding Agreement Schedule on the Land Transport Infrastructure Projects (2024 - 2029) Funding Table. This includes 54 active projects and 6 corridors.
- Western Australia's funding over the forward estimates, as compared to 2023-24 MYEFO, has increased.

2024-25 MYEFO

- We are unable to confirm any requests for new projects or additional funding for existing projects through the upcoming 2024-25 MYEFO. This is a matter for government and announcements will be made as part of MYEFO.

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: 2023-24 MYEFO (\$b)	Period	Investment: 2024-25 Budget (\$b)	Investment: August 2024 (\$b)	Net change: 2023-24 MYEFO vs 2024-25 Budget (\$b)
2024-25	2.3	2024-25	2.9	2.9	0.7
Forward Estimates (2023-24 to 2026-27)	6.8	Forward Estimates (2024-25 to 2027-28)	7.0	7.0	0.2
10 Year Investment (2023-24 to 2032-33)	9.8	10 Year Investment (2024-25 to 2033-34)	8.9	9.0	-0.9

* Note: Figures may not sum due to rounding. August 2024 update includes additional road maintenance funding.

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Cleared by: Andrew Bourne, First Assistant Secretary

Phone: s22(1)(a)(ii)

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SB24-000216

2023-24 Final Budget Outcome (\$m)		
Budget ^{^*}	Actual	Underspend [#]
2,048.8	1,859.6	189.2

^{^*} As at the 2024-25 Budget

[#] Underspends will be re-profiled into 2024-25 and beyond as part of the 2024-25 MYEFO update

Payments (\$m)	Current Year [^] (\$m)	Forecasts [^] (\$m)				
		2025-26	2026-27	2027-28	2028-29 to 2033-34	Total 10 year
2024-25 Paid to Date [*]	2024-25					
172.4	2,941.7	1,985.5	1,428.6	682.9	1,919.1	8,957.8

^{*} Payments and Actuals as at September 2024

[^] Current Year and Forecasts as at August 2024

IIP: Active Projects (as at 30 September)*

<p>In Planning <i>Construction projects in planning or development phase</i></p>	<p>16 projects</p> <p>Key projects in planning in 2024-25 include:</p> <ul style="list-style-type: none"> Chidlow-York Road and Forrest Street Intersection Upgrade Forrest Highway (Vittoria Road) - New Intersection and Road Connection Westport Project Development
<p>Underway <i>Planning projects that are active</i></p>	<p>7 projects</p> <p>Key projects underway in 2024-25 include:</p> <ul style="list-style-type: none"> Orrong Road Expressway - Graham Farmer Freeway to Leach Highway Planning Perth to Bunbury Faster Rail Business Case Kalgoorlie Rail Realignment - Business Case
<p>Under Construction <i>Construction projects that are active</i></p>	<p>31 projects</p> <p>Key projects under construction in 2024-25 include:</p> <ul style="list-style-type: none"> Bunbury Outer Ring Road (stages 2 and 3)

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	<ul style="list-style-type: none"> Tanami Road Upgrade Fremantle Traffic Bridge (Swan River Crossing)
Completed <i>Construction or planning project that is complete</i>	17 projects Key projects completed in 2023-24 include: <ul style="list-style-type: none"> METRONET: Yanchep Rail Extension Tonkin Highway Gap Albany Ring Road

* This table excludes projects allocated to Corridors. The above table is for IIP Major Projects only and excludes smaller projects under programs such as Roads to Recovery, Black Spot Projects, Bridges Renewal, Heavy Vehicle Safety and Productivity and Safer Local Roads and Infrastructure Program.

Corridor	Number of associated projects	Total AGC*including unallocated (\$m)
Metronet	11	4,872.4
Tonkin Highway	5	1,344.0
Outback Way	3	524.7
Great Northern Highway	8	357.5
Mitchell Freeway	3	259.5
Great Eastern Highway	2	232.4

* Table current as at 2024-25 budget

Attachments

A – 2024 Budget outcomes (New projects and projects with additional funding)

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Attachment A:**2024-25 Budget**

Western Australia received \$2,311,592,000 in Australian Government funding for new projects and in additional funding to existing projects and programs.

The following new projects received Australian Government funding:

Project Name	Total Australian Government Funding (\$)
METRONET: High-Capacity Signalling Program - Automatic Train Control (The "High-Capacity Signalling Project") - Stage 1	300,000,000
Regional Road Safety Program - State Roads	54,000,000
Great Northern Highway – Fitzroy Crossing to Gogo (Kimberley Resilience Program)	53,875,000
Great Northern Highway – Brooking Channel Bridge Replacement	53,550,000
Westport Project Development	33,500,000
Total	494,925,000

The following projects received additional Australian Government funding:

Project Name	Additional Australian Government Funding (\$)
Bunbury Outer Ring Road (stages 2 and 3)	106,365,000
Fremantle Traffic Bridge (Swan River Crossing)	75,000,000
Albany Ring Road	32,600,000
Bussell Highway Duplication - Stages 1 and 2	32,000,000
Broome - Cape Leveque Road	11,472,000
Albany Highway - Kelmscott to Williams Pavement Rehabilitation and Hotham River Bridge Replacement	8,000,000
Armadale Road Duplication – Anstey Road to Tapper Road	6,800,000
Wanneroo Road and Joondalup Drive Interchange	4,880,000
Toodyay Road Upgrade - Jingaling Brook to Toodyay	2,560,000
Mitchell Freeway Extension - Hester Avenue to Romeo Road	2,500,000
Exmouth Roads Package - Minilya-Exmouth Road Widening	1,760,000
Regional State Road Safety Improvement Program	1,200,000
Wheatbelt Timber Bridge Replacement	800,000
Metronet	1,416,470,000
<i>METRONET: Morley-Ellenbrook Line</i>	
<i>METRONET: Yanchep Rail Extension</i>	
<i>METRONET: Thornlie-Cockburn Link</i>	
<i>METRONET: Victoria Park-Canning Level Crossing Removal</i>	

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<i>METRONET: Midland Station Project</i>		
Mitchell Freeway Corridor	69,000,000	
<i>Mitchell Freeway widening (Hodges Drive to Hepburn Ave)</i>		
Great Northern Highway Corridor	25,260,000	
<i>Great Northern Highway Upgrade Ord River North Section (Stage 2)</i>		
<i>Great Northern Highway Upgrade – Broome to Kununurra</i>		
<i>Port Hedland Airport Deviation</i>		
<i>Great Northern Highway Upgrade – Ord River North Section, Stage 3</i>		
Tonkin Highway Corridor	20,000,000	
<i>Tonkin Highway Gap</i>		
	Total	1,816,667,000

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SB24-000217

SUBJECT: NT Infrastructure Investment (Road and Rail)**2024-25 BUDGET**

- As part of the 2024-25 Budget, the Australian Government is providing \$480.2 million to the NT over the next 10 years under the Infrastructure Investment Program for new and existing projects. This includes:
 - \$444.3 million for new projects; and
 - \$35.9 million in additional funding for existing projects.
- Project specific information is at **Attachment A**.
- The total government commitment to the NT, over the 10 years from 2024-25, is \$2.8 billion which includes additional funding to road maintenance (\$24.1 million from 2024-25 to 2027-28) as reflected in the Federation Funding Agreement Schedule on the Land Transport Infrastructure Projects (2024 - 2029) Funding Table. This includes 12 active projects and 5 corridors.
- The NT's funding over the forward estimates, as compared to 2023-24 MYEFO, has not decreased.

2024-25 MYEFO

- We are unable to confirm any requests for new projects or additional funding for existing projects through the upcoming 2024-25 MYEFO. This is a matter for government and announcements will be made as part of MYEFO.

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: 2023-24 MYEFO (\$b)	Period	Investment: 2024-25 Budget (\$b)	Investment: August 2024 (\$b)	Net change: 2023-24 MYEFO vs 2024-25 Budget (\$b)
2024-25	0.4	2024-25	0.3	0.3	-0.1
Forward Estimates (2023-24 to 2026-27)	1.6	Forward Estimates (2024-25 to 2027-28)	1.6	1.6	0.0
10 Year Investment (2023-24 to 2032-33)	2.6	10 Year Investment (2024-25 to 2033-34)	2.8	2.8	0.2

* Note: Figures may not sum due to rounding. August 2024 update includes additional road maintenance funding.

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Cleared by: Andrew Bourne, First Assistant Secretary

Phone: s22(1)(a)(ii)

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2023-24 Final Budget Outcome (\$m)		
Budget ^{^*}	Actual	Underspend [#]
313.6	311.9	1.7

* Revised, prior to June 2024, 2023-24 estimate (as at the 2024-25 Budget) was \$312.5

* Underspends will be re-profiled into 2024-25 and beyond as part of the 2024-25 MYEFO update

Payments (\$m)	Current Year [^] (\$m)	Forecasts [^] (\$m)				
		2024-25 Paid to Date*	2025-26	2026-27	2027-28	2028-29 to 2033-34
1.4	322.9	523.9	512.7	250.6	1,188.1	2,798.3

* Payments and Actuals as at September 2024

[^] Current Year and Forecasts as at August 2024

IIP: Active Projects (as at 30 September)*

<p>In Planning</p> <p><i>Construction projects in planning or development phase</i></p>	<p>5 projects</p> <p>Key projects in planning in 2024-25 include:</p> <ul style="list-style-type: none"> • Duplication of Stuart Highway South of Noonamah to Katherine • Supporting access to Darwin Port (Stuart Highway, Vanderlin Drive and McMillans Road) • Weddell Freeway
<p>Underway</p> <p><i>Planning projects that are active</i></p>	<p>3 projects</p> <p>Key projects underway in 2024-25 include:</p> <ul style="list-style-type: none"> • Alice Springs to Halls Creek Upgrade- Scoping and Investigations • Northern Territory Gas Industry Roads Upgrades – Scoping and Investigation • Tenant Creek to Townsville (Northern Territory) – Scoping and Investigations

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Cleared by: Andrew Bourne, First Assistant Secretary

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Lead/Support contact: Maxine Ewens/s22(1)(a)(ii)

SB24-000217

Under Construction <i>Construction projects that are active</i>	4 projects Key projects under construction in 2024-25 include: <ul style="list-style-type: none"> • Northern Territory Strategic Roads Package • Tiwi Island Roads Upgrades
Completed <i>Construction or planning project that is complete</i>	7 projects Key projects completed in 2023-24: <ul style="list-style-type: none"> • Arnhem Highway Upgrade at Beatrice Hill • Mango Industry Roads Upgrades, Litchfield • Litchfield Park Road – Safety Improvements

* This table excludes projects allocated to Corridors. The above table is for IIP Major Projects only and excludes smaller projects under programs such as Roads to Recovery, Black Spot Projects, Bridges Renewal, Heavy Vehicle Safety and Productivity and Safer Local Roads and Infrastructure Program.

Corridor	Number of associated projects	Total AGC* including unallocated (\$m)
Outback Way	4	202.7
Stuart, Victoria and Barkly	15	579.3
Industry Roads	8	518.5
Tanami Road	3	649.9
Regional Roads	9	630.7

* Table current as at 2024-25 Budget

Attachments

A – 2024 Budget outcomes (New projects, Corridors and Projects with additional funding)

Contact: Maxine Ewens

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 01

Date: 16/10/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Maxine Ewens, ^{s22(1)(a)(ii)}

SB24-000217

Attachment A**2024-25 Budget**

The Northern Territory received \$480,240,000 in Australian Government funding for new projects and in additional funding to existing projects and programs.

The following new projects received Australian Government funding:

Project Name	Total Australian Government Funding (\$)
Port Keats Road – Wadeye to Palumpa (Nganmarriyanga)	72,000,000
Berrimah Road Duplication – Stuart Highway to Tiger Brennan Drive	64,000,000
Arnhem Highway Duplication - Stuart Highway to Kostka Road	64,000,000
Stuart Highway Upgrades	40,000,000
Victoria Highway Upgrades	40,000,000
Barkly Highway Upgrades	40,000,000
Remote Community Access Roads Upgrades	40,000,000
National Network Highway Flood Resilience Upgrades	24,000,000
Sandover Highway Upgrade	23,200,000
Roystonea Avenue Duplication – Terry Drive to Lambrick Avenue	20,000,000
Stuart Highway – Schwarz Crescent Intersection Upgrade	9,600,000
Duplication of Stuart Highway South of Noonamah to Katherine	3,500,000
Supporting access to Darwin Port (Stuart Highway, Vanderlin Drive and McMillans Road)	2,000,000
Weddell Freeway	2,000,000
Total	444,300,000

The following projects received additional Australian Government funding:

Project Name	Additional Australian Government Funding (\$)
Industry Roads Corridor	27,900,000
<i>Roper Highway Upgrade (Stage 2)</i>	
<i>Carpentaria Highway Upgrade</i>	
Regional Roads	8,040,000
<i>Regional Roads Productivity Package - Arnhem Link Road</i>	
Total	35,940,000

Contact: Maxine Ewens**Cleared by:** Andrew Bourne, First Assistant Secretary**Phone:** ^{s22(1)(a)(ii)}**Version Number:** 01**Date:** 16/10/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Lok Potticary / s22(1)(a)(ii)

SB24-000218

SUBJECT: NSW Infrastructure Investment (Road and Rail)**2024-25 BUDGET**

- As part of the 2024-25 Budget, the Australian Government is providing \$3.1 billion to NSW over the next 10 years under the Infrastructure Investment Program for new and existing projects. This includes:
 - \$2.5 billion for new projects; and
 - \$578.6 million in additional funding for existing projects.
- Project specific information is at **Attachment A**.
- The total government commitment to NSW, over the 10 years from 2024-25, is \$20.9 billion which includes additional funding for road maintenance (\$168.8 million from 2024-25 to 2027-28), as reflected in the Federation Funding Agreement Schedule on the Land Transport Infrastructure Projects (2024 - 2029) Funding Table. This includes 117 active projects and 5 corridors.
- NSW will receive more funding over the forward estimates as compared to 2023-24 MYEFO.

2024-25 MYEFO

- We are unable to confirm any requests for new projects or additional funding for existing projects through the upcoming 2024-25 MYEFO. This is a matter for government and announcements will be made as part of MYEFO.

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: 2023-24 MYEFO (\$b)	Period	Investment: 2024-25 Budget (\$b)	Investment: August 2024 (\$b)	Net change: 2023-24 MYEFO vs 2024-25 Budget (\$b)
2024-25	4.0	2024-25	4.2	4.2	0.2
Forward Estimates (2023-24 to 2026-27)	13.0	Forward Estimates (2024-25 to 2027-28)	13.8	14.0	1.0
10 Year Investment (2023-24 to 2032-33)	22.3	10 Year Investment (2024-25 to 2033-34)	20.8	20.9	-1.4

Contact: Lok Potticary

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Lok Potticary / s22(1)(a)(ii)

SB24-000218

* Note: Figures may not sum due to rounding. August 2024 update includes additional road maintenance funding.

2023-24 Final Budget Outcome (\$m)		
Budget ^{&}	Actual	Underspend [#]
3,442.8	3,402.1	40.7

* As at the 2024-25 Budget

* Underspends will be re-profiled into 2024-25 and beyond as part of the 2024-25 MYEFO update

Payments (\$m)		Current Year [^] (\$m)			Forecasts [^] (\$m)	
2024-25 Paid to Date*	2024-25	2025-26	2026-27	2027-28	2028-29 to 2033-34	Total 10 year
9.9	4,194.8	3,825.0	3,003.0	2,947.8	6,957.9	20,928.4

* Payments and Actuals as at September 2024

[^] Current Year and Forecasts as at August 2024

IIP: Active Projects (as at 30 September)*

In Planning <i>Construction or planning projects in planning or development phase</i>	75 projects Key projects in planning in 2024-25 include: <ul style="list-style-type: none"> • Dunheved Road Upgrade, Penrith • Central Coast Highway Upgrade - Tumbi Road Intersection Upgrade
Underway <i>Planning projects that are active</i>	5 projects Key planning projects underway in 2024-25 include: <ul style="list-style-type: none"> • Picton Road Upgrades – Planning • Sheahan Bridge Upgrade – Planning
Under Construction <i>Construction projects that are active</i>	37 projects Key projects under construction in 2024-25 include: <ul style="list-style-type: none"> • M12 Motorway • Coulsons Creek Road Upgrade

Contact: Lok Potticary

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Phone: (02) s22(1)(a)(ii)

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	<ul style="list-style-type: none"> Central Coast Road Upgrades Hawkesbury Roads Upgrades Package Mount Ousley Interchange
Completed <i>Construction or planning project that is complete</i>	25 projects Key projects completed in 2023-24 include: <ul style="list-style-type: none"> Barton Highway Upgrade Package WestConnex

** This table excludes projects allocated to Corridors. The above table is for IIP Major Projects only and excludes smaller projects under programs such as Roads to Recovery, Black Spot Projects, Bridges Renewal, Heavy Vehicle Safety and Productivity and Safer Local Roads and Infrastructure Program.*

Corridor	Number of associated projects	Total AGC including unallocated (\$m)
Pacific Highway Corridor	4	3,607.2
Princes Highway Corridor (NSW) - South of Nowra to Victorian border, including Milton-Ulladulla Bypass	6	1,396.0
Newell Highway Corridor	9	1,120.1
New England Highway Corridor	10	1,083.5
Golden Highway Corridor	2	27.5

** Table as at 2024-25 Budget*

Attachments

A – 2024-25 Budget outcomes (New Projects, Corridors and projects with additional funding)

Contact: Lok Potticary

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Lok Potticary / s22(1)(a)(ii)

SB24-000218

Attachment A**2024-25 Budget**

NSW received \$3,112,832,000 in Australian Government funding for new projects and additional funding to existing projects and programs.

The following new projects received Australian Government funding:

Project Name	Total Australian Government Funding (\$)
Mamre Road Stage 2 Upgrade	500,000,000
Elizabeth Drive - Priority Sections Upgrade	400,000,000
Richmond Road Upgrade, M7 Motorway to Townson Road	260,000,000
Circular Quay Renewal Program	220,000,000
Garfield Road East Upgrade	220,000,000
Nelson Bay Road - Williamtown to Bobs Farm	137,500,000
Memorial Avenue Upgrade	123,250,000
Coxs River Road Upgrade	116,000,000
Mulgoa Road Stage 2 Upgrade	115,000,000
Zero Emission Buses Tranche 1 Infrastructure - Macquarie Park Depot	115,000,000
Western Sydney Rapid Bus Infrastructure Upgrade, Stages 1 and 2	100,000,000
Cambridge Avenue Upgrade - Planning	50,000,000
South West Sydney Roads - Planning	32,500,000
Western Sydney Freight Line Stage 1 - Final Business Case	30,000,000
Appin Road - St Johns Road Intersection Upgrade	22,500,000
Western Sydney Roads - Planning	15,000,000
Eastern Ring Road and Badgerys Creek Road South - Planning	12,500,000
Critical Renewable Energy Zones Road Infrastructure (Port of Newcastle to Renewable Energy Zone)	10,000,000
Dixons Long Point Crossing - Planning	10,000,000
Spring Farm Parkway Stage 2 - Planning	7,500,000
Hume Highway Corridor Assessment and Strategy – Planning	5,000,000
Mount Ousley Safety and Reliability (MOSAR)- Planning	5,000,000
Golden Highway Corridor	27,500,000
<i>Golden Highway - Over Size and Over Mass Movements</i>	
<i>Golden Highway - Dubbo to Newcastle Improvement Program – Planning</i>	
Total	2,534,250,000

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Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Lead/Support contact: Lok Potticary / s22(1)(a)(ii)

SB24-000218

The following projects received additional Australian Government funding:

Project Name	Additional Australian Government Funding (\$)
Mount Ousley Interchange	72,000,000
Appin Road	50,000,000
Medlow Bath Upgrade	35,800,000
Newcastle Inner City Bypass, Rankin Park to Jesmond	30,560,000
Barton Highway Upgrade Package	28,600,000
Nowra Bridge	21,500,000
South West Sydney Rail Planning – Business Case (previously called the Sydney Metro - Western Sydney Airport - stage 2 - business case)	20,000,000
King Georges Road Upgrade - Stage 1 and 2A (early works)	15,000,000
Pinch Point Program	10,250,000
Macquarie Park Precinct and Bus Interchange	10,000,000
Far North Collector Road Network, Nowra	2,357,000
Clarence Town Bridge	2,220,000
Princes Highway and Waratah Street Intersection Upgrade	1,975,000
Central Coast Highway Upgrade - Tumby Road Intersection Upgrade	1,200,000
Newell Highway Corridor	114,400,000
<i>Newell Highway Upgrade - Dubbo Bridge</i>	
<i>Newell Highway Upgrade - Parkes Bypass</i>	
Pacific Highway Corridor	112,000,000
<i>M1 Pacific Motorway Extension to Raymond Terrace</i>	
New England Highway Corridor	50,720,000
<i>New England Highway - Goonoo Goonoo Road Duplication</i>	
<i>- Greg Norman Drive to Calala Lane</i>	
<i>Construction Funding - New England Highway - Muswellbrook Bypass</i>	
Total	578,582,000

Contact: Lok Potticary

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Lok Potticary / s22(1)(a)(ii)

SB24-000219

SUBJECT: ACT Infrastructure Investment (Road and Rail)**2024-25 BUDGET**

- As part of the 2024-25 Budget, the Australian Government is providing \$78 million to the ACT over the next 10 years under the Infrastructure Investment Program for new and existing projects. This includes:
 - \$50.9 million for new projects; and
 - \$27.1 million in additional funding for an existing project.
- Project specific information is at **Attachment A**.
- The total government commitment to the ACT, over the 10 years from 2024-25, is \$808.6 million which includes additional funding for road maintenance (\$1.4 million from 2024-25 to 2027-28), as reflected in the Federation Funding Agreement Schedule on the Land Transport Infrastructure Projects (2024 - 2029) Funding Table. This includes 14 active projects.
- The ACT's funding over the forward estimates, as compared to 2023-24 MYEFO, has not decreased.

2024-25 MYEFO

- We are unable to confirm any requests for new projects or additional funding for existing projects through the upcoming 2024-25 MYEFO. This is a matter for government and announcements will be made as part of MYEFO.

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: 2023-24 MYEFO (\$b)	Period	Investment: 2024-25 Budget (\$b)	Investment: August 2024 (\$b)	Net change: 2023-24 MYEFO vs 2024-25 Budget (\$b)
2024-25	0.2	2024-25	0.2	0.2	0.0
Forward Estimates (2023-24 to 2026-27)	0.6	Forward Estimates (2024-25 to 2027-28)	0.6	0.6	0.0
10 Year Investment (2023-24 to 2032-33)	0.8	10 Year Investment (2024-25 to 2033-34)	0.8	0.8	0.0

Contact: Lok Potticary

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

Version Number: 1

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Rural and Regional Affairs and Transport

Lead/Support contact: Lok Potticary / s22(1)(a)(ii)

SB24-000219

* Note: Figures may not sum due to rounding. August 2024 update includes additional road maintenance funding.

2023-24 Final Budget Outcome (\$m)		
Budget ^{&}	Actual	Underspend [#]
82.2	73.2	9.0

* As at the 2024-25 Budget

* Underspends will be re-profiled into 2024-25 and beyond as part of the 2024-25 MYEFO update

Payments (\$m)	Current Year [^] (\$m)	Forecasts [^] (\$m)				
		2025-26	2026-27	2027-28	2028-29 to 2033-34	Total 10 year
2024-25 Paid to Date*	2024-25					
0.0	217.7	157.8	146.7	127.7	160.2	810.0

* Payments and Actuals as at September 2024

[^] Current Year and Forecasts as at August 2024

IIP: Active Projects (as at 30 September)*

In Planning <i>Construction projects in planning or development phase</i>	7 projects Key projects in planning in 2024-25 include: <ul style="list-style-type: none"> • Canberra Light Rail - Stage 2A • William Hovell Drive Duplication • Athllon Drive Duplication
Underway <i>Planning projects that are active</i>	1 project Key planning project underway in 2024-25 include: <ul style="list-style-type: none"> • Parkes Way Upgrade - Planning & Design
Under Construction <i>Construction projects that are active</i>	6 projects Key projects under construction in 2024-25 include: <ul style="list-style-type: none"> • Molonglo River Bridge • Monaro Highway Upgrade

Contact: Lok Potticary

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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SB24-000219

	<ul style="list-style-type: none"> Gundaroo Drive Duplication
Completed <i>Construction or planning project that is complete</i>	3 projects Key projects completed in 2023-24 include: <ul style="list-style-type: none"> Beltana Road Improvements

* The above table is for IIP Major Projects only and excludes smaller projects under programs such as Road Safety Program, National Network Maintenance, Roads to Recovery, Black Spot Projects, Bridges Renewal, Heavy Vehicle Safety and Productivity and Safer Local Roads and Infrastructure Program.

Attachments

A – 2024 Budget outcomes (New projects and projects with additional funding)

Contact: Lok Potticary**Cleared by:** Andrew Bourne, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1**Date:** 16/10/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Lok Potticary / s22(1)(a)(ii)

SB24-000219

Attachment A**2024-25 Budget**

The ACT received \$78,000,000 in Australian Government funding for new projects and additional funding to an existing project.

The following new projects received Australian Government funding:

Project Name	Total Australian Government Funding (\$)
Canberra Light Rail - Stage 2B Planning	50,000,000
Gungahlin District Road Improvements & Molonglo East-West Arterial - Planning	675,000
Belconnen Transitway - Planning	200,000
Total	50,875,000

The following project received additional Australian Government funding:

Project Name	Additional Australian Government Funding (\$)
William Hovell Drive Duplication	27,125,000
Total	27,125,000

Contact: Lok Potticary**Cleared by:** Andrew Bourne, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1**Date:** 16/10/2024

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Lead/Support contact: Toby Robinson / s22(1)(a)(ii)

SB24-000220

SUBJECT: Infrastructure Investment Program Reform**Talking Points**

- The Australian Government is reforming how it invests in infrastructure and the changes to the Infrastructure Investment Program (IIP) are a significant part of this.
- The reforms help ensure the IIP is sustainable, aligned with market capacity, and comprised of nationally-significant projects.
- The reforms are informed by:
 - the government's Infrastructure Policy Statement, which:
 - defines and commits the government to delivering nationally significant infrastructure;
 - identifies 3 strategic themes of Productivity and Resilience, Liveability, and Sustainability, that encapsulate desired benefits from the government's investment; and
 - articulates the government's intention to reshape its funding of road and rail infrastructure in partnership with states and territories, and the preference for a 50:50 funding split for future investments.
 - the recommendations of the 2023 Strategic Review of the Infrastructure Investment Program (IIP Review), the Review of the National Partnership Agreement on Land Transport Infrastructure Projects (NPA Review) and the Infrastructure Australia Review (see **SB24-000095**).
- The government continues to work closely with states and territories, as partners and co-investors in the IIP, to achieve optimal infrastructure outcomes for all Australians.
 - following the IIP Review, the Minister engaged with her state and territory counterparts on the prioritisation of IIP projects.
- The Federation Funding Agreement on Land Transport Infrastructure Projects (FFAS) commenced in August 2024 following negotiations with states and territories, replacing the previous National Partnership Agreement.
 - the FFAS operationalises the reforms to the IIP and the findings of the two reviews.

Contact: s22(1)(a)(ii)

Cleared by: s22(1)(a)(ii), Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Lead/Support contact: Toby Robinson / s22(1)(a)(ii)

SB24-000220

Key IssuesEqual Funding Split with states and territories (50:50)

- Through the Infrastructure Policy Statement the government has stated its preference for 50:50 funding with the states and territories for future investments.
 - the government may consider funding a greater share of projects in states and territories with less capacity to raise revenue on a case-by-case basis.
- This will mean that:
 - both levels of government will carry an equal share of both the benefits and the risks, ensuring shared accountability;
 - the government's infrastructure spend can go further, maximising the benefits of its investment; and
 - both levels of government will have an equal interest in managing cost pressures.
- 50:50 funding splits will be considered and applied to new projects as they are brought forward.

FFAS

- The terms of the FFAS were informed by findings from the NPA Review and IIP Review, with a focus on improved governance, risk and financial management.
- The FFAS will help to deliver wider socioeconomic benefits through infrastructure investment, including:
 - First Nations socioeconomic outcomes and heritage protection;
 - decarbonisation;
 - women's participation in construction;
 - supporting Australian industry;
 - training new skilled workers and apprentices; and
 - greater use of recycled materials and the transition to a more circular economy.
- Following the NPA Review and as part of the implementation of the FFAS, the current Indigenous Employment and Supplier-Use Infrastructure Framework (the Framework) is being redesigned to strengthen its contribution to all of the National Agreement on Closing the Gap priority reforms, and targets 7 and 8.
 - the Framework is being redesigned in consultation with jurisdictions, First Nations businesses and community members, the National Indigenous Australians Agency, and other key stakeholders.

Contact: s22(1)(a)(ii)**Cleared by:** s22(1)(a)(ii), Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1.0**Date:** 08/10/2024

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Lead/Support contact: Toby Robinson / s22(1)(a)(ii)

SB24-000220

Background

- The IIP Review found the national pipeline of land transport infrastructure projects is unaffordable and contributes to unsustainable pressures on construction materials and skilled labour.
 - it also identified projects that did not demonstrate merit, lacked strategic rationale and did not meet the government's national investment priorities. The government's decisions regarding IIP projects were announced as part of 2023-24 MYEFO

FFAS Signed Dates:

Date	Jurisdiction
11 August 2024	FFAS commenced – signed by SA on 8 August and countersigned by Commonwealth on 11 August
15 August 2024	FFAS signed by ACT
15 August 2024	FFAS signed by Queensland
24 August 2024	FFAS signed by Victoria
28 August 2024	FFAS signed by NSW
3 September 2024	FFAS signed by WA
19 September 2024	FFAS signed by TAS
26 September 2024	FFAS signed by NT

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

Contact: s22(1)(a)(ii)

Cleared by: s22(1)(a)(ii), Assistant Secretary

Phone: (02) s22(1)(a)(ii)

Version Number: 1.0

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Lead/Support contact: Lachlan Wood

SB24-000221

SUBJECT: VIC Infrastructure Investment (Road and Rail)**2024-25 BUDGET**

- As part of the 2024-25 Budget, the Australian Government is providing \$5.06 billion to Victoria over the next 10 years under the Infrastructure Investment Program for new and existing projects. This includes:
 - \$17.61 million for 3 new projects; and
 - \$5.05 billion in additional funding for existing projects, including \$51.3 million allocated to the two corridors.
- Project specific information is at **Attachment A**.
- The total government commitment to Victoria, over the 10 years from 2024-25, is \$19.3 billion, which includes additional funding for road maintenance (\$77.6 million from 2024-25 to 2027-28) as reflected in the Federation Funding Agreement Schedule on the Land Transport Infrastructure Projects (2024 - 2029) Funding Table. This includes 89 active projects and 2 corridors.
- Victoria will receive more funding over the forward estimates as compared to 2023-24 MYEFO.

2024-25 MYEFO

- We are unable to confirm any requests for new projects or additional funding for existing projects through the upcoming 2024-25 MYEFO. This is a matter for government and announcements will be made as part of MYEFO.

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: 2023-24 MYEFO (\$b)	Period	Investment: 2024-25 Budget (\$b)	Investment: August 2024 (\$b)	Net change: 2023-24 MYEFO vs 2024-25 Budget (\$b)
2024-25	1.6	2024-25	1.8	1.8	0.3
Forward Estimates (2023-24 to 2026-27)	9.1	Forward Estimates (2024-25 to 2027-28)	10.8	10.9	1.8
10 Year Investment (2023-24 to 2032-33)	18.7	10 Year Investment (2024-25 to 2033-34)	19.2	19.3	0.5

Contact: Lachlan Wood

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Lachlan Wood

SB24-000221

* Note: Figures may not sum due to rounding. August 2024 update includes additional road maintenance funding.

2023-24 Final Budget Outcome (\$m)		
Budget ^{&}	Actual	Underspend [#]
2,095.1	1,926.0	169.1

[&] As at the 2024-25 Budget

[#] Underspends will be re-profiled into 2024-25 and beyond as part of the 2024-25 MYEFO update

Payments (\$m)	Current Year [^] (\$m)	Forecasts [^] (\$m)				
		2025-26	2026-27	2027-28	2028-29 to 2033-34	Total 10 year
2024-25 Paid to Date*	2024-25					
70.2	1,848.0	2,259.1	3,321.2	3,483.8	8,357.2	19,269.2

Payments and Actuals as at September 2024

[^] Current Year and Forecasts as at August 2024

IIP: Active Projects (as at 30 September)*

In Planning <i>Construction projects in planning or development phase</i>	27 projects Key projects in planning in 2024-25 include: <ul style="list-style-type: none"> - Barwon Heads Road Upgrade – Stage 2 - Henderson Road Upgrade
Underway <i>Planning projects that are active</i>	17 projects Key projects underway in 2024-25 include: <ul style="list-style-type: none"> - Ballarat Intermodal Freight Hub - Fisherman’s Bend Transport Link Feasibility Study
Under Construction <i>Construction projects that are active</i>	45 projects Key projects under construction in 2024-25 include: <ul style="list-style-type: none"> - North East Link

Contact: Lachlan Wood

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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SB24-000221

	<ul style="list-style-type: none"> - South Geelong to Waurin Ponds Duplication - Gippsland Rail Line Upgrade
Completed <i>Construction or planning project that is complete</i>	38 projects Key projects completed in 2023-24 include: <ul style="list-style-type: none"> - Western Freeway between Woodmans Hill to Dowling Road, Miners Rest Safety Improvements - Barwon Heads Road Upgrade - Plymouth Road Improvements

* This table excludes projects allocated to Corridors. The above table is for IIP Major Projects only and excludes smaller projects under programs such as Roads to Recovery, Black Spot Projects, Bridges Renewal, Heavy Vehicle Safety and Productivity and Safer Local Roads and Infrastructure Program.

Corridor	Number of associated projects	Total AGC*including unallocated (\$m)
Princes Highway Corridor	36	\$316.3 million
Western Highway Corridor	7	\$991.8 million

* Table as at 2024-25 Budget

Attachments

A – 2024-25 Budget outcomes (New projects, Corridors and projects with additional funding)

Contact: Lachlan Wood

Cleared by: Andrew Bourne, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

Version Number: 1

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Rural and Regional Affairs and Transport

Lead/Support contact: Lachlan Wood

SB24-000221

Attachment A:**2024-25 Budget**

Victoria received \$5,064,712,900 in Australian Government funding for new projects and in additional funding to existing projects and programs.

The following new projects received Australian Government funding:

Project Name	Total Australian Government Funding (\$)
Bridgewater Road and Portland Ring Road, Portland, intersection upgrade	12,000,000
Princes Highway East - Bairnsdale-Dargo Creek Road Intersection	3,385,000
Goulburn Valley Highway and Graham Street, Shepparton, intersection improvements	2,229,000
Total	17,614,000

The following projects received additional Australian Government funding:

Project Name	Additional Australian Government Funding (\$)
North East Link	3,250,000,000
Cameron's Lane Interchange	750,000,000
Suburban Roads Upgrades - South Eastern Roads and Northern Roads	437,269,000
Gippsland Rail Line Upgrade	290,148,000
Murray Basin Freight Rail Project (Off-Network)	73,416,000
South Geelong to Waurin Ponds Duplication	34,099,000
Princes Highway East - Complete the Duplication Between Traralgon and Sale	31,096,000
Clyde Road Upgrade	27,700,000
Pakenham Roads Upgrade	24,200,000
Commuter Car Park Upgrades - Northern Lines	19,133,000
Ballarat Intermodal Freight Hub	18,650,000
Shepparton Rail Line Upgrade – Stage 3	11,360,000
Green Triangle - Bridge Upgrades	6,824,000
Business Case for Melbourne Inland Rail Intermodal Terminal	4,250,000
Western Freeway realignment at Pykes Creek (Ballarat bound)	3,750,000
Various Rural Intersection Safety Upgrades	2,743,200
Grubb Road Upgrade, Ocean Grove	2,700,000
Maroondah Highway and Bellara Drive Intersection Upgrade	2,700,000
Ballarat to Ouyen - Birchip-Rainbow Road - Mcloughlans Road Intersection Upgrade	972,000
Bannockburn Township Entrance Safety Project	900,000
North East Rail Line Supporting Infrastructure	792,000
Geelong-Portarlington Road and Wilsons Road Intersection Upgrade	750,000

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Midland Link Highway, Midland Highway to Magills Lane Safety Improvements	640,000
Commuter Car Park Upgrade - Frankston Line - Frankston	604,000
Surf Coast Highway, Reserve Road, Felix Street Intersection Improvements	599,500
Thompson Road, North Geelong	320,000
Glenelg Highway and Eurambeen-Streatham Road Intersection Upgrade	110,000
Princes Highway Corridor	41,938,000
<i>Princes Highway West - Bridge Upgrade Surrey River, Narrawong</i>	
<i>Princes Highway West - Bridge Upgrade Shaw River, Yambuk</i>	
<i>Princes Highway West - Bridge Upgrade Mount Emu Creek, Panmure</i>	
<i>Princes Highway West - Bridge Upgrade Glenelg River, Dartmoor</i>	
<i>Princes Highway West - Bridge Upgrade Moyne River, Rosebrook</i>	
<i>Princes Highway West - Bridge Upgrade Merri River, Dennington</i>	
<i>Princes Highway East - Princes Highway and Bank Street Intersection Upgrade, Traralgon</i>	
<i>Princes Highway East - Bridge Strengthening at Bunyip River, Longwarry</i>	
<i>Princes Highway East - Bridge Strengthening of Thomson Bridge on Myrtlebank-Fulham Road, Sale</i>	
<i>Princes Highway East - Princes Highway and Breed Street Intersection Upgrade, Traralgon</i>	
<i>Princes Highway West - Overtaking Lane at Yambuk (Westbound)</i>	
<i>Princes Highway West - Overtaking Lane at Tyrendarra (Westbound)</i>	
<i>Princes Highway West - Bridge Upgrade Warrnambool-Geelong Rail Line, Allansford</i>	
<i>Princes Highway West - Overtaking Lane West of Terang (Eastbound)</i>	
<i>Princes Highway West - Overtaking Lane East of Terang (Westbound)</i>	
<i>Princes Highway West - Bridge Upgrade Warrnambool-Port Fairy Rail Line, Dennington</i>	
<i>Princes Highway West - Bridge Upgrade Warrnambool-Geelong Rail Line, Weerite</i>	
Western Highway Corridor	9,435,200
<i>Horsham Junction Upgrade</i>	
<i>Stawell to South Australian Border - Nhill-Jeparit Road Intersection Upgrade</i>	
Total	5,047,098,900

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Lead/Support contact: Lachlan Wood / s22(1)(a)(ii)

SB24-000222

SUBJECT: SA Infrastructure Investment (Road and Rail)**2024-25 BUDGET**

- As part of the 2024-25 Budget, the Australian Government is providing \$293 million to South Australia over the next 10 years under the Infrastructure Investment Program for new and existing projects. This includes:
 - \$159.4 million for 7 new projects, including \$120 million allocated to one existing corridor; and
 - \$133.6 million in additional funding for existing projects.
- Project specific information is at **Attachment A**.
- The total government commitment to South Australia, over the 10 years from 2024-25 is \$9.7 billion, which includes the additional funding for road maintenance (\$46.8 million from 2024-25 to 2027-28), as reflected in the Federation Funding Agreement Schedule on the Land Transport Infrastructure Projects (2024 - 2029) Funding Table. This includes 36 active projects and 1 corridor.
- South Australia will receive more funding over the forward estimates as compared to 2023-24 MYEFO.

2024-25 MYEFO

- We are unable to confirm any requests for new projects or additional funding for existing projects through the upcoming 2024-25 MYEFO. This is a matter for government and announcements will be made as part of MYEFO.

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: 2023-24 MYEFO (\$b)	Period	Investment: 2024-25 Budget (\$b)	Investment: August 2024 (\$b)	Net change: 2023-24 MYEFO vs 2024-25 Budget (\$b)
2024-25	1.0	2024-25	1.0	1.0	0.1
Forward Estimates (2023-24 to 2026-27)	4.6	Forward Estimates (2024-25 to 2027-28)	5.0	5.4	0.8
10 Year Investment (2023-24 to 2032-33)	10.2	10 Year Investment (2024-25 to 2033-34)	9.7	9.7	-0.5

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* Note: Figures may not sum due to rounding. August 2024 update includes additional road maintenance funding and North-South Corridor movement of funds (\$398 million into the forward estimates from 2028-29 (\$220 million) and 2029-30 (\$178 million)).

2023-24 Final Budget Outcome (\$m)		
Budget ^{&}	Actual	Underspend [#]
948.6	797.4	151.2

[&] As at the 2024-25 Budget

[#] Underspend will be re-profiled into 2024-25 and beyond as part of the 2024-25 MYEFO update

Payments (\$m)	Current Year [^] (\$m)	Forecasts [^] (\$m)				
		2025-26	2026-27	2027-28	2028-29 to 2033-34	Total 10 year
2024-25 Paid to Date*	2024-25					
2.8	1,039.4	1,364.0	1,527.2	1,470.3	4,335.1	9,735.9

* Payments and Actuals as at September 2024

[^] Current Year and Forecasts as at August 2024

IIP: Active Projects (as at 30 September) *

In Planning <i>Construction projects in planning or development phase</i>	11 projects Key projects in planning in 2024-25 include: <ul style="list-style-type: none"> - North-South Corridor - Torrens to Darlington - Marion Road - Anzac Highway to Cross Road
Underway <i>Planning projects that are active</i>	2 projects Key projects underway in 2024-25 are: <ul style="list-style-type: none"> - High Productivity Vehicle Network (SA) – Planning - Level Crossing Removal Program (SA) – Planning
Under Construction <i>Construction projects that are active</i>	23 projects Key projects under construction in 2024-25 include:

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	<ul style="list-style-type: none"> - Southern Expressway and Majors Road Interchange - Nationwide Freight Highway Upgrade Program (SA)
<p>Completed</p> <p><i>Construction or planning project that is complete</i></p>	<p>22 projects</p> <p>Key projects completed in 2023-24 include:</p> <ul style="list-style-type: none"> - Metro Intersection Upgrade Program – Grand Junction / Hampstead Road Intersection Upgrade - Princes Highway Corridor - Shoulder Sealing

** This table excludes projects allocated to Corridors. The above table is for IIP Major Projects only and excludes smaller projects under programs such as Roads to Recovery, Black Spot Projects, Bridges Renewal, Heavy Vehicle Safety and Productivity and Safer Local Roads and Infrastructure Program.*

Corridor	Number of associated projects	Total AGC*including unallocated (\$m)
Princes Highway Corridor	9	481.3

** Table current as at 2024 Budget*

Attachments

A – 2024 Budget outcomes (new projects and projects with additional funding)

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Lead/Support contact: Lachlan Wood / §22(1)(a)(ii)

SB24-000222

Attachment A**2024-25 Budget**

South Australia received \$292,994,000 in Australian Government funding for new projects and in additional funding to existing programs.

The following new projects received Australian Government funding:

Project Name	Total Australian Government Funding (\$)
Main South Road Overtaking Lanes	15,900,000
Riverland Network Flood Resilience Upgrades	10,000,000
Adelaide and Regional Rail Network Extensions – Planning	5,000,000
Adelaide Northern Growth Areas – Planning	5,000,000
Adelaide Metropolitan Bus Fleet Decarbonisation – Planning	2,500,000
Adelaide Metropolitan Rail Fleet Decarbonisation – Planning	1,000,000
Princes Highway corridor	120,000,000
<i>Mount Barker and Verdun Interchange Upgrades</i>	
Total	159,400,000

The following projects received additional Australian Government funding:

Project Name	Additional Australian Government Funding (\$)
South Eastern Freeway Upgrade	100,000,000
Hahndorf Township Improvements and Access Upgrade	18,800,000
Truro Bypass	6,320,000
Sealing Local Road Approaches & Minor Junction Improvements	1,720,000
Road Lighting Improvements	1,680,000
South Road Upgrade (Darlington) Planning	1,378,000
Flinders Link	1,188,000
Oaklands Crossing Grade Separation at the Intersection of Diagonal and Morphett Roads	705,000
Safety Barrier Program	529,000
Metro Intersection Upgrade Program - Grand Junction Road/Hampstead Road Intersection Upgrade	500,000
Long Valley Road Mass Action	480,000
Princes Highway corridor	294,000
<i>Princes Highway Corridor - Shoulder Sealing</i>	
Total	133,594,000

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Rural and Regional Affairs and Transport

Lead/Support contact: Lachlan Wood / s22(1)(a)(ii)

SB24-000223

SUBJECT: TAS Infrastructure Investment (Road and Rail)**2024-25 BUDGET**

- As part of the 2024-25 Budget, the Australian Government is providing \$284.2 million to Tasmania over the next 10 years under the Infrastructure Investment Program for new and existing projects. This includes:
 - \$171.1 million for six new projects; and
 - \$113.1 million in additional funding for 4 existing projects.
- Project specific information is at **Attachment A**.
- The total government commitment to Tasmania, over the 10 years from 2024-25, is \$2.2 billion which includes additional funding to road maintenance (\$12.2 million from 2024-25 to 2027-28) as reflected in the Federation Funding Agreement Schedule on the Land Transport Infrastructure Projects (2024 - 2029) Funding Table. This includes 35 active projects and 5 corridors.
- Tasmania will receive no less funding over the forward estimates as compared to 2023-24 MYEFO.

2024-25 MYEFO

- We are unable to confirm any requests for new projects or additional funding for existing projects through the upcoming 2024-25 MYEFO. This is a matter for government and announcements will be made as part of MYEFO.

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: 2023-24 MYEFO (\$b)	Period	Investment: 2024-25 Budget (\$b)	Investment: August 2024 (\$b)	Net change: 2023-24 MYEFO vs 2024-25 Budget (\$b)
2024-25	0.4	2024-25	0.4	0.4	0.0
Forward Estimates (2023-24 to 2026-27)	1.5	Forward Estimates (2024-25 to 2027-28)	1.5	1.6	0.1
10 Year Investment (2023-24 to 2032-33)	2.6	10 Year Investment (2024-25 to 2033-34)	2.2	2.2	-0.4

Contact: Lachlan Wood
Secretary

Cleared by: Andrew Bourne, First Assistant

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* Note: Figures may not sum due to rounding. August 2024 update includes additional road maintenance funding.

2023-24 Final Budget Outcome (\$m)		
Budget ^{&}	Actual	Underspend [#]
437.1	426.0	11.1

[&] As at the 2024-25 Budget

[#] Underspends will be re-profiled into 2024-25 and beyond as part of the 2024-25 MYEFO update.

Payments (\$m)	Current Year [^] (\$m)	Forecasts [^] (\$m)				
		2024-25 Paid to Date [*]	2025-26	2026-27	2027-28	2028-29 to 2033-34
0.8	419.3	434.8	376.9	325.8	641.2	2,198.0

^{*} Payments and Actuals as at September 2024

[^] Current Year and Forecasts as at August 2024

IIP: Active Projects (as at 30 September)*

In Planning <i>Construction projects in planning or development phase</i>	16 projects Key projects in planning in 2024-25 include: <ul style="list-style-type: none"> - Midway Point Causeway (including McGees Bridge) and Sorell Causeway - Tasman Bridge Upgrade
Underway <i>Planning projects that are active</i>	Nil
Under Construction <i>Construction projects that are active</i>	19 projects Key projects under construction in 2024-25 include: <ul style="list-style-type: none"> - New Bridgewater Bridge

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Secretary

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	<ul style="list-style-type: none"> - Tasmanian Freight Rail Revitalisation - Tranche 3 – Port of Burnie Shiploader Upgrade
Completed <i>Construction or planning project that is complete</i>	10 projects Key projects completed in 2023-24 include: <ul style="list-style-type: none"> - Midland Highway Upgrade – Oatlands (Jericho to South of York Plains) - Midland Highway Upgrade – Ross (Mona Vale Road to Campbell Town)

* This table excludes projects allocated to Corridors. The above table is for IIP Major Projects only and excludes smaller projects under programs such as Roads to Recovery, Black Spot Projects, Bridges Renewal, Heavy Vehicle Safety and Productivity and Safer Local Roads and Infrastructure Program.

Corridor	Number of associated projects	Total AGC*including unallocated (\$m)
Arthur Highway Corridor	1	1.6
Devonport to Cradle Mountain Corridor	1	2.5
Huon Highway Corridor	1	40
Tasmanian Roads Corridor	5	558.6
Midland Highway Corridor	4	152.6

* Table current as at 2024-25 Budget

Attachments

A – 2024-25 Budget outcomes (New projects, Corridors and projects with additional funding)

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Secretary

Cleared by: Andrew Bourne, First Assistant

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SB24-000223

Attachment A**2024-25 Budget Outcomes**

Tasmania received \$284,220,000 in Australian Government funding for new projects and in additional funding to existing projects.

The following new projects received Australian Government funding:

Project Name	Total Australian Government Funding (\$)
Lyell Highway – Granton to New Norfolk	80,000,000
Hobart Public Transport Infrastructure Planning	38,500,000
Hobart Metropolitan Bus Fleet Decarbonisation	8,500,000
Huon Highway Corridor	40,000,000
<i>Huon Highway Upgrades</i>	
Devonport to Cradle Mountain Corridor	2,500,000
<i>Devonport to Cradle Mountain - Planning</i>	
Arthur Highway Corridor	1,600,000
<i>Arthur Highway - Planning</i>	
Total	171,100,000

The following projects received additional Australian Government funding:

Project Name	Additional Australian Government Funding (\$)
Mornington Roundabout Upgrade (GSF)	50,000,000
Tasmanian Freight Rail Revitalisation - Tranche 3 – Port of Burnie Shiploader Upgrade	18,000,000
Algonia Road Grade Separated Interchange and Duplication of the Kingston Bypass	13,120,000
Midland Highway Corridor	32,000,000
<i>Midland Highway - Campbell Town North (Campbell Town to Epping Forest)</i>	
Total	113,120,000

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Secretary

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Rural and Regional Affairs and Transport

Lead/Support contact: Rachel Figurski

SB24-000224

SUBJECT: Inland Rail**Talking Points***Inland Rail delivery*

- In line with the Australian Government's response to the Independent Review of Inland Rail (the Review) the delivery of Inland Rail is being staged with a focus on:
 - completing the construction of sections between the intermodal terminal at Beveridge in Victoria (Vic) and Parkes in New South Wales (NSW) by the end of 2027; and
 - north of Narromine in NSW to Kagaru in Queensland (QLD), undertaking the activities necessary to complete the required environmental approval processes and secure the land required to deliver the Inland Rail project.

Project Progress

- As at 30 September 2024, a total of [272 kms of track, or 17% of total track], had been completed.
- Securing the necessary environmental approvals for remaining project sections continues.
 - NSW approvals for Illabo to Stockinbingal (I2S) were received on 6 September 2024, this has now been referred to the Department of Climate Change, Environment, Energy and Water for approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*
 - NSW approval for Albury to Illabo (A2I) was received on 8 October 2024. EPBC Act approval is not required for this project.

Victoria

- Beveridge to Albury (B2A) Tranche 1 — Good progress has been made on construction activities at the four tranche 1 sites including the new Beaconsfield Parade Bridge at Glenrowan, which was officially opened by the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, on 1 March 2024.

New South Wales

- There are 2 sections commissioned for train operations:
 - Parkes to Narromine (P2N) commissioned in September 2020.
 - Narrabri to North Star phase one (N2NSP1) commissioned in October 2023.

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Lead/Support contact: Rachel Figurski

SB24-000224

Funding

- The government funding commitment to Inland Rail is up to \$14.5 billion in equity and \$290.3 million in grant funding (**Attachment A**).
- ^{s47C} [REDACTED]
- The staged approach to the delivery is being implemented within the existing \$14.5 billion Inland Rail equity funding envelope.

Cost

- The Review confirmed that the project is running significantly behind schedule and is over budget. ARTC estimates in 2022, provided as part of the Review, indicated a total project cost in excess of \$31 billion.
- In line with government's acceptance of recommendations 13 and 18 of the Review, the verification of the scope, design, schedule and cost estimations of the Inland Rail project is underway.
- The final cost of Inland Rail will not be known until the completion of procurements for all sections of Inland Rail following finalisation of design, planning and environmental approvals.

Key Issues*The Delivery of Inland Rail: An Independent review*

- On 6 April 2023, the government released *The Delivery of Inland Rail: An Independent Review* (the Review) and its response to the 19 recommendations of Dr Kerry Schott AO to improve delivery.
- The government agreed or agreed in principle to all 19 of the Review's recommendations.
- As at 30 September 2024, the implementation of the government's responses to 13 of the recommendations have been completed, with the implementation of the remaining recommendations in progress. (See Attachment B).

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

- A procurement process is underway to engage an independent service provider to verify the scope, design, delivery schedule and cost estimations for Inland Rail.
- The completion of this work will provide more certainty that Inland Rail can be delivered to an agreed timeframe and budget.

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- this work is currently scheduled to be completed by early Q2 2025 subject to the outcome of the procurement process.

Project costs

- South of Parkes - Costs for delivery of Beveridge (Vic) to Parkes (NSW) are within forecast, however Inland Rail have advised of significant likely cost pressures:
 - B2A Tranche 2 sites due to required changes to reference designs to meet state, local government and community requirements. Cost reduction strategies, investigating value engineering, delivery efficiencies and scope control and/or reduction, are underway.
 - A2I – delays in receiving environmental approval has caused cost pressures as construction has not commenced as anticipated at contract award.
- North of Narromine:
 - planning and environmental approvals are required to further refine reference designs, which will give greater certainty to cost and schedule for sections north of Narromine.

Project progress

- Victoria:
 - Beveridge to Albury Tranche 1:
 - Glenrowan — the new Beaconsfield Parade Bridge at Glenrowan was opened on 1 March 2024 with further road and remedial works on track to be completed in late 2024.
 - Seymour — replacement of the Seymour-Avenel Road Bridge commenced in March 2024.
 - Wangaratta — replacement of footbridges, track and platform realignment at Wangaratta station and Green Street bridge replacement commenced in March 2024.
 - Barnawartha — track lowering at Barnawartha on the Murray Valley Highway is complete.
 - Beveridge to Albury Tranche 2: IRPL announced the award of the design and construct contract to John Holland - value \$470m, on 27 June 2024.
- New South Wales:
 - Narrabri to North Star Phase 1 — was opened for train operations in October 2023 and final remediation works are in progress.
 - Illabo to Stockinbingal — IRPL announced an early works contract with John Holland to commence preliminary design and scoping works in August 2024.

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- Stockinbingal to Parkes (S2P) — early construction works commenced in September 2023. Construction at the four upgrade sites has continued and is progressing according to schedule.
- Albury to Illabo (A2I) — early works and finalisation of design is well underway.
- Queensland:
 - the revised draft Environmental Impact Statement (EIS) for the Border to Gowrie section is expected to be released for public exhibition in late 2024.
 - planning and integration of Inland Rail and the proposed intermodal terminal at Ebenezer is underway in collaboration with National Intermodal Corporation.

Environmental impacts and approvals

- The public notification and exhibition of the EIS is a key step in the approval pathway in getting Inland Rail sections ready for future construction.
 - New South Wales:
 - A2I – received determination of Critical State Significant Infrastructure from the NSW Minister for Planning and Public Spaces (NSW Minister) on 8 October 2024.
 - I2S - received determination of Critical State Significant Infrastructure from NSW Minister on 6 September 2024. This has progressed to the Commonwealth Department of Climate Change, Environment, Energy and Water for approval under the *Environmental Protection and Biodiversity Conservation Act 1999*.
 - Narrabri to North Star Phase 2 — Preferred Infrastructure Report (PIR) was submitted to DPHI in July 2024. DPHI have requested more information and clarification of content.
 - Queensland
 - work to revise draft EIS documentation for the Gowrie to Kagaru projects is being planned by IRPL as the B2G EIS progresses.

Inland Rail governance

- IRPL was established as a subsidiary of ARTC on 1 July 2023, to support the restructure and separation of the day-to-day governance and delivery arrangements of ARTC and the Inland Rail project.
- The transition of Inland Rail delivery from ARTC to IRPL was completed on 1 May 2024.
- IRPL is expected to provide all necessary information, as part of its reporting requirements, to enable Shareholder Departments to meet their assurance obligations under the *Public Governance, Performance and Accountability Act 2013* (PGPA Act).
- Shareholder departments provide government with visibility of IRPL's project delivery and risk management, and undertake reviews and evaluations of project implementation as necessary

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- Updates on the status and funding arrangements for Inland Rail are provided to government at least biannually.

Sensitivities

- Victoria:
 - Historical Sites — following applications from two community groups, the Heritage Council of Victoria placed Interim Protection Orders on the Euroa Goods Shed and the Benalla Signal Box.
 - Benalla – on 12 June 2024 the Heritage Council of Victoria determined the Signal Box is not of State-level cultural significance and should not be included on the Victorian Heritage Register.
 - Euroa – on 12 September 2024 the Heritage Council of Victoria determined the Goods Shed is not of State-level cultural significance and should not be included on the Victorian Heritage Register.
 - The Goods Shed was demolished on 15 October 2024.
 - The community was informed of the planned demolition prior to the Goods Shed demolition, through a works notification notice. There was also media (both print and television) regarding the removal of the goods shed prior to works commencing. The Inland Rail Project Director met with members of EuroaConnect to advise them of the date and time of the shed's removal.
 - The salvaged materials are currently being catalogued and will be stored by ARTC. These materials will be kept until completion of the community engagement on a heritage interpretation plan.
 - IRPL are now working with local councils and communities to incorporate aspects of both structures in their design.
- New South Wales:
 - I2S — Transport for NSW (TfNSW) issued proposed acquisition notices (PANs) to land owners in January 2024, commencing the compulsory acquisition process. Negotiations with landowners continue during this time. Landowners have raised concerns, including length of time of the process, lack of continuity of their contacts and difficulties in obtaining information on progress, with local MP's and the NSW Farmers Federation. IRPL have met with the NSW Farmers Federation to address these concerns. All acquisitions continue on schedule and are anticipated to be completed by the end of 2024.
 - Wagga Wagga — upgrades to infrastructure on the existing rail route through Wagga Wagga are required to support double stacked freight trains. There are still calls for a bypass or the securing of an easement for a bypass route of Wagga Wagga, to address perceived impacts on residents due to potential increased train numbers. In

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line with the government's acceptance of recommendation 12 of the review, IRPL have committed to mitigate impacts as part of the design and approval process, as well as to monitor train movements and forecasts to inform discussions with the state to consider preservation of a future transport corridor.

- Queensland:
 - recent media has questioned the government commitment to construction of Inland Rail in QLD. IRPL has continued to provide information on the progress of agreed activities, including progression of submission of revised EIS documents and land acquisitions.

Risks and mitigations

- IRPL hold responsibility for the identification and management of risk in the delivery of the Inland Rail Project and is expected to escalate risks and issues to shareholders in a timely manner.
- A review of program risks and reporting is currently being undertaken to better reflect the staged approach to the project and the responsibilities outlined in revised governance arrangements.
- Shareholder departments are committed to ensuring effective oversight of the Inland Rail program under the new governance arrangements.

Benefits realised

- Construction commenced on sections of Inland Rail in December 2018 and has provided direct benefits in the form of local stimulus and jobs to those communities.
- As at 31 August 2024:
 - 5,750 people have worked on the project, including 2,942 local residents, 764 of whom are First Nations People
 - \$485.68 million has been spent with 710 local businesses
 - More than \$5.3 billion in contracts had been awarded to over 2,100 companies across Australia.
- The enhanced service offering of Inland Rail is available between Parkes and Narromine, carrying grain and minerals, with freight efficiencies flowing through supply chains that reach from Sydney in the east and Perth and Adelaide in the west.
- National Trunk Rail proposal:
 - The Commonwealth is aware of National Trunk Rail's PortConnex proposal.
 - The Commonwealth understands that National Trunk Rail has been engaging with the Queensland Government in regard to the proposal.
 - The Commonwealth has not received a Business Case for the proposal.

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Attachments

A — Inland Rail Funding

B — Status of implementation of Inland Rail Review recommendations

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Transport, Regional Development, Communications and the Arts**Contact:** Rachel Figurski**Cleared by:** Greg Cox, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 21/10/2024

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Attachment A

INLAND RAIL FUNDING

Financial information as at 30 September 2024

Total equity commitment	\$14.5 billion
Total grant commitment	\$290.3 million
<small>s47C</small>	<small>s47C</small>
Grant funding paid at 30 September 2024	\$289.8 million

Equity funding

	Prior years \$m	2023–24 \$m	2024–25 \$m	2025–26 \$m	2026–27 \$m	TOTAL \$m
Equity	3,230.5	662.2	nfp	nfp	nfp	14,526.2

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

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Attachment B**Inland Rail Review recommendation implementation status**

As at 30 September 2024, the Government's responses to 13 of the 19 recommendations have been implemented and completed, with implementation of the remaining recommendations in progress.

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

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SUBJECT: Australian Rail Track Corporation**Talking Points**Safety

- The Australian Rail Track Corporation (ARTC) is committed to carrying out its core business safely, as well as learning from and implementing changes to its operations that are identified through its own internal reviews, as well as safety investigations led by the Australian Transport Safety Bureau (ATSB).
- The Australian Government notes the conviction recorded against ARTC on 3 April 2024 in relation to the derailment of a passenger train at Wallan (Victoria) on 20 February 2020 that resulted in two fatalities. The government also notes that ARTC has implemented additional controls into its operations to ensure that a safe rail network is provided, with those controls also reviewed by the ATSB.
- From 25 June to 5 July 2024, ARTC experienced 23 protester incursions into the Hunter Valley rail network. In order to mitigate safety impacts ARTC worked closely with NSW authorities to increase surveillance and security.

Network resilience and maintenance

- A resilient and reliable rail network is required to meet growing freight demand, support decarbonisation and build productivity.
- The east-west rail corridor was closed from 10 to 30 March 2024 due to flooding caused by a significant rainfall event between Kalgoorlie and Rawlinna. The resulting impact on freight movements between Perth and the eastern states highlights the importance of ARTC's continued efforts to improve network resilience.
- In recognition of the priority to invest in improving the condition of the ARTC network and improve the resilience of key freight route vulnerabilities, over \$1 billion is being invested in the network through ARTC's Network Investment Program. This comprises \$540 million of government funding from 2027-28, and over \$500 million in ARTC funding commencing 2024-25.
- The Network Investment Program has been developed by ARTC in consultation with stakeholders. It identifies investment opportunities to enhance the resilience of the ARTC network.

ARTC Futures Program

- Following review of its business strategy and separation of Inland Rail from the operating business, ARTC set about improving organisational efficiency and repositioning for the future.

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- ARTC established the Futures Program as a vehicle to help deliver its business strategy.
- The goals of the Futures Program are to realign functions, ensure day-to-day operations, investments and financial performance are sustainable and to enable ongoing service excellence and innovation.

Liberty Primary Steel Whyalla steelworks (Whyalla steelworks)

- In March 2022, ARTC entered into a deal with GFG Alliance, the owner of Whyalla steelworks, to deliver 147,000 tonnes of steel over three to five years. Orders are placed on an as needs basis.
- Following GFG Alliance announcing that it is cutting costs at Whyalla Steelworks, ARTC is engaging with the company about industry challenges to ensure it maintains a safe and reliable rail asset.

Key IssuesShareholder oversight of ARTC

- An interim Statement of Expectations was issued on 22 June 2023, outlining the government's objectives for ARTC:
 - to provide safe, efficient and effective access to the interstate rail network;
 - to operate, manage, maintain and improve track infrastructure owned or controlled by ARTC;
 - to pursue a growth strategy for interstate rail and rail's share of the interstate freight market and to foster a commercially viable Australian rail industry; and
 - to implement the recommendations of the Inland Rail Review and deliver the Inland Rail project through ARTC's fully owned subsidiary.

Safety Incidents

- From 25 June to 5 July 2024, ARTC experienced 23 protester incursions into the Hunter Valley rail network. In order to mitigate safety impacts, ARTC cancelled 160 coal services and worked with the NSW government to cease passenger services between Newcastle and Maitland to reduce the likelihood of a collision with protestors. ARTC worked closely with NSW authorities to increase surveillance and security and lobbied the NSW government to strengthen the NSW Crimes Act to strengthen deterrence for break and enter on its network.
- During this period, ARTC kept shareholder departments informed and sought support as required, noting that immediate actions were primarily the responsibility of relevant state authorities.

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- On 31 December 2023, a fatal major incident occurred on the ARTC network, when a B-Double truck collided with a Pacific National freight train on the Barrier Highway at Bindarra, near the South Australia and New South Wales border. The 2-person crew of the freight train were pronounced deceased at the site. The truck driver was not seriously injured and was charged with 2 counts of causing death by dangerous driving.
 - the government is investing in grade separations and upgrading level crossings, including improvements to technology and warning systems, through the \$160 million Regional Level Crossing Upgrade Fund, which provides funding to states and territories to undertake these works.
 - *any questions on the Regional Level Crossing Program should be referred to the Surface Transport and Emissions Policy Division.*

Network Disruptions

- In 2023–24, network disruption events resulted in 24 days of interruption on the network (compared to 151 days in the prior year) and more than \$10 million in incident costs and lost revenue to ARTC.
 - in December 2023, there were major network disruptions (over 24 hours) on both ARTC's Interstate and Hunter Valley Networks. The most severe were derailments at Murrumbo (NSW) and Bindarra (SA).
- The closure of the east-west corridor between Kalgoorlie and Rawlinna for 21 days in March 2024 was caused by a significant rain event resulting in water covering the track at several locations.

Network Resilience and Investment in Network Improvements

- ARTC is responsible for building, maintaining and operating the National Rail Network which involves operating and maintaining the Interstate Network and the Hunter Valley Network while:
 - improving Australia's productivity by encouraging modal shift;
 - managing an ageing asset base including through increased investment in resilience of the network; and
 - increasing the focus on a safety culture and managing the entry of new above rail providers to help move freight and passengers safely, reliably and efficiently.
- ARTC recognises the need to continue delivering a reliable and resilient network and is cognisant of significant issues including ageing assets, continued expected growth in demand of its network, high development costs and increasing impacts of climate change.
- Through consultation with industry and customers, ARTC has developed its Network Investment Program. This Program was developed to prioritise a suite of strategic

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investments to build greater resilience and reliability into the ARTC network at critical locations.

- In the 2024-25 Budget, the government committed \$540 million to ARTC's Network Investment Program, commencing from 2027-28. This funding will support critical network upgrades and resilience projects to address key vulnerabilities and mitigate against network disruption events, including:
 - \$140 million for culvert upgrades between Tarcoola and Crystal Brook (SA), Tarcoola to Kalgoorlie (WA) and Albury and Sydney (NSW);
 - \$100 million for rail replacement between Tarcoola and Kalgoorlie (WA);
 - \$150 million for track rehabilitation and operational upgrades between Albury and Sydney (NSW); and
 - \$150 million for the Maroona to Portland Line upgrade (VIC).
- The government investment will complement over \$500 million in funding from ARTC into the Network Investment Program, making the total investment over \$1 billion.
- The investment in the Network Investment Program is in addition to existing government funding to improve the productivity, safety and reliability of the ARTC Network. This includes:
 - \$235 million for the (completed) Victorian North East Rail Line Upgrade;
 - \$252 million for the (completed) Adelaide – Tarcoola Rail Line Upgrade Acceleration project;
 - \$442 million for the Port Botany Rail Line Duplication and Cabramatta Loop (NB. an additional \$42 million on top of the original \$400 million was allocated in the 2023-24 MYEFO);
 - \$41.6 million for the Southern Highlands Overtaking Opportunities project;
 - \$44.7 million for the Narrabri to Turravan Line Upgrade; and
 - \$270 million for the development and pilot of the Advanced Train Management System.
- The government is working closely with ARTC in its delivery of the Network Investment Program.

ARTC Futures Program

- ARTC put in place a plan to reposition for the future, as a result of Inland Rail separating from the operating business and anticipated change in the operating environment.
- ARTC implemented its 'Futures Program' in 2023-24 to enable delivery of its business strategy.
- ARTC's organisational structure has been updated, aligning accountability across customer, operation and support functions.

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- The Futures Program has resulted in a revised leadership structure, and a net 5% reduction in management labour.
- ARTC is progressively implementing changes without compromising on safety or the day-to-day operations of the rail network.
- To date, the Futures Program has realised efficiencies in ARTC's operating environment with a reduction in non-maintenance overhead costs.
- For the Corporate Plan period, a flat profile for operating expenditure has been forecast based on proactive management of costs and containment strategies implemented through the Futures Program.
- *Any questions on the ARTC Futures Program should be referred to ARTC.*

Interoperability

- As part of the rail interoperability framework, ARTC has been working with the Commonwealth, the National Transport Commission, and state jurisdictions to identify a pathway for an interoperable national digital signalling system.
- On the 7 June 2024, the Infrastructure and Transport Ministers' Meeting (ITMM) agreed the National Transport Commission (NTC) will develop a Strategic Business Case (SBC) for train control and signalling interoperability pathway for Australia.
- Once the national pathway is decided, all Rail Infrastructure Managers, including ARTC, are expected to consider actions they will need to take to achieve interoperability.
- In the interim, the Advanced Train Management System (ATMS) will remain operational between Port Augusta and Whyalla, South Australia.

Liberty Primary Steel Whyalla steelworks (Whyalla steelworks)

- Whyalla steelworks is an Australia-based manufacturer of rail.
- ARTC entered into a \$292 million contract with GFG Alliance's Liberty Steel Group, the owner of Whyalla steelworks, in March 2022 to deliver 147,000 tonnes of steel over three to five years. This includes more than 110,000 tonnes for the remaining sections of Inland Rail, alongside steel for upgrades to the Narrabri to Turravan and NSW Southern Highlands projects. Orders for steel are placed on an as needed basis and have continued to support various projects throughout 2024.
- GFG Alliance has announced that it is cutting costs at Whyalla, including on maintenance work at the plant, as it contends with a global slump in steel prices. ARTC monitors the financial, operational and safety performance of all key suppliers and is engaging with Whyalla steelworks about industry challenges.

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- Any questions on the contractual arrangements with GFG Alliance should be referred to ARTC.

Financial performance and dividends

- The financial outcomes for 2023–24 included an increase in Earnings Before Interest, Tax, Depreciation, Amortisation and Impairment (EBITDAI) up 77.2 per cent from 2022–23 primarily due to increased access and other revenue.
- While ARTC recorded an operating profit in 2023–24, it reported a net loss due to significant impairment expenses related to the operating business and Inland Rail.
- As a result, ARTC did not make any dividend payments in 2023–24. ARTC's capacity for making dividend payments is reviewed through the annual corporate planning process.
- ARTC has been reporting net losses since 2018–19, largely due to the significant amount of Inland Rail-related impairment expenditures.

Freight volumes

- In 2023–24:
 - 59,360 million gross tonne kilometres of intermodal and bulk freight, including steel, grain and minerals, was transported on ARTC's network. This was approximately 2.4 per cent lower than 2022–23.
 - 44,095 million gross tonne kilometres of coal was transported on the network. This was 14.0 per cent higher than in 2022–23, primarily due to reduced weather-related impacts on the Hunter Valley network, allowing for more rail freight access.

North East Rail Line

- The North East Rail Line (NERL) in Victoria was upgraded in 2021 to improve the resilience and reliability of the track, while also enabling V/Line to introduce new, faster and more reliable trains onto the track improving service and ride quality for passenger services. The Australian Government committed \$235 million for these works
- The NERL was built to the Victorian equivalent Class 2 standard. ARTC has continued to invest in the maintenance of the network and is seeking agreement from the Victorian Government on the necessary contribution to meet the medium-term maintenance of the network to the State's passenger standard requirements.
- The Victorian Government consider that it is a condition of the lease to ARTC that ARTC must fund all maintenance on the track, including to Class 2 standards.
- ARTC is continuing to engage with the Victorian Government on this matter.

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- Additional questions on the NERL project and associated maintenance should be directed to ARTC.

Background

- Please refer to **SB24-000224**, brief on Inland Rail for additional information.

Financial Information as at 30 September 2024

Current ARTC Funding (\$ millions) as at 30 September 2024	Australian Government Committed Grant Funding (\$ millions)	Australian Government Equity Funding (\$ millions)	Expenditure to 30 September 2024 (\$ millions)
Inland Rail (Equity) *		14,526.2	\$47C
Inland Rail (Grant)	290.3		289.8
Advanced Train Management System (ATMS)	270.0		175.1
Southern Highlands Overtaking Opportunities Project	41.6		26.86
Narrabri to Turrawan Line Upgrade	44.7		42.65
Port Botany Rail Line Duplication and Cabramatta Loop	442.0		437.0

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

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

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Lead/Support contact: David Muldoon/Greg Cox

SB24-000226

SUBJECT: National Intermodal Corporation—intermodal terminals precincts**Talking Points**

- National Intermodal Corporation Limited (National Intermodal) continues their progress in delivering intermodal terminals to realise the benefits of Inland Rail, ensure genuine independent open access terminal precincts and drive efficiency and competition in the freight network.
- The Australian Government response to the Independent Review of Inland Rail (the Inland Rail Review) supported development of intermodal terminals in Melbourne and Brisbane, and progressing planning work for a terminal at Parkes, NSW to maximise the benefits of the government's investment in Inland Rail.
- National Intermodal are working with industry and the Victorian Government to develop and progress the first stage (Stage 1A) of the Beveridge Intermodal Freight Terminal (BIFT) which is expected to be operational in 2026.
- National Intermodal officially opened the Moorebank Interstate Terminal in April 2024 and are expected to commence construction on the Moorebank Avenue Realignment by December 2024, providing key enabling infrastructure for the Moorebank Intermodal Precinct.

Key Issues*Independent Review of Inland Rail – Intermodal References and Work Underway*

Rec	Recommendation	What we are doing
8	<p>2 new intermodal terminals should be developed concurrently in Melbourne. Beveridge should be available as soon as practical and the second, Western Interstate Freight Terminal (WIFT) at Truganina, should in due course expand and become the larger operation.</p> <p>Both terminals should be operated by independent operators providing open access to all rail freight operators. Given that National</p>	<p>Beveridge — In 2023, National Intermodal acquired 1,100 hectares of land at Beveridge in Victoria for BIFT and signed a Memorandum of Understanding with Aurizon as a foundation customer.</p> <p>In late 2023 - National Intermodal lodged Planning, Environmental, Cultural and Heritage Submissions for Stage 1A of BIFT. National Intermodal is working closely with all levels of governments to obtain approvals in early 2025 to allow for Stage 1A to be operational in 2026.</p>

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Rec	Recommendation	What we are doing
	<p>Intermodal Corporation has an option to purchase land at Beveridge and is a Commonwealth-owned GBE that can offer open access and independence from freight operators, preference should be given to it to develop Beveridge on those conditions</p>	<p>In late 2023 — National Intermodal also undertook an Expressions of Interest market engagement process to gauge interest from industry in the BIFT precinct. Following agreement from Shareholder ministers, short-listed proponents will proceed to Request for Tender Stage (RFT).</p> <p>Truganina — planning work to progress the (WIFT) at Truganina and the connecting Outer Metropolitan Ring (OMR) Rail South infrastructure is currently underway with the Victorian Government.</p> <p>In May 2024, the Victorian Government, as part of their revised Interstate Freight Terminals Strategy, announced their support for the development of BIFT in the short term, an extension of the Dynon Rail Terminal Lease by 20 years from 2031 to 2051, and for a focus on protecting land at Truganina for the eventual construction of WIFT.</p> <p>On 5 September 2024 Pacific National advised the Victorian Government of their withdrawal of their planning and environmental application and approvals for the Little River Logistics Precinct Project. The project was opposed by community groups and the local Wyndham Council. Pacific National said it will now focus on operations at its South Dynon depot in West Melbourne after the Victorian Government extended its lease at the site.</p>
9	<p>An intermodal terminal should be developed at Ebenezer so that its completion aligns with that of</p>	<p>The Australian and the Queensland Governments have been working together since 2020 on the planning for an intermodal facility in South East Queensland.</p>

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Cleared by: Greg Cox, First Assistant Secretary

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Rec	Recommendation	What we are doing
	<p>Inland Rail. The final site, lay-out and commercial model should be settled expeditiously between the Australian and Queensland governments. The terminal should be run independently by a terminal owner/operator with an open access regime. Governments should consider who that terminal operator will be, but I note that such an operator already exists in the form of government-owned National Intermodal Corporation.</p>	<p>The Queensland Government provided a draft business case for a Brisbane Intermodal Terminal Precinct to the Australian Government in April 2023.</p> <p>National Intermodal are now leading the development of a business case in collaboration with Queensland Government including to incorporate the recommendations of the Inland Rail Review (for example, not double stacking past Ebenezer to Kagaru and revised delivery timeframes).</p> <p>Early 2025 – Anticipated completion of the final business case.</p>
10	<p>The Australian and NSW governments should investigate opportunities for intermodal facilities at Parkes, possibly to be developed by the National Intermodal Corporation.</p>	<p>March 2024 - National Intermodal delivered a Feasibility Study (first-pass) on the need for an independently managed open access intermodal facility at Parkes, in consultation with the Australian and New South Wales governments.</p> <p>May 2024 – Budget announcement to commence final business case.</p> <p>Early 2025 – Anticipated completion of the final business case.</p>

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Intermodal Related Funding Commitments

Commitment	Where this Commitment Was Made	Further Information
\$4.2 Billion for the Melbourne Intermodal Terminals including the BIFT and road connections as well as the Western Interstate Freight Terminal at Truganina with the OMR Rail South connection	2022–23 Budget / 2024-25 Budget (addition funding for Camerons Lane)	<p>The \$4.2 billion is comprised of:</p> <p>BIFT: \$1.62 billion total (100% Australian Government equity funded).</p> <p>Camerons Lane Interchange: \$900 million grant funding (funded on 86:14 basis with Victoria).</p> <p>WIFT: \$740 million (equity).</p> <p>OMR Rail South: \$920 million grant funding. (funded on 50:50 basis with Victoria).</p>

National Intermodal Financials – Key Figures

Key Figure	Overview
\$570 million	Equity provided for National Intermodal to develop the Moorebank Intermodal Terminal. Funding was provided at 2017–18 Budget and 2018–19 MYEFO.
\$1.62 billion	Equity provided for National Intermodal to deliver the Beveridge Interstate Freight Terminal. Funding provided at 2021–22 MYEFO.
\$740 million	Equity provided for National Intermodal to deliver the Western Interstate Freight Terminal. Funding provided at 2021–22 MYEFO.
\$2.93 billion	Total equity available to National Intermodal.
\$3 million	Equity reallocated for National Intermodal to deliver the Parkes Feasibility Study. Funding reallocated at 2023–24 Budget.
\$5 million	Equity reallocated for National Intermodal to deliver the Parkes Final Business Case. Funding reallocated at 2024–25 Budget.
\$928.6 million	Equity that National Intermodal has drawn down to date as at 31 August 2024.

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Cleared by: Greg Cox, First Assistant Secretary

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SB24-000226

Moorebank Intermodal Precinct — Key Dates

Date	Overview
1 November 2019	Import Export Terminal opened
6 April 2022	Construction of the Interstate Terminal at Moorebank commenced
4 April 2024	Interstate Terminal commissioned
Late 2024	Moorebank Avenue Realignment award of Head Contractor for construction
Late 2024	Moorebank Avenue Realignment – construction to commence

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

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Lead/Support contact: James Savage

SB24-000227

SUBJECT: Western Sydney International (Nancy-Bird Walton) Airport

Talking Points

- As at 31 August 2024, Western Sydney International (Nancy-Bird Walton) Airport (WSI) is 88% complete and on track to commence operations by late 2026.
- The construction of WSI has supported 9,695 direct jobs since 2018. Current workforce statistics include 53% Western Sydney workers, 30% learning workers and 34% diverse workforce (incorporating 2.78% First Nations participation).
- The delivery of WSI is already providing economic benefits for the Western Sydney region, with over \$500 million directly contracted to Western Sydney businesses, inclusive of small and medium enterprises, family and First Nations businesses.

Key Issues

- WSA is continuing to develop its commercial activities to become an operational airport, including undertaking negotiations with airlines and market testing of retail and catering opportunities.
- Recent highlights from construction include the completion of the runway and taxiway, along with the installation of the terminal roof and potable water and wastewater connections to Sydney Water.
- **First test flight:** flights involving a Piper PA-30 Twin Engine Comanche aircraft tests included taking off and landing from both ends of the runway during daylight, dusk and evening conditions as part of testing work of airside contractor, including airfield lighting (2 October 2024).
- **International airline agreement:** Singapore Airlines have been announced as the first international airline to confirm its intent to operate from WSI (27 August 2024).
- **Domestic airline agreement:** WSA announced an agreement with Qantas and Jetstar to operate domestic flights from WSI (8 June 2023).
- **Cargo Precinct:** WSI announced agreements with Qantas freight and Menzies Aviation to operate at the new cargo precinct that will increase Sydney's air cargo capacity by around 33 per cent upon opening (1 October 2024).
- **Business Precinct:** construction has commenced on the first stage of the Business Precinct, being delivered through a joint venture partnership with Australian property group, Charter Hall Group (11 April 2024).

Contact: James Savage

Cleared by: Greg Cox, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Lead/Support contact: James Savage

SB24-000227

Sensitivities

- Airspace design: Information on the release of the preliminary flight paths and the draft Environmental Impact Statement can be found in **SB23-000943** Western Sydney International Airport — Airspace and Environment (refer Outcome 2, International Aviation, Technology and Services Division, Western Sydney Airport Regulatory Policy Branch).
- Bilateral Air Services Agreements: Information can be found in **SB24-00119** Bilateral Air Services Agreements (refer Outcome 2, International Aviation, Technology and Services Division, International Aviation Branch).
- Western Sydney Aerotropolis and Bradfield: Questions on Western Sydney Aerotropolis and Bradfield should be directed to the NSW Government.

Background*Overall project progress on the five major works packages*

Major Works Package	Status (percentage completion) as at 31 August 2024	Package commenced	Forecast completion
Bulk Earthworks	100%	January 2020	Practical completion December 2022
Terminal and Specialty Systems	88.0%	October 2021	Early 2025
Airside civil and pavements	91.1%	June 2022	Early 2025
Landside civil and buildings works	83.2%	November 2022	Early 2025
Enterprise Technology Contract	71.1%	December 2021	Late 2026

Jobs and employment data

Major Works Packages	Status at 31 August 2024	WSA target
Total workforce ¹	9,695	-
Learning workers	30%	20%
Local workers	53%	30%
Workforce diversity ²	34%	10%
First Nations participation	2.78%	2.4%

¹ This is calculated as total job years for the construction workers and professional services workers (consultants, engineers, administration, etc).

² The workforce diversity percentage includes First Nations peoples, women in non-traditional roles, women in leadership roles, economically and socially disadvantaged groups and people with a disability.

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Financial Information as at 30 June 2024

The Government has subscribed for \$4.8 billion (GST exclusive) in equity for WSA, in return for 4.8 billion shares.

As at financial year update:

Project start date:	24 September 2018				
Project end date:	Late 2026				
	2020–21	2021–22	2022–23	2023–24	2024–25
	\$m	\$m	\$m	\$m	\$m
Budget Estimates	645.0	640.1	1,181.6	684.0	nfp
Cumulative equity provided	1,744.2	2,384.3	3,565.9	4,785.2	nfp

**Note: The equity profile included for 2023–24 is for the equity provided in the financial year to 30 June 2024 reflecting the equity provided as per the most recently tabled shares. The full 2024- 25 financial year profile and forward estimates beyond those published in the 2023–24 Annual Report to 30 June 2024 are not for publication due to commercial sensitivities.*

Equity investment

- In the 2017–18 Budget, the government committed up to \$5.3 billion in equity to WSA to develop WSI.
- Additional equity for WSA has been committed for the following, with financial implications of these measures are not for publication due to commercial sensitivities:
 - ensuring that WSA has access to sufficient funding to finalise construction of Stage One of WSI (2024-25 Budget);
 - construction of facilities at WSI to support border services and law enforcement operations (2023– 24 Budget); and
 - aviation fuel infrastructure and potential costs for the integration of the airport with the Sydney Metro — Western Sydney Airport project (2021–22 Mid-Year Economic and Fiscal Outlook).

Funding for Commonwealth Agencies

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

Contact: James Savage**Cleared by:** Greg Cox, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 1**Date:** 02/10/2024

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Lead/Support contact: Jennifer Stace

SB24-000228

SUBJECT: High Speed Rail Authority**Talking Points**

- The Australian Government established the High Speed Rail Authority (HSRA) to plan and oversee the development of a high speed rail network to connect Brisbane, Sydney, Canberra and Melbourne and regional communities across Australia's east coast.
- The government committed \$500 million for high speed rail, of which \$70.0 million has been allocated for the Sydney to Newcastle business case. Additional funding of \$8.8 million was also provided to HSRA.
- The business case is well underway, which will include station locations, alignment and the estimated cost and timeframe for construction.
- HSRA is conducting geotechnical investigations in key areas between Sydney and Newcastle to better understand geological conditions along the potential route.
- HSRA is engaging with industry and community groups to inform the business case, gather insights and consider best practice including lessons learnt from other countries that have high speed rail.
- The Sydney to Newcastle business case is due to be delivered by the end of 2024, which will inform the Government's consideration of next steps.

Key Issues*Stakeholder engagement*

- HSRA is working closely with a diverse range of stakeholders to plan and develop a high speed rail network, with an initial priority on the Sydney to Newcastle section.
- In July 2024, HSRA opened Registrations of Interest for industry engagement to help inform the project's planning and delivery and test the market on ideas for design and delivery.
- Community and industry feedback has been very positive to date and domestic and international industry stakeholders are encouraged to register their interest for engagement opportunities on HSRA's website.

Environmental/land issues

- HSRA is considering the cultural, heritage and environmental conditions along the potential route for the Sydney to Newcastle section, and approvals processes which will be factored into the business case.

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Funding and procurement

- The government has committed \$500 million for high speed rail.
 - o of this, \$70 million has been allocated for the development of the business case; and
 - o \$8.8 million additional funding has been provided to HSRA to support the delivery of the business case.
- HSRA has awarded 8 work packages to support the development of the business case following a competitive and open tender process conducted in March 2024:
 - o project control services (costs, schedule and risks) - KPMG
 - o Economics, Funding and Financing and Demand Modelling - EY
 - o Commercial, Delivery Strategy and Industry Engagement - EY
 - o Transport, Land Use and Property- WSP
 - o Technical Advisory, Design and Environment Assessment - WSP and Arcadis
 - o Network Rail Operations and Planning- Arup
 - o First Nations Participation and Engagement- GHD
 - o First Nations Cultural and Heritage Advisory Services - GHD
- HSRA has entered into a service agreement with Transport for NSW to provide staff and a project office to support the development of the business case.

Background*CEO appointment*

- Mr Tim Parker commenced as the CEO of HSRA in January 2024 for a 4-year period.
- The CEO appointment was made by the HSRA Board, following consideration by the Government as a significant appointment following a merit-based and publicly advertised process.
- The CEO's remuneration is determined by the HSRA Board, within the arrangements determined by the Remuneration Tribunal. The current reference rate set by the Remuneration Tribunal is \$503,420 annually, with tier two travel.
- On 16 April 2024, at the request of HSRA Board Chair, Ms Jill Rossouw, the Remuneration Tribunal approved a personal loading of \$25,000 per annum for Mr Parker from 14 January 2024. This brings his total remuneration to \$528,420.

Board

- Following a merit-based selection process, the following appointments were made to the HSRA Board on 5 June 2023:
 - o Ms Jill Rossouw — Chair;
 - o Ms Gillian Brown;
 - o Ms Dyan Perry OBE;

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- o Mr Ian Hunt; and
- o Mr Neil Scales OBE.
- Remuneration arrangements for the HSRA Board is determined by the Remuneration Tribunal.
- The Board chair is remunerated \$127,360 annually, while the Board members receive \$63,680 annually, and all receive tier two travel arrangements.

HSRA Commencement

- HSRA commenced on 13 June 2023, having been established by the *High Speed Rail Authority Act 2022*.

Financial Information as at 31 August 2024

Program/Project Start Date:	13 June 2023 (commenced operations)					
	2023–24	2024–25	2025–26	2026–27	2027–28	Total
	\$m	\$m	\$m	\$m	\$m	\$m
Baseline funding as at 13 June 2023 ^(a)	9.9	4.1	4.1	-	-	18.1
Business case funding allocated to HSRA ^(b)	22.1	47.9	-	-	-	70.0
HSRA additional funding for resourcing	1.7	3.5	3.6	-	-	8.8
Total funding appropriated to HSRA	33.7	55.5	7.7	-	-	96.8
Unallocated Infrastructure Investment Program (IIP) funding ^(c)	-	-	25	120	200	430.0

(a) The total annual appropriation of \$9.9 million is made up of \$4.4 million in 2022–23 and \$5.4 million in 2023–24.

(b) Funding for the business case has been redirected to HSRA from the government's initial \$500 million investment for high-speed rail into the Infrastructure Investment Program.

(c) Funding of \$85 million is profiled in 2028–29.

Contact: Jennifer Stace

Cleared by: Greg Cox, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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SB24-000229

SUBJECT: IA Review implementation**Talking Points**

- The reforms to Infrastructure Australia's mandate and refined products that deliver on the Australian Government response to the Independent Review of Infrastructure Australia (IA) were progressed through:
 - amendments to the *Infrastructure Australia Act 2008* (IA Act) made by the *Infrastructure Australia Amendment (Independent Review) Act 2023* (IA Amendment Act), effective from 14 December 2023; and
 - a new Statement of Expectations (SoE) issued by the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP.
- New governance arrangements commenced from 15 April 2024 with Ms Gabrielle Trainor AO appointed as the interim Chief Commissioner and Ms Clare Gardiner-Barnes as Commissioner from 15 April 2024 to 14 July 2024.
 - 1 -14 July Ms Gardiner-Barnes was appointed to act as Chief Commissioner while Ms Trainor was on leave.
 - 15 July 2024 to 30 September, Ms Gardiner-Barnes started as substantive Commissioner and was appointed as acting Chief Commissioner until Mr Reardon Commenced. During this period, Ms Trainor was appointed as a Commissioner.
 - 1 October 2024 Mr Tim Reardon commenced as Chief Commissioner.
 - 8 October 2024 Dr Gillian Miles commenced as a Commissioner.
- The minister announced on 13 September Mr Tim Reardon, Ms Clare Gardiner-Barnes and Dr Gillian Miles as the Commissioners of IA for 5-year terms as the first substantive appointments to the positions.
- The terms of reference and membership arrangements for the IA Advisory Council is currently being developed.
- IA products are continuing to be developed in line with the legislation and the Australian Government's response to the Independent Review of IA.

Key Issues*Commissioner appointments*

- Under its revised governance arrangements, IA has a full-time Chief Commissioner and 2 part-time Commissioners.
- On 13 September 2024, the minister announced the appointments of Mr Tim Reardon, Ms Clare Gardiner-Barnes and Dr Gillian Miles.

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- Mr Reardon started in the role of Chief Commissioner on 1 October 2024.
- Ms Gardiner-Barnes started her substantive appointment as Commissioner on 15 July 2024 and acted as Chief Commissioner until Mr Reardon commenced. Prior to this, Ms Gardiner-Barnes was an interim Commissioner (April-July 2024) and an interim IA Board Member (December 2022- April 2024).
- Dr Miles commenced on 8 October 2024.
- Mr Tim Reardon previously served as the Secretary of Transport for NSW and Secretary for NSW Department of Premier and Cabinet, and has experience in PwC Australia as the National Transport and Precincts leader and the Strategic Advisor (Dublin, Ireland).
- Ms Clare Gardiner-Barnes has held roles in both Infrastructure NSW and Transport for NSW and undertook the Independent Strategic Review of the Infrastructure Investment Program.
- Dr Gillian Miles has held the roles of both CEO and Commissioner for the National Transport Commission and Head of Transport for Victoria.
- Regional representation, as required by the amended IA Act, is provided by Ms Gardiner-Barnes, while Dr Miles also provides regional infrastructure experience.
- Remuneration of Commissioners is determined by the Remuneration Tribunal.
 - Full-time Chief Commissioner, \$521,040 total remuneration per year; and
 - Part-time Commissioners, \$137,960 annual fee

Implementation of other recommendations from the Independent Review

- *Statement of Expectations (SoE)* – Issued by the minister on 28 May 2024 provided further clarity around the government’s priorities for IA in implementing the new legislation, the government’s response to the Independent Review of IA and other operational matters.
 - IA will issue a *Statement of Intent (Sol)* in response to the SoE following the commencement of the new Commissioners. It is expected that IA will publish both the SoE and Sol on its website.
- *Advisory Council* – In its response to the Independent Review, the government agreed to establish an Advisory Council (Council) to assist the Commissioners which is expected to include up to 3 senior Australian Public Service officials and 4 experts from the infrastructure and related sectors. The government is currently developing the approach for the Council with IA that is non-statutory and non-decision-making.
- *Annual Statements* – IA prepares an annual statement each financial year to inform the government’s budget process on infrastructure investment (Budget Statement), and to report on the performance outcomes being achieved from the investment program and

Contact: s22(1)(a)(ii)

Cleared by: Jennifer Stace, Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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existing project initiatives (Performance Statement). The first Annual Budget Statement 2024 was tabled on 26 April 2024.

- *Infrastructure Priority List (IPL)* – A more targeted and focussed IPL is being prepared by IA to better align with the government’s policy objectives, and within IA’s remit of transport, water, energy and communications and social infrastructure. A more targeted IPL means any projects submitted for assessment will need to be linked to the government’s policy objectives. Project proponents will also need to be from Australian, state or territory governments.

Background*Independent Review of Infrastructure Australia*

- On 22 July 2022, the government announced an independent review of IA. The review, conducted by Ms Nicole Lockwood and Mr Mike Mrdak AO, examined IA’s role as an independent advisor to the government on nationally significant infrastructure priorities, and IA’s capacity to deliver on this role.
- The total cost of the review (\$48,382) was absorbed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Committee Question Number 85 from the 2023-24 Budget Estimates refers).
- On 8 December 2022, the minister released the government’s response to the Independent Review of IA.
- The government supported all of the recommendations of the Independent Review’s Report, either in full (7), in part (4) or in principle (5), including:
 - giving IA a clearer purpose with a legislated mandate;
 - replacing IA’s 12-member board with three commissioners supported by an Advisory Council that will include up to three senior Australian Public Service officials; and
 - refining IA’s products, including a more targeted and focussed IPL, aligned to the government’s policy objectives, and within IA’s remit of transport, water, energy, communications and social infrastructure.

Implementation of the government response to the Independent Review

- To implement the legislative elements of the government’s response to the Independent Review of IA, the government introduced the Infrastructure Australia Amendment (Independent Review) Bill 2023 (the Bill) into Parliament on 22 March 2023.
 - The Bill passed both Houses on 6 December 2023 and received Royal Assent on 14 December 2023.

Contact: s22(1)(a)(ii)**Cleared by:** Jennifer Stace, Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 25/10/2024

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- new governance provisions of the IA Amendment Act were deferred to commence on proclamation or six months following Royal Assent, and commenced on 15 April 2024.
- A summary of the status of the government's response to the Review's recommendations is at **Attachment A**.

Financial Information

- The annual appropriation for IA in 2024-25 is \$13.2 million. There is no change to IA funding as a result of the Review.

Interim Commissioners

- On 15 April 2024, the minister appointed Ms Gabrielle Trainor AO and Ms Clare Gardiner-Barnes as interim commissioners. Both were previous IA Board members who served until the permanent commissioners commenced. These acting commissioners were announced by the Minister on 26 April 2024.

Attachments

A: Implementation Status of Australian Government response to the Independent Review of Infrastructure Australia

Contact: s22(1)(a)(ii)

Cleared by: Jennifer Stace, Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Attachment A

Implementation Status of the Australian Government response to the Independent Review of Infrastructure Australia

Of the 16 Review Recommendations, the Government supported in full 7, in part 4 and in principle 5.

Most actions have been progressed through the legislative amendments to the *Infrastructure Australia Act 2008* and a new Statement of expectations to IA, with 12 actions complete and 4 in progress.

	Government Response	Status
Rec 1 – IA mandate	Support in principle	Complete
Rec 2 – Charter of Infrastructure Investment Objectives	Support in principle	Complete
Rec 3 – Product suite to be refined	Support in full	In progress
Rec 4 – New annual statements to the budget process and report on performance outcomes	Support in part	Complete
Rec 5 – Publicly respond to IA’s advice, findings and recommendations within six months	Support in principle	In progress
Rec 6 – Remit expanded to include social infrastructure	Support in part	Complete
Rec 7 – Develop a national planning and assessment framework	Support in full	Complete*
Rec 8 – Role in the project assessment for Commonwealth investments	Support in full	Complete*
Rec 9 – Role in the post-completion stage	Support in full	In progress
Rec 10 – Form an I-bodies council	Support in principle	In progress
Rec 11 – Definition of ‘national significance’	Support in principle	Complete
Rec 12 – Inquiry powers for IA	Support in part	Complete
Rec 13 – Governance model	Support in full	Complete*
Rec 14 – Cities and Suburbs Unit	Support in full	Complete
Rec 15 – Delineate the roles and responsibilities of IA and other Commonwealth infrastructure bodies.	Support in full	Complete
Rec 16 – IA reporting agency, portfolio	Support in part	Complete*

* items completed through the legislation and SoE are continuing to be implemented (such as establishing the Advisory Council and the IA assessment framework).

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Rural and Regional Affairs and Transport

Lead/Support contact: §22(1)(a)(ii)

SB24-000180

SUBJECT: Regional Aviation Programs**Talking Points**

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts funds a range of programs to specifically support regional aviation, in recognition of aviation's importance to regional and remote communities.
- On 26 August 2024, the Australian Government released the **Aviation White Paper** which sets out the long term policies to guide the industry's next generation of growth out to 2050. The White Paper includes 56 initiatives to improve the industry's safety, productivity, competitiveness and sustainability including for regional aviation.
- The **Remote Airstrip Upgrade (RAU)** Program supports safety and accessibility upgrades at remote aerodromes through funding essential works such as the resurfacing of runways or the installation of fencing to prevent animal access.
 - in the 2024-25 Budget, \$50 million in grant funding was provided to extend the RAU for 3 years from 2024-25 with eligible activities expanded to include works to support access for people with disability; and
 - round 11 of the RAU is expected to open for applications early November 2024.
- The **Regional Airports Program (RAP)** supports safety and accessibility upgrades at regional airports and aerodromes funding essential works such as the resurfacing of runways to ensure air operators can land safely.
 - in the 2024-25 Budget, \$40 million in grant funding was provided to extend the RAP for 3 years from 2024-25 with eligible activities expanded to include works for projects that support aviation's transition to net zero; and
 - the RAP Round 4 grant opportunity is open 8 October to 18 November 2024.
- The **Remote Air Services Subsidy (RASS) Scheme** is an ongoing program that subsidises weekly air transport services for the carriage of passengers and goods for up to 275 remote communities across Australia, including many First Nations communities. RASS has a program budget of \$16.9 million in 2024-25.
- The **Airservices Australia Enroute Charges Payment Scheme** is an ongoing program that allows air operators servicing remote locations to claim a reimbursement for a proportion of enroute navigation charges levied by Airservices Australia. The Scheme has an annual appropriation of \$2 million.
- The ongoing **Remote Aerodrome Inspection (RAI)** Program funds technical and safety inspections for a range of aerodromes in remote Indigenous communities.
 - the 2024-25 Budget provided \$0.5 million indexed annually to fund the program.

Contact: §22(1)(a)(ii), A/g Assistant Secretary **Cleared by:** Sarah Nattey, A/g First Assistant Secretary

Phone: (02) §22(1)(a)(ii)

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2024 - 2025 Supplementary Budget Estimates**Rural and Regional Affairs and Transport****Lead/Support contact:** s22(1)(a)(ii)**SB24-000180****Key Issues**

- The 2024-25 Budget included \$92 million in administered funding for regional and remote aviation programs covering the RAP, RAU and RAI.

Regional Aviation White Paper initiatives

- There were several initiatives set out in the White Paper focused on regional and remote aviation. These include:
 - a productivity commission review of the determinants of regional airfares to identify opportunities to improve regional services, access to capital cities and reliability;
 - additional funding for further rounds of the RAP and the RAU;
 - updating guidelines for regional and remote aviation programs to report against how they contribute to Closing the Gap outcomes.

Background**Australian Government's role in regional aviation**

- Outside the 21 Federally leased airports, the management of regional and remote airports rests mostly with local government or private operators.
- However, government delivery of programs across health, education and support for First Nations Australians in regional and remote areas often relies on air services, giving the government an interest in serviceable aerodromes and ensuring minimum connectivity where air services are not commercially viable.
- Regional and remote aviation infrastructure is often co-funded between the 3 tiers of government reflecting mutual strategic interest. Some jurisdictions provide support for intra-state routes through regulation or incentives. Within this context, the government funds a range of targeted regional aviation programs.

Remote Airstrip Upgrade Program

- On 9 May 2024, Senator the Hon Anthony Chisholm, Assistant Minister for Regional Development, announced 21 projects would receive \$13.4 million in funding under Round 10 of the RAU.

Contact: s22(1)(a)(ii), A/g Assistant Secretary **Cleared by:** Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Financial Information as at 31 August 2024

Regional Aviation Access Program (comprising the RAU, RASS and RAI)

Program/Project Start Date:	RASS commenced in 1982; RAU commenced in 2011; RAI commenced in 1992-1993					
Program/Project End Date:	Remote Airstrip Upgrade Program end date 30 June 2027 The RASS Scheme and RAI Program are ongoing.					
	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget (ex GST) as at 31 Aug 24	34.8	26.4	39.9	41.3	16.7	159.1
RAU	17.7	9.0	24.0	25.0	0.0	75.7
RASS	17.1	16.9	15.4	15.8	16.1	81.3
RAI*	0.0	0.5	0.5	0.5	0.5	2.1
Less:						
Actual Expenditure YTD at 31 Aug 24	20.2	3.1				23.3
RAU	5.3	1.7				7.1
RASS	14.9	1.3				16.2
RAI	0.0	0.0				0.0
Total Committed Funds at 31 Aug 24	20.0	19.2	6.1	0.1	0.0	45.7
RAU	5.3	4.0	2.5	0.0	0.0	11.9
RASS	14.9	14.8	3.5	0.1	0.0	33.4
RAI	0.0	0.4	0.0	0.0	0.0	0.4
Total Uncommitted Funds (balance) as at 31 Aug 24	14.6	7.1	33.9	41.2	16.6	113.4
RAU	12.4	5.0	21.5	25.0	0.0	63.9
RASS	2.2	2.1	11.9	15.7	16.1	47.9
RAI	0.0	0.1	0.5	0.5	0.5	1.6

Notes:

- Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
- *Figures may not add due to rounding.
- \$50m in uncommitted funds relate to the RAU funding announced in the 2024-25 Budget.
- RASS services are ongoing and RASS contracts are re-tendered every 2-3 years. This is shown above as uncommitted funding but new RASS contracts are expected to take up the allocation under the program.
- RAI - From 2024-25 commencement of administered funding. Prior to this it was funded through Departmental funds and is not included in the above table.

Contact: §22(1)(a)(ii), A/g Assistant Secretary Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) §22(1)(a)(ii)

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Lead/Support contact: §22(1)(a)(ii)

SB24-000180

Regional Airports Program

Program/Project Start Date:	2019-20					
Program/Project End Date:	30 June 2027					
	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget (ex GST) at 31 Aug 24	35.0	23.3	15.0	20.0	0.0	93.3
Less:						
Actual Expenditure YTD at 31 Aug 24	13.6	0.8				14.5
Total Committed Funds at 31 Aug 24*	13.6	14.6	-	-	-	30.3
Total Uncommitted Funds (balance) at 31 Aug 24	21.4	6.6	15	20	-	63.0

Notes:

- * Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
- \$40m in uncommitted funds relate to the new RAP funding announced in the 2024-25 Budget.

Airservices Australia Enroute Charges Payment Scheme

Program/Project End Date:	Funding for the program is ongoing					
	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget	2.0	2.0	2.0	2.0	0	8.0
Less:						
Actual Expenditure YTD At 31 Aug 24	0.4	0.1				0.5
Total Committed Funds at 31 Aug 24	0.4	0.1	0.0	0.0	0.0	1.4
Total Uncommitted Funds (balance)	1.6	1.9	2.0	2.0	0.0	6.6

Contact: §22(1)(a)(ii), A/g Assistant Secretary **Cleared by:** Sarah Nattey, A/g First Assistant Secretary

Phone: (02) §22(1)(a)(ii)

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Lead/Support contact: Brendon Buckley

SB24-000181

SUBJECT: Bonza Insolvency**Talking Points**

- Bonza Aviation has been in voluntary administration since 30 April 2024, with Hall Chadwick appointed as the administrator.
 - all Bonza flights have been cancelled since 30 April 2024.
 - on 11 June 2024, Hall Chadwick announced that all future Bonza flights are cancelled and all Bonza staff have had their employment terminated.
 - on 2 July 2024, Bonza entered into liquidation.
- Bonza had 323 employees:
 - on 2 May 2024, the administrator stood down 302 of Bonza's employees.
 - on 11 June 2024, the administrator terminated all 323 employees.
 - questions about support to Bonza employees, and employee entitlements, should be directed to the Department of Employment and Workplace Relations (DEWR).
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts held meetings with the administrator to receive updates on the situation. The department is not a party to the administration process.
- Following the cancellation of Bonza's flights on 30 April 2024, the Australian Government worked with Qantas, Virgin Australia and Jetstar to help stranded Bonza passengers return home.
 - the department operated a temporary hotline from 30 April to 3 May 2024, to advise Bonza passengers on options to make alternate travel arrangements. The hotline received over 3,000 calls across four days.
 - Qantas, Virgin Australia and Jetstar flew over 23,000 Bonza ticket holders at no charge.
 - the government did not pay the airlines for these flights, and did not provide any reimbursement.

Key Issues*Bonza Aviation voluntary administration*

- On Monday 29 April 2024, just before midnight, the lessor of 4 aircraft to Bonza, AIP Capital, issued notices to Bonza terminating the leases for the aircraft.
 - the notices required Bonza to immediately cease operating the aircraft and keep the aircraft grounded and safely secured.
 - Bonza complied with the notices, and cancelled all flights on Tuesday 30 April 2024
- Bonza's board met on the morning of Tuesday 30 April and decided to put the company into voluntary administration.

Contact: Brendon Buckley**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 26/09 /2024

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- The government was not informed by Bonza in advance about the events of 29 or 30 April 2024.

Assistance for Bonza passengers

- On the morning of Tuesday 30 April 2024, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, contacted Qantas and Virgin Australia, and asked the airlines to consider flying home stranded Bonza passengers, without charge. The airlines agreed.
 - Qantas, Virgin Australia and Jetstar issued public statements that they would seek to accommodate Bonza ticket holders, where possible, to fly to their home airport.
- The airlines rebooked over 23,000 Bonza passengers
 - Qantas re-booked over 3,200 Bonza passengers
 - Virgin Australia re-booked over 2,000 Bonza passengers
 - Jetstar re-booked over 18,000 Bonza passengers.
- At midday on Tuesday 30 April, the department established a hotline for Bonza passengers to seek advice, including on options to make alternate travel arrangements.
 - the hotline operated for 4 days, until Friday 3 May, and received over 3,000 calls from Bonza customers.
 - from Friday 3 May to Wednesday 11 June 2024, callers to the hotline heard a recorded message, directing them to Qantas, Virgin Australia and Jetstar hotlines.
 - from Thursday 12 June 2024 the hotline was no longer in service.

Australian Government engagement with the administrator

- The department held a series of meetings with the administrator of Bonza, Hall Chadwick, to understand the situation facing Bonza and its staff, customers and suppliers, and the impacts on the broader aviation sector.
- The minister did not meet with the administrator.
- DEWR engaged with the administration process in relation to employee entitlements and as a potential creditor under the Fair Entitlements Guarantee. Questions about employee entitlements should be directed to DEWR.
- On 2 July 2024, Bonza's creditors voted to place Bonza into liquidation. The department was not involved in the liquidation process.

Bonza employees

- Bonza had 323 employees, with the majority based in Queensland.
- On Tuesday 2 May, the administrator stood down 302 of Bonza's employees, with 21 employees kept on to assist the administrator.

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-
- On Wednesday 11 June, the administrator terminated the employment of all 323 employees.

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

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Lead/Support contact: Sarah Nattey

SB24-000182

SUBJECT: Melbourne Airport Third Runway**Talking Points**

- The Melbourne Airport Third Runway (M3R) draft Major Development Plan (MDP) was submitted to the Hon Catherine King MP, the Minister for Infrastructure, Transport, Regional Development and Local Government on 10 February 2023.
- The dMDP was immediately referred to the Minister for the Environment for advice on *Environment Protection, Biodiversity and Conservation Act 1999* requirements.
- The draft MDP was subject to a rigorous assessment against the requirements set out in the *Airports Act 1996 (the Act)*.
 - The Department of Infrastructure, Transport, Regional Development, Communications and the Arts received advice from the delegate in DCCEEW on 25 September 2023 on a range of environmental conditions. These have been addressed within the Minister's broader set of conditions of approval.
- The minister approved the proposal for a third runway at Melbourne Airport on 10 September 2024. The approval is subject to conditions in accordance with Section 94(7) of the Act (**Attachment A**).
- The conditions balance the need for the airport to grow, with the need to reduce the impacts of the development on local communities. The conditions require APAM to:
 - provide the Commonwealth with a legally enforceable commitment to restore the length of the east-west runway 09/27. A deed has been drafted.
 - prepare a noise sharing and airspace concept plan, prior to Airservices Australia commencing the detailed airspace design.
 - prepare a noise amelioration plan and implement a noise amelioration program to manage the impact of aircraft noise on residences and other community buildings situated in areas surrounding Melbourne Airport within the ANEF 25 contour.
 - consult with local governments and local communities in the area surrounding Melbourne Airport in the development of both a noise sharing and airspace concept plan, and a noise amelioration plan.
 - carry out a community health study over 20 years into the impacts of aircraft noise on the community in areas surrounding Melbourne Airport.
- The conditions of approval were published on the department's website on 19 September 2024.
- The publication of the final MDP is required within 50 business days from the date of approval – by 22 November 2024.

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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- The M3R proposal is to be substantially completed within 10 years from the date of approval.
- APAM anticipates that the earliest date for M3R delivery is the end of 2031 and the earliest for the Eastern Extension Project is Q2 2029.

Key Issues

- The long-term development plans for Melbourne Airport have included a 4-runway configuration since the 1960s.
- The department's assessment was that the draft MDP met the content and procedural requirements of the *Airports Act 1996* (the Act).
- To address the concerns of the minister (as expressed in her letter approving the 2022 Melbourne Airport Master Plan), the department in consultation with Airservices Australia (Airservices), the Civil Aviation Safety Authority, and the Department of Climate Change, Energy, the Environment and Water, developed a strong set of conditions to accompany the M3R approval.
- The conditions predominantly address noise sharing, noise amelioration, community health and environment matters and were (in whole or in part) provided to APAM on three occasions under Section 93A of the Act as they were developed.
- The full set of M3R MDP conditions is at **Attachment A**.
- The Minister's media release (13 September 2024) is at **Attachment B**.

Summary of Conditions of Approval

1. **Eastern Extension Program (EEP):** A condition which provides that APAM must not carry out the major development to which the MDP relates unless and until APAM provides the Commonwealth with a satisfactory legally enforceable commitment to restore the length of the east-west runway 09/27, known as the Eastern Extension Project (EEP).
 - a deed to be executed by APAM recording its EEP commitment to reinstate the length of the east-west runway has been drafted.
 - the EEP condition seeks to manage the impact of noise and maximise the opportunities for noise sharing in response to the increased and redistributed aircraft noise that will result from operationalising M3R and shortening the existing east west runway (09/27) at its western end.
 - the expectation is that APAM will bring forward a new Master Plan which will detail the EEP, followed by an MDP for the project for the Minister to consider. APAM has indicated it will complete the EEP prior to the opening of the third runway.

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2. **Noise Sharing and Airspace Concept Plan:** A condition which requires APAM to prepare a noise sharing and airspace concept plan, prior to Airservices commencing the detailed airspace design.
- o the plan must be developed in collaboration with Airservices and Essendon Airport Pty Ltd to allow for the continued operation of Essendon Fields Airport. In developing the plan, APAM must also consult with local governments and local communities in the area surrounding Melbourne Airport.
 - o the plan will be prepared by independent and suitably qualified aviation and community engagement consultants and must be endorsed by Airservices. The plan will be finalised after approval by the Minister (or a person authorised by the minister).

Noise Amelioration Program (NAP): A condition which requires APAM to prepare a noise amelioration plan and implement a noise amelioration program to manage the impact of noise on residences and other community buildings situated within the standard 20-year ANEF 25 contour* (or higher) for Melbourne Airport.

**For land-use planning in Australia, the accepted measure of aircraft noise exposure is the Australian Noise Exposure Forecast (ANEF). There are three different types of ANEF that are endorsed for technical accuracy by Airservices. These types relate to the volume of traffic being modelled and are either a:*

1. *Standard (20 year) ANEF; or a*
 2. *Long Range ANEF (greater than 20-year projection), or an*
 3. *Ultimate Practical Capacity ANEF (with the runway system at full capacity).*
- o the noise amelioration plan must be finalised by 10 September 2026 (i.e. within 24 months of the date of approval) and will be developed in consultation with local governments and local communities in the area surrounding Melbourne Airport.
 - o it will describe the noise amelioration program that APAM will implement to ameliorate the impact of aircraft noise on residential dwellings and facilities where childcare, healthcare, education or aged care services (or similar) are provided to the community, within the standard 20-year ANEF 25 contour (or higher) for Melbourne Airport. There are approximately 700 houses within this contour.
 - o the noise amelioration plan will be finalised after approval by the minister (or a person authorised by the Minister).
 - o APAM must complete noise amelioration works for at least 70% of all eligible buildings enrolled in the noise amelioration program, no later than 12 years from the date the noise amelioration plan is finalised.

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Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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4. **Community Health Study:** A condition which requires an independent and long-term community health study into the impacts of aircraft noise on the community in areas surrounding Melbourne Airport.
- o APAM must submit the draft terms of reference for the community health study by 10 September 2025 (i.e. within 12 months of the date of approval).
 - o in preparing the terms of reference APAM must consult with the Melbourne Airport Community Aviation Consultation Group (CACG).
 - o the terms of reference are to be prepared by independent and suitably qualified community health expert(s) and finalised after approval by the Minister (or a person authorised by the Minister).
 - o over the first 20 years of M3R's operation, APAM must ensure a report on the health impacts of M3R is prepared by the health expert(s) on an annual basis reporting on the results of the study in relation to each community health impact.
 - i. Brimbank City Council is very concerned about aircraft noise and provided a health study to support its submission to the public exhibition process. The conditions of approval for a noise sharing and airspace concept plan and a noise amelioration plan will require APAM to consult with local governments surrounding Melbourne Airport.
 - ii. furthermore, the department anticipates that Brimbank City Council will want to be involved in the development of the terms of reference for a community health study through the Melbourne Airport Community Aviation Consultation Group. Brimbank City Council currently has representatives on the Melbourne Airport CACG.
3. **M3R MDP Commitment Register and Reporting Plan:** This condition places an obligation on APAM to develop a plan and maintain a register detailing the commitments it has made in the M3R dMDP and the supporting M3R dMDP Supplementary Report.
- The intent behind this condition is to have a consolidated record and for APAM to report to the department and the Melbourne Airport CACG on its progress in following through on the commitments contained in the M3R dMDP and supporting documents.
4. **Environmental Conditions:** The condition set also contains a range of conditions aimed at reducing the impact of the proposal on the environment including plans for:
- o Fauna management;
 - o Biodiversity offset management;
 - o Construction environment management;
 - o Per- and polyfluoroalkyl substances management;
 - o Project blast management;
 - o Heritage management,; and

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Cleared by: Sarah Nattey, A/g First Assistant Secretary

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- o Environment management, including for construction noise, traffic management, groundwater, surface water and erosion control.

M3R MDP Timeline Summary

1 Feb 2022 – 16 May 2022	Public consultation period extended from the required 60 business days to 72 business days on the preliminary draft MDP.
10 Feb 2023	APAM submitted the M3R draft MDP to the minister. M3R draft MDP immediately referred to the Minister administering the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
26 Sep 2023	The 50-business day statutory assessment timeframe commenced the day after advice was received from the minister administering the EPBC Act
10 Sep 2024	Minister King approved the MDP (with conditions) under Section 94(2)(a) of the Act.
13 Sep 2024	Minister's media release on Melbourne Airport third runway.
22 Nov 2024	Date by which Final approved MDP must be published

Attachments

A - M3R MDP Conditions

B - Minister King's Media release, 13 September 2024

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Third Runway Major Development Plan

Melbourne Airport

Conditions of Approval

1. Eastern Extension Project

- 1.1 **APAM** must not carry out, or cause or permit to be carried out, the major airport development to which the MDP relates unless and until **APAM** provides the Commonwealth with a legally enforceable commitment, in terms satisfactory to the Minister, to carry out the Eastern Extension Project, subject to obtaining any necessary approvals required by the Airports Act or other applicable laws.

2. MDP Commitments Register and Reporting Plan

Establishment of the M3R Commitments Register

- 2.1 Prior to commencing any **Works**, **APAM** must establish a register to record and be used for the purpose of tracking **APAM**'s progress and delivery of:
- (a) each **Commitment** it has made in the **MDP**, **M3R Supplementary Report** or in any plan approved under these Conditions; and
 - (b) each:
 - (i) environmental management plan, including each plan set out in Attachment C of these Conditions;
 - (ii) project management plan; and
 - (iii) other plan, program and **CEMPs**;
 required by the **MDP** or these Conditions (the "**M3R MDP Commitments Register**").
- 2.2 To establish the **M3R MDP Commitments Register** under condition 2.1, **APAM** must:
- (a) prepare a draft **M3R MDP Commitments Register**; and
 - (b) submit that draft to a **DAR SES Officer**.

Preparation of M3R MDP Reporting Plan

- 2.3 Prior to commencing any **Works**, **APAM** must have finalised a document (the "**M3R Reporting Plan**") that:
- (a) describes how **APAM** will regularly report to, and update, the **Department** (including **ABCs** and **AEOs**) in relation to **APAM**'s progress in preparing and implementing each commitment and plan/program set out in the **M3R MDP Commitments Register**;
 - (b) sets out a centralised record of all monitoring requirements contained in any plan and program;

- (c) sets out all pre-construction/baseline, construction and post construction monitoring that will be undertaken by **APAM** to demonstrate compliance with the M3R Commitments Register (per Condition 1.1);
- (d) sets out a schedule and process describing how **APAM** will regularly review and maintain any plans or programs required by the **MDP** or these Conditions, to ensure they are updated and remain fit for purpose;
- (e) specifies the minimum qualifications and experience that must be held by any environmental contractor and/or any **Independent Environmental Assessor** to be engaged by **APAM** during the **M3R Major Airport Development**.

2.4 To finalise the **M3R Reporting Plan** under condition 2.3, **APAM** must:

- (a) prepare a draft **M3R Reporting Plan**; and
- (b) submit that draft to a **DAR SES Officer**;

Implementation and maintenance of the M3R MDP Commitments Register and M3R Reporting Plan

2.5 During the **Works**, **APAM** must:

- (a) provide the Department with real-time access (or similar) to the **M3R MDP Commitments Register** and **M3R Reporting Plan**;
- (b) implement, maintain and update the **M3R MDP Commitments Register** and the **MDP Reporting Plan** on a regular basis (at least monthly) and as soon as practicable after any material event such as **APAM** achieving or missing a milestone set out any in plan.
- (c) update the **M3R MDP Commitments Register** to include any commitment or plan set out in any plan or programme approved under these Conditions as soon as practical after **APAM** has received approval (including any approval in relation to any variation of any plan); and
- (d) provide progress reports to each meeting of the Melbourne Airport Community Aviation Consultative Group (**CACG**) on the implementation of the **Commitments** contained in the **M3R MDP Commitments Register**.

3. Noise Sharing and Airspace Concept Plan

3.1 Before **APAM** requests **Airservices** to commence the detailed airspace design relating to the ongoing operation of the runways at **Melbourne Airport** (including **M3R**), **APAM** must finalise a plan (the "**Noise Sharing and Airspace Concept Plan**") that:

- (a) describes how **APAM** will deliver noise sharing and noise mitigation, which is to be prioritised at all times outside of **peak periods** and when weather conditions allow;
- (b) details the airspace concept upon which **APAM's** detailed flight path design will be based;
- (c) explains the noise sharing operating modes **APAM** will deploy to manage the impact of aircraft noise on all communities surrounding the airport, including by providing those communities (including communities to the area north and south of **Melbourne Airport**) with periods of respite by operating cross-runway operations using Runway 09/27;
- (d) explains how the **Noise Sharing and Airspace Concept Plan** has been developed in collaboration with **Airservices** and EAPL to permit, support and allow for the

- continued operation of **Essendon Fields Airport**, including by explaining how it has prioritised various factors (such as operational efficiency);
- (e) outlines how **APAM's** operation of the runways at **Melbourne Airport** (including **M3R**) will operate with the two runways at Essendon Fields Airport including by:
- (i) outlining **APAM's** reasons for any airspace changes and/or slot management arrangements as a result of **M3R**;
 - (ii) demonstrating that any such changes will not constrain emergency services aircraft operations at **Essendon Fields Airport**; and
 - (iii) explaining how aircraft access to both **Melbourne Airport** and **Essendon Fields Airport** will be prioritised and the impacts of this prioritisation process on operations at both airports;
- (f) sets out noise modelling which demonstrate the effect that the airspace concept detailed pursuant to Condition 3.1(a) above would likely have on the noise exposure levels at the airport and areas surrounding the airport;
- (g) outlines and explains the methodology, parameters and prioritisation of each operating mode detailed in the airspace concept including:
- (i) by explaining when each operating mode could be utilised;
 - (ii) by demonstrating how the operation of the operating modes will manage the impact of aircraft noise on areas surrounding **Melbourne Airport**;
 - (iii) by explaining how the impact of aircraft noise will be mitigated by the continued operation of Runway 09/27;
- (h) outlines the community consultation process **APAM** will adopt to develop the airspace concept, with respect to the **Airservices Australia Flight Path Design Principles** and drawing from the **Airservices Australia Community Engagement Standard** in collaboration with **Airservices Australia**;
- (i) outlines the consultation that **APAM** has taken in preparing the **Noise Sharing and Airspace Concept Plan** with each of the following:
- (i) airlines that operate flights to/from, and airport operator groups based at, **Melbourne Airport** and **Essendon Fields Airport**;
 - (ii) other Melbourne Basin aerodromes (including Avalon Airport, Moorabbin Airport and RAAF Base Point Cook);
 - (iii) the Victorian Department of Transport and Planning;
 - (iv) local governments in the area surrounding Melbourne Airport;
 - (v) local communities in the area surrounding Melbourne Airport;
- (j) outlines how **APAM** has taken into account any feedback received by **APAM** during consultation and, if and where **APAM** has not adopted feedback in preparing the **Noise Sharing and Airspace Concept Plan**, **APAM's** reasons for not adopting the feedback; and
- (k) addresses any feedback provided by **CASA** during the process of developing the **Noise Sharing and Airspace Concept Plan**.

3.2 No more than six months after the approval of the **M3R MDP**, a schedule for preparing the **Noise Sharing and Airspace Concept Plan** developed in collaboration with **Airservices**

Australia and **EAPL** must be submitted to a **DAR SES Officer** for approval. The schedule must confirm:

- (a) deliverables for the **Noise Sharing and Airspace Concept of Operations Plan**;
- (b) proposed criteria for **Airservices Australia** to accept the **Noise Sharing and Airspace Concept of Operations Plan** as suitable for commencing **Detailed Airspace Design**;
- (c) an overview of the community consultation process to be undertaken in developing the **Noise Sharing and Airspace Concept of Operations Plan**; and
- (d) output requirements for the **Noise Sharing and Airspace Concept of Operations Plan**.

3.3 **APAM** must appoint independent and suitably qualified aviation and community engagement consultants to prepare the **Noise Sharing and Airspace Concept Plan**.

3.4 Prior to appointing any independent consultant for the purpose of Condition 3.3, **APAM** must:

- (a) provide the **Department** with:
 - (i) a conflicts of interest declaration signed by the consultant demonstrating that the consultant has no conflicts of interest and declaring any previous dealings and/or contract with **APAM**;
 - (ii) a curriculum vitae for the consultant;
- (b) receive written approval from a **DAR SES Officer** to engage the consultant.

3.5 To finalise the **Noise Sharing and Airspace Concept Plan**, **APAM** must:

- (a) have a draft **Noise Sharing and Airspace Concept Plan** prepared by independent consultants appointed under Condition 3.3;
- (b) submit that draft plan to **Airservices Australia** for endorsement.
 - (i) details a suitable and appropriate single airspace concept upon which a suitable detailed airspace design could be prepared;
 - (ii) contains material required by Conditions 3.1(a) to (j) and 3.2(a) to (d);
- (c) following the endorsement by **Airservices Australia**, submit that draft plan to the **Minister**; and
- (d) have received written approval of the draft plan from the **Minister** (or a person authorised by the **Minister**).

4. Noise Amelioration Plan and Program

Preparation of a Noise Amelioration Plan

4.1 Within 24 months of the date on which the **MDP** was approved, **APAM** must have finalised a plan (the "**Noise Amelioration Plan**") that describes the noise amelioration program that **APAM** will implement to ameliorate the impact of aircraft noise on:

- (a) residential dwellings; and
- (b) facilities where childcare, healthcare, education or aged care services (or similar) are provided to the community;

situated within the standard 20-year ANEF 25 contour (or higher) for **Melbourne Airport**.

4.2 In the **Noise Amelioration Plan**, **APAM** must outline:

- (a) a program which addresses how **APAM** proposes to satisfy the minimum requirements for a noise amelioration program set out in Condition 4.4;
- (b) the consultation that **APAM** has undertaken in developing the plan with:
 - (i) local governments in the areas surrounding **Melbourne Airport**;
 - (ii) local communities in the area surrounding **Melbourne Airport**, including the **Melbourne Airport CACG**; and
 - (iii) the Victorian Department of Transport and Planning;
- (c) the process that **APAM** will follow to update the **Department** as to **APAM's** progress in implementing the program; and
- (d) the timeframe in which the program will be implemented.

4.3 To finalise the **Noise Amelioration Plan**, **APAM** must:

- (a) prepare a draft **Noise Amelioration Plan**; and
- (b) submit that draft plan to the **Minister** for approval;
- (c) have received written approval of the draft plan from the **Minister** (or a person authorised by the **Minister**).

Minimum requirements of a Noise Amelioration Program

4.4 **APAM's** noise amelioration program must satisfy the following requirements:

- (a) the program must be available for utilisation by eligible persons for works to be undertaken for a minimum period of 10 years commencing on the date on which the **Noise Amelioration Plan** is approved by the **Minister** (the "**Program Period**");
- (b) eligible persons for the program must include the owner of an eligible property and any subsequent owner of an eligible property during the **Program Period**;
- (c) an eligible building for the program must include each building situated within the standard 20-year **ANEF** contour 25 or higher that:
 - (i) is a residential dwelling that existed on the date the **MDP** was approved; and
 - (ii) is a facility where, at the time the **MDP** was approved, childcare, healthcare, education or aged care services (or similar) are provided to the community;

except where that building was erected pursuant to a planning approval that was issued by a relevant authority after 14 November 2022 (being the date of approval of the 2022 Master Plan).
- (d) the program must be consistent with the **National Airports Safeguarding Framework** noting that for individual dwellings it may not be possible to achieve the Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion;
- (e) the program must be:
 - (i) easy to understand; and

- (ii) offered at various stages throughout the Program Period, especially where the program has not been accessed for a facility or residential dwelling to which the program applies.
- (f) information about the program must be readily publicly available including on the internet. Information published about the program must:
- (i) explain the reason for the program, how it operates and how a person accesses the program;
 - (ii) explain the outcome to be achieved by the program;
 - (iii) explain the person's entitlement under the program;
 - (iv) explain the mechanisms in the program to raise complaints and disputes in relation to the program;
 - (v) be offered in various formats including in languages other than English and formats appropriate for the vision impaired; and
- (g) for residential dwellings, the program must:
- (i) reduce the impact of aircraft noise of each dwelling to the standard set out in Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion unless:
 - A. the owner refuses forms of treatment such that the standard cannot be achieved;
 - B. the cost of the package of treatments to attain the standard exceeds (after obtaining at least three quotes) the **Threshold Amount**; or
 - C. it is not possible to attain the standard because of State planning laws (such as heritage protections);
 - (ii) if any of the matters set out in Condition 4.4(g)(i)A to C apply to a dwelling, be as close to the standard set out in Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion as possible;
 - (iii) include a process whereby:
 - A. each dwelling is inspected and assessed by an appropriately qualified person to identify appropriate treatment options for the dwelling to reduce the impact of aircraft noise of the dwelling to the standard set out in Australian Standard 2021:2015 Acoustics - Aircraft Noise Intrusion to the extent possible;
 - B. the owner is given options to choose the detail of the treatment (such as window style);
 - C. a scope of works is prepared based upon the owner's selections of the treatment options and standard specifications;
 - D. an owner obtains three quotes from a panel of accredited builders established and maintained by **APAM**;
 - E. **APAM** directly pay the accredited builder for delivery of the scope of works;

- (h) for facilities, the program must:
 - (i) reduce the impact of aircraft noise for each noise sensitive area (such as bedrooms, learning spaces and treatment areas) within each facility to the standard set out in Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion unless:
 - A. the owner refuses forms of treatment such that the standard cannot be achieved; or
 - B. it is not possible to attain the standard because of State planning laws (such as heritage protections);
 - (ii) if any of the matters set out in Condition 4.4(g)(i)A to B apply to a facility, as close to the standard set out in Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion as possible;
 - (iii) include a process whereby:
 - A. an acoustic consultant is engaged by **APAM** to undertake an assessment of the facility to determine the most cost-effective solution for the specific facility;
 - B. a detailed solution design is provided to the facility for consideration and agreement by the owner;
 - C. **APAM** directly pay costs associated with implementing the design solution;
- (i) the program must include:
 - A. a process for verifying the completion of noise amelioration works; and
 - B. a process for determining the noise reduction achieved by those works (including by reference to any deemed-to-satisfy methodology and/or performance solution methodology identified in Australian Standard 2021:2015 Acoustics – Aircraft Noise Intrusion);
- (j) the program must ensure that all work is performed by suitably qualified tradespeople who hold suitable insurance;
- (k) the program must include appropriate compliant and dispute resolutions processes and procedures;
- (l) the program must include an independent audit process to audit the program delivery and report on its progress and effectiveness on at least an annual basis for each year during the delivery of the program and a final audit which must be provided to the **Minister** before completion and close out of the program.

Implementation of the Noise Amelioration Program

- 4.5 **APAM** must implement the **Noise Amelioration Program** outlined in the **Noise Amelioration Plan** in a manner which satisfies or exceeds the minimum requirements specified in Condition 4.4.
- 4.6 **APAM** must complete:
 - (a) noise amelioration works for:
 - (i) at least 70% of all eligible buildings enrolled in the program; or

- (ii) a lower percentage approved at the discretion of the **Minister** following receipt of a written request from the **APAM** CEO setting out why noise amelioration works for 70% of all eligible buildings cannot be achieved,

in a manner which satisfies or exceeds the minimum requirements specified in Condition 4.4 prior to commencing aircraft operations of **M3R**;

- (b) noise amelioration works for all eligible buildings where an eligible person has requested that works be performed in a manner which satisfies or exceeds the minimum requirements specified in Condition 4.4 no later than:
 - (i) 12 years from the date the **Noise Amelioration Plan** is finalised; or
 - (ii) a longer period approved by the **Minister** in writing.

5. Community Health Study

Terms of reference

- 5.1 Within 12 months of the date on which the **MDP** is approved, **APAM** must submit a draft terms of reference for an independent long term study into the impacts of aircraft noise on the community in areas surrounding **Melbourne Airport** associated with the ongoing operation of **M3R** (the **Community Health Study**).
- 5.2 **APAM** must ensure that the draft terms of reference for the **Community Health Study**:
 - (a) have been consulted with the **Melbourne Airport CACG**, with evidence of consideration of CACG member feedback;
 - (b) set out the methodology for the study that:
 - (i) monitors each of the community health impacts associated with aircraft noise identified in Chapter D3 of the **MDP**;
 - (ii) collects baseline data in relation to each of those community health impacts in the years prior to operations commencing on **M3R**; and
 - (iii) after the commencement of operations on **M3R**, collects data in relation to each of those community health impact on an annual basis for 20 years;
 - (c) provides an annual report and presentation to the **Melbourne Airport CACG** on the progress of the study over its duration.
- 5.3 **APAM** must appoint independent and suitably qualified community health expert/s to prepare the **Terms of Reference** for the **Community Health Study**.
- 5.4 Prior to appointing any independent expert for the purpose of Condition 43.3, **APAM** must:
 - (a) provide the **Department** with:
 - (i) a conflicts of interest declaration signed by the expert demonstrating that they have no conflicts of interest and declaring any previous dealings and/or contract with **APAM**;
 - (ii) a curriculum vitae for the expert;
 - (b) receive written approval from a **DAR SES Officer** to engage the expert.
- 5.5 To finalise the terms of reference, **APAM** must:

- (a) submit that draft plan to the **Minister** for approval; and
- (b) have received written approval of the draft plan from the **Minister** (or a person authorised by the **Minister**).

5.6 As soon as practicable after the terms of reference are finalised, **APAM** must publish the terms of reference on its website.

Carrying out of the Community Health Study

- 5.7 **APAM** must cause suitably qualified community health expert/s identified in consultation with the **Melbourne Airport CACG** to carry out the **Community Health Study** in accordance with the finalised terms of reference.
- 5.8 **APAM** must ensure that the collection, use and disclosure of any data for the purposes of the **Community Health Study** complies with the requirements of the *Privacy Act 1988 (Cth)* including the Australian Privacy Principles.
- 5.9 **APAM** must ensure that:
 - (a) for a period of 20 years commencing on the date that aircraft operations begin on **M3R**, a report is prepared by the health expert/s carrying out the study on an annual basis reporting on the results of the study in relation to each community health impact;
 - (b) such reports are provided to the **Melbourne Airport CACG** as soon as practicable after it has been prepared;
 - (c) such report is published on **APAM's** website as soon as practicable after it has been prepared; and
 - (d) the suitably qualified community health expert engaged to conduct the **Community Health Study** provides an annual presentation to the **Melbourne Airport CACG**.

6. Extended Timeframe

6.1 **APAM** must substantially complete the major airport development proposed in the **MDP** within ten (10) years of the date on which the **MDP** is approved.

7. Environmental Conditions

Independent Environmental Assessors

- 7.1 Prior to commencing any **Works**, **APAM** must engage **Independent Environmental Assessor(s)**.
- 7.2 **APAM** must cause such **Independent Environmental Assessor(s)** engaged under Condition 7.1 to:
 - (a) prior to commencing work on each package of work to which each **CEMP** and environmental management plan relates, review and endorse that:
 - (i) **CEMP**; and/or
 - (ii) environmental management plan outlined in Attachment C.
 - (b) as soon as practical after any project monitoring report required by any **CEMP**, or environmental management plan outlined in Attachment C is completed, review and endorse that monitoring report;

- (c) conduct, in accordance with the requirements of any plans and least on an annual basis any audits of **APAM's** implementation of **CEMPs** and each environmental management plan outlined in Attachment C;

Approval of CEMPs and Environmental Management Plans

- 7.3 As soon as practical after **APAM** receives endorsement of a **CEMP** or environmental management plan outlined in Attachment C from an **Independent Environmental Assessor** under Condition 7.2(a), **APAM** must:
- (a) submit that plan to the **AEO**;
 - (b) where that plan is a **M3R Preliminary Works CEMP**, **M3R Early Works CEMP**, or **Haul Route and Traffic Management Plan**, confirm in writing that **APAM** has approved the plan;
 - (c) where that plan is a **M3R Main Works CEMP**, receive written approval of that plan from a **DAR SES Officer**.
 - (d) receive written approval of the **AEO** where the plan requires **AEO** approval as per the table at **Attachment C** of these conditions
- 7.4 The environmental management plans outlined in **Attachment C** are to clearly articulate which **Works** are considered **M3R Preliminary Works**, **M3R Early Works** and **M3R Main Works**, including consideration of any other **Works** that may be required.

Modification of CEMPs and Environmental Management Plans

- 7.5 If, after a **CEMP** or environmental management plan outlined in **Attachment C** or these conditions (other than a **CEMP** relating to the **M3R Preliminary Works**, or **M3R Early Works**, or **Haul Route and Traffic Management**) has been approved under Condition 7.3, **APAM** wants to modify that plan, **APAM** must:
- (a) prepare a draft modified version of the plan;
 - (b) notify the **AEO** of the proposed modifications;
 - (c) if directed by the **AEO**, cause that modified plan to be reviewed and endorsed by an **Independent Environmental Assessor**;
 - (d) submit that modified plan to the **AEO** and if required receive approval of that modified plan from a **DAR SES Officer**;
- 7.6 If, after a **CEMP** in relation to the **M3R Preliminary Works** or **M3R Early Works** has been approved under Condition 7, **APAM** proposes to change the scope of works of the **M3R Preliminary Works** or **M3R Early Works**, then **APAM** must:
- (a) prepare a draft modified version of the plan;
 - (b) submit that modified plan to the **AEO**.
 - (c) if required by the **AEO**, cause that modified plan to be reviewed and endorsed by an **Independent Environmental Assessor**; and
 - (d) if required by the **AEO**, receive the approval of that modified plan from a **DAR SES Officer**.

Reporting audit outcomes

- 7.7 **APAM** must report the outcome of any audit conducted under Condition 7.2(c) to the **AEO**.

Protected Matters

- 7.8 In implementing the **MDP**, **APAM** must prevent environmental harm or pollution that results in, or has the potential to result in, substantial harm to public health or public safety in accordance with the *Airports Act 1996* and the **AEPRs**.
- 7.9 To avoid and mitigate harm to protected matters, **APAM** must not **clear**:
- (a) outside the impact area;
 - (b) more than 78.74 hectares (ha) **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia**;
 - (c) more than 90.49 ha of **Natural Temperate Grassland of the Victorian Volcanic Plain**;
 - (d) more than 9.75 ha of **Golden Sun Moth** habitat;
 - (e) more than 64.34 ha of **Growling Grass Frog** habitat; and
 - (f) more than 68.02 ha of **Swift Parrot** habitat.

Exclusion Fencing and Machinery Storage

- 7.10 To avoid and mitigate harm to **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia** and **Natural Temperate Grassland of the Victorian Volcanic Plain** within the impact area, **APAM** must:
- (a) install temporary exclusion fencing around all retained areas of native vegetation within the impact area;
 - (b) ensure material stockpiles, vehicle parking and machinery storage within the impact area are only located within areas which are **cleared** or are proposed to be **cleared**.

Fauna Management Plan

- 7.11 To avoid and mitigate harm to fauna within the **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia**, **APAM** must prepare a **Fauna Management Plan**.
- 7.12 The **Fauna Management Plan** must be consistent with the **Environmental Management Plan Guidelines**.
- 7.13 The approval holder must implement the **Fauna Management Plan** prior to any impact to the **Grey Box Grassy Woodlands and Derived Grasslands of South Eastern Australia** and must continue to implement the **Fauna Management Plan** until the expiry date of this approval.

Biodiversity Offset Management Strategy

- 7.14 To compensate for residual significant impact of the **Action** on protected matters, **APAM** must commence implementing the approved **Offset Management Strategy** prior to commencement of the **Action**, and must continue to implement the **Offset Management Strategy** during the **M3R Major Airport Development**.

Biodiversity Offset Management Plans

- 7.15 To compensate for the residual significant impacts of the **Action** on protected matters, **APAM** must, before commencement of **M3R Main Works**, submit an **Offset Management Plan** for each offset site specified in the **Offset Management Strategy** (Table 1) to **DCCEEW** for approval by the **Minister for the Environment**.

- 7.16 **APAM** must not commence a package of works unless all **Offset Management Plans** for that package of works have been approved in writing by the **Minister for the Environment**.
- 7.17 **APAM** must commence implementing all approved **Offset Management Plans** prior to the commencement of a package of works and continue to implement all approved **Offset Management Plans** during the **M3R Major Airport Development**.
- 7.18 **Each Offset Management Plan** must meet the requirements of the **Environmental Offsets Policy** and the **Environmental Management Plan Guidelines** to the satisfaction of the **Minister for the Environment**. Each **Offset Management Plan** must include:
- (a) detailed information on the residual impacts to protected matters that will be compensated for by the offset (Note: the offset comprises the securement of the offset site and the habitat quality improvements to be achieved at the offset site). This must include the area of habitat for protected matters and its habitat quality at all locations impacted by the **Action** which the offset is to address;
 - (b) the relevant protected matters and a reference to the approval conditions to which the **Offset Management Plan** refers;
 - (c) detailed information and a shapefile specifying the location, area and boundaries of the proposed offset site;
 - (d) detailed baseline information on the area of habitat, its habitat quality, and the presence (or not) of the protected matters at the proposed offset site;
 - (e) commitments to achievable improved ecological benefits at the proposed offset site and the timeframes in which they will be achieved;
 - (f) a table summarising all commitments to achieve the proposed ecological benefits for protected matters at the proposed offset site, and a reference to where each commitment is detailed in the **Offset Management Plan**;
 - (g) reporting and review mechanisms to inform **DCCEEW** annually regarding compliance with the management and environmental outcome commitments, and attainment and maintenance of the ecological benefits specified in the **Offset Management Plan**;
 - (h) an assessment of risks to achieving the ecological benefit and what risk management measures and/or strategies will be applied to address these;
 - (i) a monitoring program, which must specify:
 - (i) measurable performance indicators and the timeframes for their achievement to gauge attainment of the ecological benefits for the protected matters;
 - (ii) trigger values for corrective actions; and
 - (iii) the proposed timing (including season/time of day/frequency) methods and effort, and an explanation of how these will be effective for this purpose, of monitoring to detect trigger values, changes in the performance indicators and to gather evidence that effectively demonstrates actual progress towards attainment and maintenance of the ecological benefits for the protected matters.
 - (j) corrective actions to be implemented to ensure that the proposed ecological benefits for the protected matters are achieved or maintained if trigger values are reached or performance indicators not achieved in the specified timeframes;
 - (k) links to relevant referenced plans or conditions of approval (including state/territory approval conditions); and

- (l) how the proposed offset site will be protected, and ecological benefits maintained, during the **M3R Major Airport Development**.
- 7.19 **APAM** must inform **DITRDCA** and **DCCEEW** in writing no later than ten (10) business days after it has gained control of or secured an offset site as outlined in the **Offset Management Plan**.
- 7.20 To compensate for the residual significant impacts of the **Action** on protected matters **APAM** must not harm protected matters unless the offset site specified in the approved **Offset Management Plans** relating to the protected matter have been secured, or **APAM** has control of the offset site.
- 7.21 The **Offset Management Plan** associated with **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia** on the **Melbourne Airport Estate** must include specific mitigation and management measures addressing any potential disturbance resulting from clearance activities.
- 7.22 **APAM** must:
- (a) control the offset sites required for the **M3R Preliminary Works** before commencing the package of works for the **M3R Preliminary Works**;
 - (b) control the offset sites required for **M3R Early Works** packages of works before commencing the package of works for the **M3R Early Works**; and
 - (c) secure all offset sites required for **M3R Main Works** before commencing the package of works for the **M3R Main Works**.

Construction Environmental Management Plans (CEMPs)

- 7.23 To avoid and mitigate harm to the environment, **APAM** must prepare **CEMP(s)**, in consultation with, and to the satisfaction of the **AEO** for the **M3R** works program of **Early Works**, **Preliminary Works** and **Main Works**.
- 7.24 Each **CEMP** is to include a clearly defined package of works that is associated with the **CEMP**, and be reviewed and endorsed by an **Independent Environmental Assessor(s)**, prior to the commencement of the works program to which the **CEMP** relates.
- 7.25 **APAM** must submit the **M3R Main Works CEMP** to **DITRDCA** for approval once it is reviewed and endorsed by an **Independent Environmental Assessor(s)**. **APAM** must receive written approval from a **DAR SES Officer** for the **M3R Main Works CEMP** prior to the commencement of **M3R Main Works**.
- 7.26 The **CEMPs** must address all the environmental impacts identified in the **M3R MDP** that will arise as a result of the project and the mitigation measures proposed for each of those impacts. The **CEMPs** must be implemented for the duration of the relevant package of works.
- 7.27 The **CEMPs** must be consistent with the **Environmental Management Plan Guidelines**, reference and nominate current standards and guidelines and must include at a minimum:
- (a) management measures to avoid and mitigate harm to the environment in accordance with the **Airports Act** and the **AEPR**;
 - (b) measures to manage PFAS contaminated materials in accordance with a Per- and Polyfluoroalkyl Substances Management Plan (**PFAS MP**) approved by **DITRDCA**;
 - (c) construction hygiene measures to mitigate potential spread of weeds or disease and pest animals;
 - (d) a compliance monitoring and reporting plan for all identified environmental impacts. The plan must detail the project environmental compliance team roles and responsibilities, minimum qualification for **APAM** Site Environmental Compliance

Officer/s to be recognised as suitably qualified and the reporting format and timeframes. The plan is to include at a minimum:

- (i) measurable performance indicators;
 - (ii) trigger values or thresholds for corrective actions with reference to the **AEPR** schedules;
 - (iii) the timing and frequency of monitoring, ensuring monitoring is capable of detecting trigger values and changes in the performance indicators;
 - (iv) proposed corrective actions if trigger values are reached; and
 - (v) details of monthly **CEMP** compliance reporting to **APAM**, quarterly reporting to the **AEO** and annual reporting post **MDP** approval including all site monitoring for that reporting period.
- (e) environmental Incident Response Procedure, including notification procedures that reflect the **AEPR** reporting of pollution and excessive noise under R6.04. The Department must be notified by **APAM** as soon as possible after the incident and a written report provided to the **AEO** within 2 business days; and
- (f) reference and/or contain the **Environment Management Plans** outlined at Attachment C (where applicable).

7.28 **APAM** must implement the **CEMPs** to the satisfaction of **DITRDCA**.

Per- and Polyfluoroalkyl Substances Management Plan (PFAS MP)

7.29 **APAM** must prepare and submit to **DITRDCA** a **PFAS MP**.

7.30 The **PFAS MP** must at a minimum meet the requirements of the **Environmental Management Plan Guidelines**. The **PFAS MP** must be maintained consistent with the most recent revision of the **PFAS NEMP** for the life of the project. The **PFAS MP** is to be reviewed and endorsed by an **Independent Environmental Assessor(s)** prior to submission to **DITRDCA** for approval.

7.31 The **PFAS MP** must at a minimum:

- (a) build on and commit to achieving the environmental objectives specified in the approved draft **PFAS MP**;
- (b) ensure there is a reduction in **PFAS** mass flux discharge from the impact area compared to baseline discharge levels;
- (c) detail a monitoring schedule and management measures to control **PFAS** contamination in alignment with the **PFAS NEMP**;
- (d) identify and assess the risk of **PFAS** associated with the construction works program including:
 - (i) updates or refinements from further validation and delineation of contaminated soils onsite, and any changes made during detailed design; and
 - (ii) review and analysis of industry best practice soil tracking processes and how these have informed the **PFAS MP**.
- (e) specify measures to mitigate the impact of any **PFAS** mobilisation associated with construction, consistent with the level of risk identified in the **PFAS MP**, including:
 - (i) surface water management including treatment of water during construction prior to leaving the **Airport Estate** that does not meet risk-

- based discharge criteria for **PFAS** (including surface water runoff, stormwater, leachate, construction water and any discharged groundwater), aligned with risk-based principles in the most recent revision of the **PFAS NEMP**;
- (ii) tracking of all excavated or disturbed soil from origin to final destination using machinery which have GPS systems installed or other appropriate/equivalent digital tracking system, and maintained in a register; and
 - (iii) construction hygiene measures and decontamination of machinery potentially impacted by **PFAS**.
- (f) a surface water and groundwater monitoring program, including:
- (i) measurable performance indicators;
 - (ii) trigger values for corrective actions;
 - (iii) the timing and frequency of monitoring, ensuring monitoring is capable of detecting trigger values and changes in the performance indicators; and
 - (iv) proposed corrective actions if trigger values are reached, including mandatory reporting to **DITRDCA**.
- (g) links to other relevant plans or conditions of approval.

Project Blast Management Plans

- 7.32 Prior to conducting the blasting trials, **APAM** must prepare a **Blast Trial Management Plan**. The **Blast Trial Management Plan** must consider all relevant potential health, safety, community and environmental impacts of the blasting trials. The **Blast Trial Management Plan** must be reviewed and endorsed by an **Independent Environmental Assessor(s)**.
- 7.33 **APAM** must submit the Blast Trial Management Plan to the **AEO** for approval once it is reviewed and endorsed by an **Independent Environmental Assessor(s)**.
- 7.34 Prior to conducting any blasting for the **M3R Main Works**, **APAM** must prepare, submit to **DITRDCA**, and receive written approval from **DITRDCA** for a **Project Blast Management Plan**.
- 7.35 Prior to its submission to **DITRDCA**, **APAM** must have the **Project Blast Management Plan** reviewed and endorsed by an **Independent Environmental Assessor(s)** with qualifications and expertise to assess the structural, environmental, hydrological, human health and heritage impacts of the blasting.
- 7.36 The plans identified in conditions 7.32 and 7.33 must identify the impact area and reviews by the **Independent Environmental Assessor(s)**, and must consider all aspects of environmental and human health along with such matters as heritage, ecology, noise, vibration and air quality and hydrology.
- 7.37 The plans identified in conditions 7.32 and 7.33 are to be prepared in consultation with **DITRDCA's AEO** and **ABC** to demonstrate that all blasting and associated activities will be carried out in a manner that will not generate unacceptable noise and vibration impacts or pose a significant risk impact to structures and sensitive receivers including environmental and heritage receivers. The plans must as a minimum:
- (a) detail the blasting to be performed including location/s, method and justification of the need to blast;

- (b) identify any potentially affected noise and vibration sensitive sites including heritage sites (e.g. retained cultural heritage sites) and utilities including mapping of the locations and blast zone assessments to be illustrated on the maps;
- (c) establish appropriate criteria for blast overpressure and ground vibration levels at each category of noise and vibration sensitive site, both environmental and human/buildings;
- (d) detail storage and handling arrangements for explosive materials and the proposed transport of those materials to the construction support site;
- (e) identify hazardous situations that may arise from the storage and handling of explosives, the blasting process and recovery of the blast site after detonation of the explosives including any emergency response procedure requirements;
- (f) provide more detailed assessments and management measures for potential noise and vibration and risk impacts from blasting and appropriate best management practices;
- (g) provide assessments of impacts and mitigation measures regarding blasting impacts to flora and fauna, including breeding habitats.
- (h) detail community consultation and complaints management procedures; and
- (i) detail incident management procedures.

Heritage Management Plans

- 7.38 **APAM** must implement the **Cultural Heritage Management Plan** to manage impacts to cultural heritage.
- 7.39 **APAM** must implement the **European Heritage Management Plan** to manage impacts to European heritage.

Communications Strategy – Impact of Works Program

- 7.40 Prior to any **Works** commencing **APAM** is to develop a communications strategy detailing mechanisms to facilitate communications with impacted tenants and operators on airport and surrounding landholders and businesses that may be impacted by the works program (even if on a temporary or time limited basis).
- 7.41 The communications strategy is to address points of contact, means of distributing regular updates and notifications and advising of any out of hours works, means for registering complaints and enquiries and the systems for handling, responding and registering complaints.

8. Submission and Publication of Plans

- 8.1 **APAM** must submit the **Offset Management Strategy** and **Offset Management Plan** electronically to **DCCEEW** for the approval of the **Minister for the Environment**.
- 8.2 If under these Conditions **APAM** is required to submit a plan to a **DAR SES Officer** of the **Department** or to the **Minister** for approval, **APAM** must submit all plans electronically to the **Department**.
- 8.3 All approved plans required under these conditions must be published on **APAM's** website within fifteen (15) business days of being approved (unless otherwise agreed in writing by the **Minister** or official providing the approval).
- 8.4 **APAM** must keep all published plans required by these conditions on the website until the expiry date of the relevant plan.

- 8.5 **APAM** is required to exclude or redact sensitive ecological data or sensitive cultural heritage data from plans published on the website or otherwise provided to a member of the public.
- 8.6 If sensitive ecological data or sensitive cultural heritage data is excluded or redacted from a plan in accordance with condition 8.5, **APAM** must notify **DCCEEW** in writing what exclusions and redactions have been made in the version published on the website.

9. Definitions

- 9.1 In these conditions:

ABC means the Airport Building Controller appointed under the *Airports (Building Control) Regulations 1996* (Cth) (or any subsequent regulations that replace those regulations) with oversight of Melbourne Airport.

Action means the activity proposed in the **Melbourne Airport Third Runway, Major Development Plan**, involving the construction and operation of a new 3 km north-south orientated runway, modifications of the existing east-west runway and associated infrastructure including taxiways, navigational aids, security fencing and utilities at Melbourne Airport.

AEO means the Airport Environment Officer appointed under the **AEPRs** who has responsibility for Melbourne Airport.

AEPRs means the *Airports (Environment Protection) Regulations 1997* (Cth) and includes any subsequent regulations that replace those regulations.

Airports Act means the *Airports Act 1996* (Cth).

Airports Estate means the land specified at Part 1.14 of the *Airports Regulations 2024* (Cth).

Airservices Australia means the body established under Part 2 of the *Air Services Act 1995* (Cth).

Airservices' Executive Team means a senior executive officer of **Airservices Australia**.

ANEF, in relation to Melbourne Airport, means the Australian Noise Exposure Forecast endorsed in the manner approved by the **Minister** under the **Airports Act** and which is set out in Melbourne Airport's final master plan (as approved from time to time under Division 3 of Part 5 of the *Airports Act*).

APAM means Australia Pacific Airports (Melbourne) Pty Ltd – **APAM** – ACN 076 999 114 or any successor organisation that acquires the airport head lease for Melbourne Airport.

CEMP(s) means the Construction Environmental Management Plan framework documents to be developed by APAM (not the Contractor's CEMP) pursuant to Condition 7.23, packaged into **M3R Preliminary Works**, **M3R Early Works**, and **M3R Main Works**.

Clear, cleared or clearing means the cutting down, felling, thinning, logging, removing, killing, destroying, poisoning, ringbarking, uprooting, or burning of vegetation, but does not include management measures permitted under Part 13 of the **EPBC Act**.

Commence the Action or Commencement of the Action means the date on which the first instance of any activity associated with the **Action** (including **clearing** and **construction**) is undertaken, delineated by **M3R Early Works**, **M3R Main Works**. **Commencement of the Action** does not include minor physical disturbance necessary to:

- (a) undertake pre-clearance surveys or monitoring programs;

- (b) install signage and /or temporary fencing to prevent unapproved use of the **impact area**;
- (c) protect environmental and property assets from fire, weeds, and feral animals, including use of existing surface access tracks; and
- (d) install temporary site facilities for persons undertaking pre-commencement activities so long as these are located where they have no impact on any **protected matter**.

Commitment in relation to the MDP means any commitment contained in the MDP and includes:

- (a) a commitment in the MDP and/or the M3R Supplementary Report to bring forward a plan to manage impacts of a particular activity such as the commitment to develop a Construction Traffic Management Plan (CTMP) for submission to the Victorian Department of Transport and Planning (see Chapter 8, MDP);
- (b) a commitment in the MDP and/or the M3R Supplementary Report to engage in, implement, continue or undertake a particular activity such as to continue to implement and refine **APAM**'s Air Quality Monitoring Program (see Chapter 10, MDP).

Construction has the same meaning as "building activities" given by s 98(1) and "constructing" given by s 89(2A) in the **Airports Act**, but excluding the installation of temporary fences and signage.

Control means to have a legally binding agreement in place such as an executed Memorandum of Understanding for the purchase of the offset site and management actions have commenced.

Cultural Heritage Management Plan means *Melbourne Airport's Third Runway (M3R) Project Cultural Heritage Management Plan 16792*, BIOSIS 2022 approved by the *Wurundjeri Woiwurrung Cultural Heritage Aboriginal Corporation* on 22 July 2022.

DAR SES Officer means a **DITRDCA** Senior Executive Service officer with responsibility for the administration of the *Airports Act 1996*.

DCCEEW: see '*Department of Climate Change, Energy, the Environment and Water*'

Department of Climate Change, Energy, the Environment and Water or **DCCEEW** means the Department of State of the Commonwealth administered by the **Minister for the Environment**.

Department of Infrastructure, Transport, Regional Development, Communications and the Arts or **DITRDCA** means the Department of State of the Commonwealth administered by the **Infrastructure Minister**.

DITRDCA see '*Department of Infrastructure, Transport, Regional Development, Communications and the Arts*'.

Draft PFAS MP means the draft *M3R PFAS Management Plan*, Senversa 23 February 2023.

Environmental Management Plan Guidelines means the *Environmental Management Plan Guidelines*, Commonwealth of Australia 2014.

Environmental Offsets Policy means the *Environment Protection and Biodiversity Conservation Act 1999 Environmental Offsets Policy*, Commonwealth of Australia 2012.

EPBC Act means the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).

European Heritage Management Plan means section 11 of *Melbourne Airport's Third Runway (M3R) Historical Archaeological Survey Report*, BIOSIS 2021.

Golden Sun Moth habitat means any area of vegetation which supports the **Golden Sun Moth**, including habitat described in the *Conservation Advice for *Synemon plana* (Golden Sun Moth)*, Commonwealth of Australia 2021. Within the **impact area**, the location of **Golden Sun Moth habitat** identified at the date of this approval is represented in Attachment B by the zones hatched with yellow diagonal lines designated 'Golden Sun Moth'.

Golden Sun Moth means the **EPBC Act** listed threatened species *Synemon plana*.

Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia means the **EPBC Act** listed threatened community *Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia*. Within the **impact area**, the location of **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia** identified as of the date of this approval is represented in Attachment B by the zones enclosed by the purple polygons with purple diagonal lines designated 'Grey Box Grassy Woodlands and Derived Native Grasslands of South-eastern Australia – Restored' and the zoned enclosed by pink polygons with pink vertical lines designated 'Derived Native Grasslands of South-eastern Australia – Derived Native Grasslands'.

Growling Grass Frog habitat means any area of vegetation which supports the **Growling Grass Frog**, including habitat described in the *National Recovery Plan for the Southern Bell Frog *Litoria raniformis**, Department of Sustainability and Environment, Clemann & Gillespie 2012. Within the **impact area**, the location of **Growling Grass Frog habitat** identified at the date of this approval is represented in Attachment B by the zones enclosed by the blue lines and hatched with blue horizontal lines designated 'Growling Grass Frog'.

Growling Grass Frog means the **EPBC Act** listed threatened species *Litoria raniformis*.

Habitat quality means a measure of the overall viability of a site and its capacity to support **protected matters**, with respect to site condition, site context and species stocking rate and/or composition.

Harm means to cause any measurable direct or indirect disturbance or deleterious change as a result of any activity associated with the **Action**.

Impact area means the location of the **Action**, represented in Attachment A and Attachment B by the zone hatched with grey diagonal lines designated 'Melbourne Airport's Third Runway impact area'.

Independent Environmental Assessor means a person who, because of their qualifications or employment history, is regarded and accredited in their State or Territory as having expertise in environment protection issues, and who can have direct and unrestricted communications with the **AEO**.

Infrastructure Minister see: '**Minister**'.

M3R Early Works means construction associated with specific activities including the Arundel Creek Treatment Facility and Northern Access Route (Sunbury Road Intersection construction/upgrade).

M3R Main Works means construction excluding **M3R Early Works** and **M3R Preliminary Works**, and includes construction associated with site establishment, main earthworks,

blasting, service relocations, Southern Access Road, runway construction and ancillary infrastructure, as described in the **M3R MDP**.

M3R Major Airport Development means the development of the M3R pursuant to the M3R MDP.

M3R MDP Commitments Register means the register established by **APAM** under Condition 2.1.

M3R means the proposed Melbourne Airport Third Runway.

M3R Preliminary Works means construction works associated with further investigation works to inform design (including geotechnical investigations, contamination investigations, service proving); site establishment (including upgrades to existing temporary haul roads, hardstands, site compounds and laydown areas, airside and landside boundary fence construction and relocation, site utility investigation and relocation; blasting trials (two small scale trials to inform design); installation of MNES and other biodiversity exclusion fencing; fauna relocation; asbestos survey and removal/abatement across the project area; relocation of tenants, licensees and their associated infrastructure, services and utilities); concrete and bitumen batch plant site(s) establishment; earthworks processing plant; and the extension of the existing PFAS water treatment plant or establishment of a temporary water treatment plant consistent with the requirements of the PFAS MP. **M3R Preliminary Works** also means First Nations Cultural Heritage and European Cultural Heritage salvage works and **clearance of Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia**.

M3R Supplementary Report, means the report submitted to the **Infrastructure Minister**, by **APAM** alongside the **MDP** on 10 February 2023.

MDP means the major development plan approved by the **Minister** on 6 September 2024 under s 94(2) of the **Airports Act** following **APAM** giving the **Minister** the draft major development plan and includes amendments and revisions made by **APAM** to the draft major development plan prior to the **Minister's** approval.

MDP Reporting Plan: means the plan finalised by **APAM** under Condition 2.3.

Melbourne Airport Master Plan means the master plan for Melbourne Airport approved by the Minister for Transport on 14 November 2022 pursuant to s.81 of the **Airports Act** and as varied from time-to-time under the **Airports Act**.

Minister for the Environment means the Minister of State of the Commonwealth who administers the **EPBC Act**, and includes any delegate thereof.

Minister or Infrastructure Minister means the Minister of State of the Commonwealth who administers the **Airports Act**.

Monitoring data means the data required to be recorded under the conditions of this approval.

Natural Temperate Grassland of the Victorian Volcanic Plain means the **EPBC Act** listed threatened ecological community *Natural Temperate Grassland of the Victorian Volcanic Plain*. Within the **impact area**, the location of **Natural Temperate Grassland of the Victorian Volcanic Plain** identified as of the date of this approval is represented in Attachment A by the zones hatched with yellow diagonal lines *designated 'Natural Temperate Grassland of the Victorian Volcanic Plain'*.

Noise Sharing and Airspace Concept Plan means the plan required by Condition 3.1.

Offset Management Strategy means *Melbourne Airport's Third Runway: Offset Management Strategy – Technical Document*, APAM (2023) provided to **DCCEEW** on 3 August 2023.

Operation means the operation of the Melbourne Airport's Third Runway.

Package of works means a discrete scope of activity/construction that is identified in the **CEMP(s)** for each of the **M3R Preliminary Works**, **M3R Early Works**, and **M3R Main Works**, referenced in *Melbourne Airport's Supporting information - DITRDCA Draft conditions – Preliminary and Early Works Extents and Impacts Melbourne Airport's Third Runway* document, APAM (2024) provided to **DITRDCA** on 26 February 2024.

Peak Periods means the periods:

- (c) between the hours of 0700 and 1100; and
- (d) between the hours 1600 and 2200.

PFAS contamination means the presence of PFAS-contaminated materials including soil, sediment, timber, asphalt, concrete and containers.

PFAS means per- and poly-fluoroalkyl substances.

PFAS NEMP means the *PFAS National Environmental Management Plan 2.0*, Heads of EPA Australia and New Zealand 2020 ("**PFAS NEMP 2.0**") or any subsequent PFAS National Environmental Management Plan which supersedes the **PFAS NEMP 2.0**.

Plan means any action management plan or strategy that **APAM** is required by these conditions to implement.

Program Period means the program period defined in Condition 4.4(a).

Protected matter means a matter protected under a controlling provision in Part 3 of the **EPBC Act**.

Secure, secured or **securement** means to provide enduring conservation protection of land under mechanisms including a Conservation Covenant under s3A of the *Victorian Conservation Trust Act 1972* (Vic), and agreement under section 69 of the *Conservation, Forests and Lands Act 1987* (Vic), a Conservation Agreement under Part 14 of the **EPBC Act**, or another enduring protection mechanism agreed to in writing by the **DCCEEW**, to provide protection for the site against development incompatible with conservation. For offsite offsets **APAM** is considered to have secured the site once the Credit Trade Agreement has been executed and **APAM** has paid the final offset payment. For onsite offsets **APAM** is considered to have secured the site once the Conservation Agreement has been signed by **APAM** and submitted to **DCCEEW** and **DITRDCA** for execution.

Sensitive cultural heritage data means any information contained in the **cultural heritage management** plan which the Registered Aboriginal Party has deemed inappropriate to publish on the website.

Sensitive ecological data means data as defined in the *Sensitive Ecological Data – Access and Management Policy V1.0*, Commonwealth of Australia 2016.

Shapefile means location and attribute information about the **Action** provided in an Esri shapefile format containing:

- (e) '.shp', '.shx', '.dbf' files;

- (f) a '.prj' file which specifies the projection or geographic coordinate system used; and
- (g) an '.xml' metadata file that describes the shapefile for discovery and identification purposes.

Significant Australian Noise Exposure Forecast (ANEF) contours means a noise above 30 ANEF levels.

Swift Parrot habitat means any area of vegetation which supports the **Swift Parrot**, including habitat described in the *National Recovery Plan for the Swift Parrot (Lathamus discolor)*, Birds Australia, Saunders & Tzaros 2011. Within the **impact area**, the location of **Swift Parrot habitat** identified at the date of this approval is represented in Attachment B by the zone enclosed by the pink polygon with pink vertical lines designated 'Swift Parrot'.

Swift Parrot means the **EPBC Act** listed threatened species *Lathamus discolor*.

Temporary exclusion fencing means fencing erected around retained native vegetation with the **impact area** identified with appropriate signage such as 'Environment Protection Area' or 'No-go zone' at regular intervals along the fence line.

Threshold Amount in relation to the Noise Amelioration Program means:

- (h) for a residential dwelling, an amount determined by the following process:
 - (i) **APAM** is to provide the **Minister** with a written notice setting out the proposed Threshold Amount for residential dwellings, and the reasons why the Threshold Amount has been proposed, at the same time as the Noise Amelioration Plan is submitted to the **Minister** pursuant to condition 4.3(b);
 - (ii) **APAM** must receive written approval of the proposed Threshold Amount from the **Minister**, noting that the **Minister** may require **APAM** to propose an alternate Threshold Amount; and
 - (iii) the **Threshold Amount** for residential dwellings is to be increased by an amount indexed to CPI each year during the Program Period.

Website means a set of related web pages located under a single domain name attributed to **APAM** and available to the public.

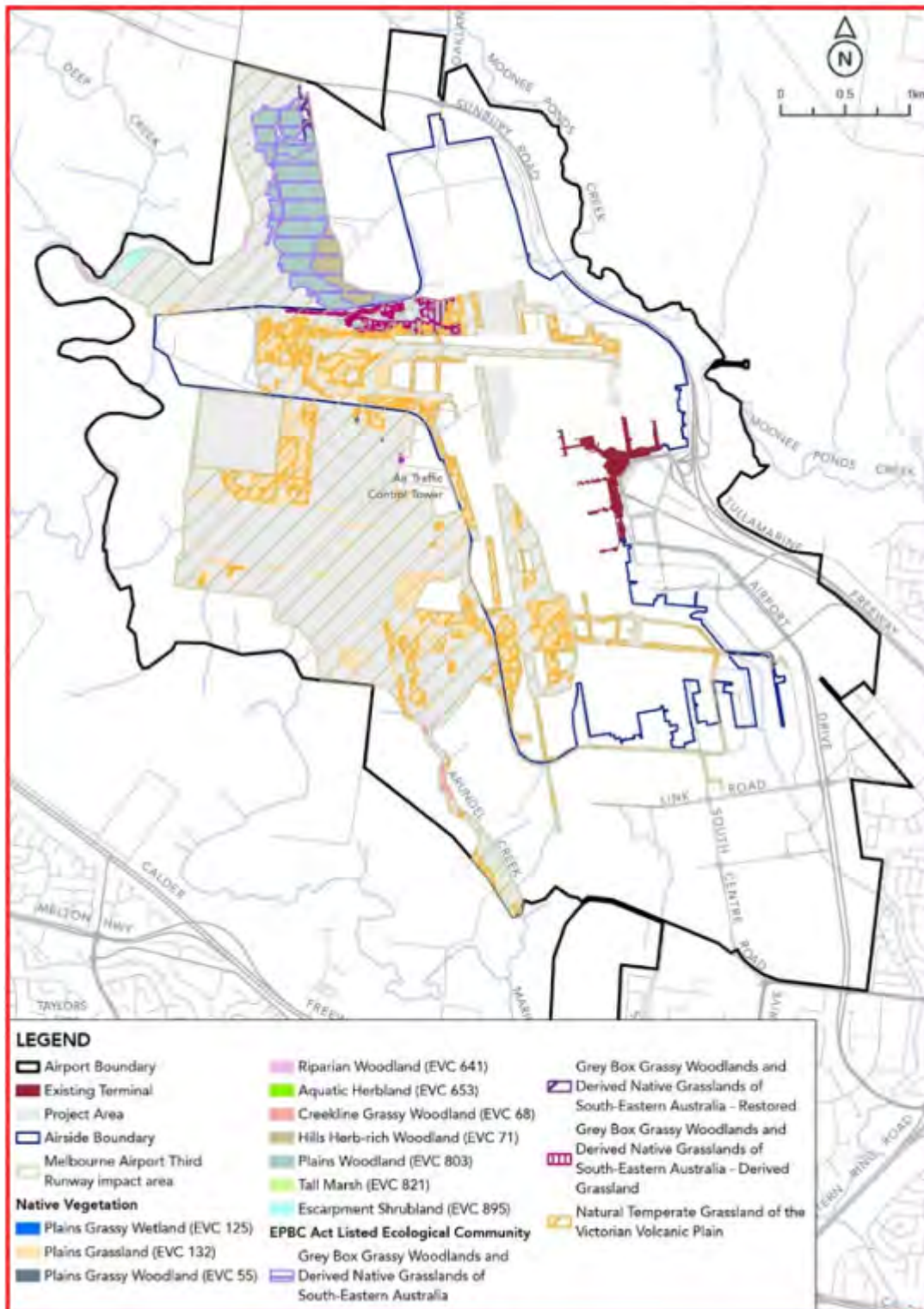
Works means any M3R Preliminary Works, M3R Early Works or M3R Main Works.

Attachment C – Environment Management Plans

Plan Title	Plan Description	Relevant CEMP	Approver
Construction Noise and Vibration Management Plan(s)	To manage noise associated with construction, consistent with the mitigation measures detailed in section B9.8 of the dMDP. Must consider but is not limited to impact associated with this project for both noise and vibration impacts for both human/human settlement and environmental sensitive receiving environments and address all commitments outlined in the dMDP, concurrent development activities on airport and cumulative impacts to sensitive receptors	Preliminary works Early Works Main Works	AEO following endorsement by Independent Environmental Assessor(s).
Haul Route and Traffic Management Plan(s)	Including details not limited to pre-construction condition reports, sensitive receptions and sediment and erosion management plans.	Early Works Main Works	APAM
Flora Management Plan(s)	Including but not limited to the identification of impacts to listed species and non-listed species, management and monitoring, the identification of no-go areas, training and education and awareness tools for site contractors and procedures for unexpected finds. Detailing construction hygiene measures to mitigate potential spread of weeds or diseases.	Preliminary Works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).
Fauna and Fauna Habitats Management Plan(s)	Including but not limited to pest species management and with reference to the dMDP Chapter B5 Ecology. May be combined with Flora Management Plan above.	Preliminary Works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).

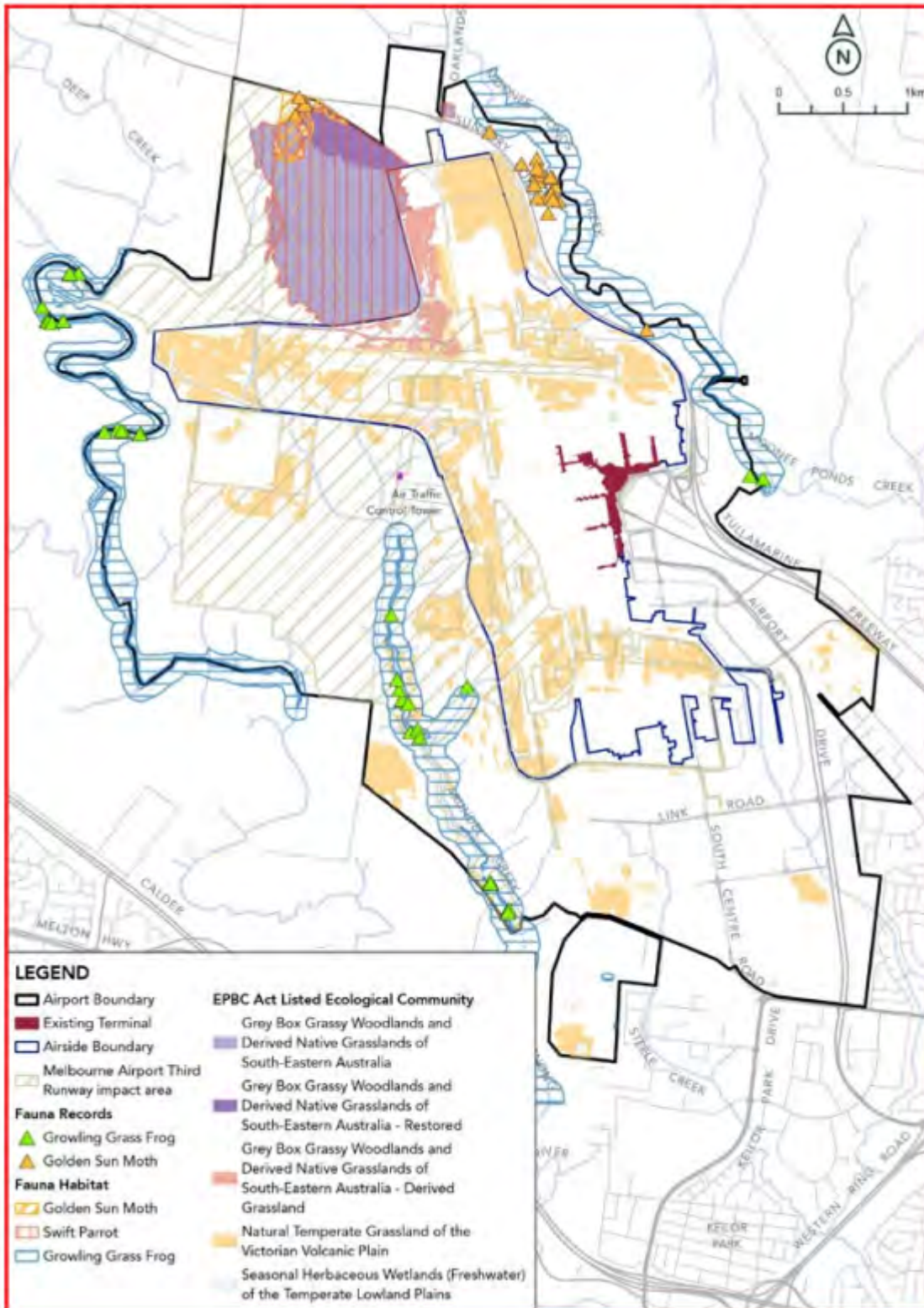
Contaminated Land and Groundwater Management Plan(s)	With reference to but not limited to asbestos management and all other contaminants outside of PFAS. The MP is to be reviewed and endorsed by an independent assessor prior to submission to the AEO for approval.	Preliminary works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).
Materials Movement Management Plan(s)	Detailing the excavation, processing and handling, storage, reuse or disposal of material including detailed plans, and legislative and other requirements.	Preliminary works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).
Surface Water Management Plan(s)	To cover aspects associated with construction impacts including those associated with the Arundel Creek infill works.	Preliminary Works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).
Sediment and Erosion Control Management Plan(s)	To be included in all contractor Environmental Management Plans (EMPs) and Site Environmental Plans (SEPs) and lodged with the ABC for all relevant building works.	Preliminary Works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).

Attachment A: Native vegetation in the impact area of the Melbourne Airport's Third Runway



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

Attachment B: Threatened species and ecological communities within the impact area



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

MEDIA RELEASE

Melbourne Airport third runway

I have approved the major development plan for the construction of a third runway at Melbourne Airport.

This new runway will allow Melbourne Airport to cater for the demand of a growing city, providing better access for freight and passengers and driving economic growth for years to come.

Throughout my consideration of this proposal, the needs of the local community have been front of mind.

That is why I have imposed certain conditions on Melbourne Airport in order for the third runway to proceed. These represent the most comprehensive set of conditions for a project of this type, including:

- Melbourne Airport providing a legally-enforceable commitment to restore the length of the east-west runway to maximise the opportunities for noise sharing;
- Design and implementation of a noise sharing and airspace plan that prioritises sharing of aircraft noise between affected areas;
- Implementation of a noise amelioration program to communities most impacted;
- And conducting a community health study into the impacts of noise before and after the establishment of the third runway – recording baseline data in the lead up to and for the first 20 years of the operation of the third runway.

My decision to require that the airport maintain sufficient capacity on the existing east-west runway is to support effective noise sharing at Melbourne Airport, so that no one community bears the brunt of the airport's growth.

The noise sharing plan will be developed by the airport, and in consultation with local communities, over the years to come.

This is a long-term project – the runway won't be open for some time.

Melbourne's third runway will bring it in line with Sydney and other globally-competitive airports.

But these conditions, along with relevant environmental requirements, mean that we are balancing the growth of the airport, with the needs of the communities on the ground.

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey

SB24-000183

SUBJECT: Brisbane Airport, including Noise Issues**Talking Points***Maximising the use of Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) at Brisbane Airport*

- SODPROPS is a runway operating mode that allows for aircraft to take off and land simultaneously from the same runway ends. At Brisbane Airport, SODPROPS allows aircraft to land and take off at the same time over the Moreton Bay area.
- On 17 September 2024, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP issued a written direction to Airservices Australia (Airservices), which has the effect of requiring Airservices to prioritise the development of, and deliver, procedures that will require the use of SODPROPS during both day time and night time operations at Brisbane Airport, when meteorological and other operating conditions permit (refer **Attachment A**).
- It is not possible to operate SODPROPS 24 hours, 7 days per week, and it cannot be used as the only operating mode at Brisbane Airport. This is because SODPROPS can only be used safely when:
 - traffic levels are low, with no more than 20 expected arrivals per hour;
 - runway surfaces are dry;
 - tailwind is 5 knots or less; and
 - visibility and minimum cloud cover height allow for it.
- For 3 years after the implementing all actions under the written direction, Airservices will be required to publish monthly reporting which details SODPROPS utilisation rates at Brisbane Airport over the previous month on its website.
- The reporting must include information about the operating conditions and any other matters (which were not related to operating conditions) that prevented the use of SODPROPS.

Curfew and movement cap at Brisbane Airport

- Australian Government policy does not support movement caps or a curfew at Brisbane Airport, and as such, these issues are excluded from the AAB's Terms of Reference.
- The Noise Action Plan for Brisbane has identified a number of feasible measures to reduce the impact of aircraft noise on communities. The AAB will be critical in consulting on and informing implementation of the Noise Action Plan for Brisbane.

Contact: s22(1)(a)(ii)

Cleared by: Stephanie Werner, First Assistant Secretary

Phone: s22(1)(a)(ii)

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey

SB24-000183

Key Issues*Brisbane Airport Community Airspace Advisory Board (AAB)*

- The establishment of the AAB delivered on the government's commitment to establish a new, permanent, independent community group to help better manage consultation on aircraft noise impacts around Brisbane Airport.
- The Terms of Reference set out the purpose of the AAB. The AAB provides an opportunity to share information and advice to and from the community on:
 - the management of airspace and flight paths at Brisbane Airport against the Noise Action Plan, which is initially represented by the Final Report on the Post Implementation Review (PIR) of Brisbane airspace changes;
 - the implementation of the recommendations identified in the PIR; and
 - potential and possible noise abatement procedures and airspace improvement measures, with the exclusion of curfews, movement caps or other operating restrictions.
- The AAB is independently chaired by Ms Kim Jordan. Ms Jordan's appointment as Chair on 26 August 2024 follows the conclusion of Mr Ron Brent's term as Chair. Mr Brent's term as Chair expired on 18 May 2024.
- The AAB has met 6 times since its establishment on 9 March 2023, most recently on 9 September 2024. At the 9 September meeting, which was the first meeting chaired by Ms Jordan, the following matters were discussed:
 - the development of metrics to capture the improvements being made under the Noise Action Plan for Brisbane.
 - the development of models that show noise impacts in the community based on the aviation forecasts within the Brisbane Airport Master Plan 2020.
 - community feedback on Airservices' recent consultation on Package 3 of the Noise Action Plan.
- The AAB also met on 18 May, 19 July, 18 September and 22 November 2023, and 6 March 2024.
- Minutes of AAB meetings are published on the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' Secretariat website following meetings.
- The next AAB meeting is expected to occur on 20 November 2024. The AAB meets quarterly.

Contact: s22(1)(a)(ii)

Cleared by: Stephanie Werner, First Assistant Secretary

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Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey

SB24-000183

Noise Action Plan for Brisbane

- The Noise Action Plan is Airservices' plan to reduce the impact of aircraft noise on the greater Brisbane community. The Noise Action Plan was formed from the final recommendations of Airservices Australia's Post Implementation Review into changes to Brisbane airspace for Brisbane Airport's New Parallel Runway.
- The Noise Action Plan includes 4 work packages to improve Brisbane airspace arrangements and better manage aircraft noise outcomes:
 - Package One: Strong, transparent and representative governance;
 - Package Two: Maximise flights over water;
 - Package Three: Reduce the frequency and concentration of flights over communities; and
 - Package Four: Wider airspace review.
- Trax International has been appointed to deliver Packages Three and Four, and has started work on designs that respond to options within these packages.
- The Noise Action Plan is a living document that is maintained by Airservices.
- With a significant number of recommendations set out in the Noise Action Plan, Airservices is undertaking community consultation and engagement on potential airspace changes in phases.
 - Airservices has undertaken 2 engagement phases so far in 2024, and 3 engagement phases in 2023.
- Questions on the Noise Action Plan for Brisbane should be directed to Airservices.

Attachments

A - Air Services (Use of Simultaneous Opposite Direction Parallel Runway Operations at Brisbane Airport) Direction 2024

Contact: s22(1)(a)(ii)

Cleared by: Stephanie Werner, First Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 01

Date: 23/09/2024

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Air Services (Use of Simultaneous Opposite Direction Parallel Runway Operations at Brisbane Airport) Direction 2024

I, Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government, make the following direction.

Dated 16 September 2024.

A handwritten signature in blue ink that reads 'Catherine King'.

Catherine King
Minister for Infrastructure, Transport, Regional Development and Local Government

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

1 Name

This instrument is the *Air Services (Use of Simultaneous Opposite Direction Parallel Runway Operations at Brisbane Airport) Direction 2024*.

2 Commencement

This instrument commences immediately after the Minister gives the instrument to AA.

3 Authority

This instrument is made under subsection 16(1) of the Act.

4 Definitions

Note: The expression *AA* is used in this instrument and is defined in section 3 of the Act.

In this instrument:

Act means the *Air Services Act 1995*.

implementation date means the date that applies for the purposes of subsection 5(2).

SODPROPS means Simultaneous Opposite Direction Parallel Runway Operations.

5 Direction

- (1) AA must, for Brisbane Airport:
 - (a) develop and implement an Air Traffic Control Operating Plan to extend the use of SODPROPS, with a focus on extending the use of SODPROPS on weekday evenings, Saturday afternoons and Sunday mornings to the extent that operating conditions permit; and
 - (b) examine and report to the Minister on the costs, benefits and operational impacts of extending the use of SODPROPS, including where provision is made for moderate flight delays to maintain the use of that mode when traffic demand approaches the maximum capacity for SODPROPS; and
 - (c) informed by the report prepared for paragraph (b):
 - (i) review the day time operational plan for the use of SODPROPS; and
 - (ii) to the extent that operating conditions permit, implement any feasible and appropriate design enhancements identified by AA into the Air Traffic Control Operating Plan that increases the use of this mode during daytime hours.

Note: AA, in exercising its powers and performing its functions, must regard the safety of air navigation as the most important consideration (subsection 9(1) of the Act).

- (2) Paragraphs (1)(a), (b) and (c) must be implemented by 30 November 2024, or by a later date allowed by the Minister in writing.

-
- (3) Until the implementation date, AA must provide quarterly reports to the Minister about the work undertaken by AA in the previous quarter to implement subsection (1), including for each paragraph of subsection (1):
- (a) the progress made by AA towards implementation;
 - (b) any delays or anticipated delays to implementation, including with respect to meeting the implementation date; and
 - (c) risks associated with any delays or anticipated delays identified in paragraph (b), and mitigation measures that will be adopted by AA to address those risks.
- (4) After the implementation date, AA must publish monthly reports on its website detailing SODPROPS utilisation rates at Brisbane Airport over the previous month, including information about operating conditions and any other matters that prevented the use of SODPROPS.

6 End date

This instrument ceases to apply 3 years after the implementation date.

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey

SB24-000184

SUBJECT: Aircraft Noise Dispensation – Sydney Freight**Talking Points**

- On 31 January 2024, a decision was made by a delegate from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts to revoke the exceptional circumstances dispensation provided to allow additional freight flights at Sydney Airport.
- Freight operators have adjusted their operations, and curfew freight flights which are provided for under the *Sydney Airport Curfew Act 1995* are now operating as they were pre COVID-19. That is, up to 74 flights per week, using only BAe-146 aircraft.
- The department has been monitoring the freight market and been in regular contact with the freight operators since that time.
- Freight operators have been complying with the regulations. One freight flight has breached curfew since 31 January 2024. This occurred in June 2024 and was due to the airline incorrectly operating by a previously approved curfew dispensation. This has been rectified with the airline.
- In November and December 2023, a resident ^{s47F} and Community Representative of the Sydney Airport Community Forum (SACF), ^{s47F}, lodged 2 cases in the Federal Court regarding the exceptional circumstances dispensations.
 - the first was for the provision of a Statement of Reasons from the department. This matter was finalised with the department providing the Statement of Reasons and paying ^{s47F} agreed costs on 10 April 2024.
 - the second was an application from ^{s47F} seeking judicial review of the decision to grant the dispensations. The application was dismissed at a case management hearing in 14 May 2024. The Federal Court ordered parties to pay their own costs regarding this matter.

Contact: ^{s22(1)(a)(ii)}**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** ^{s22(1)(a)(ii)}**Version Number:** 01**Date:** 23/09/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey

SB24-000184

Key Dates

Date	Action
March 2020	A delegate of the department provided dispensations to allow the operators of overnight freight flights to operate 6 additional flights into/out of Sydney Airport per week during the curfew period of 11pm to 6am.
28 June 2023	A delegate of the department provided dispensations to allow the operators of overnight freight flights to operate 6 additional flights into/out of Sydney Airport per week during the curfew period of 11pm to 6am.
20 October 2023	SACF members, the department, Sydney Airport and representatives of Qantas Freight, Team Global Express (formerly Toll) and ASL Airlines met to discuss aircraft noise relating to overnight freight flights at Sydney Airport.
2 November 2023	The department advised SACF that it was considering whether the freight dispensations should be revoked and sought submissions from impacted stakeholders.
27 November 2023	s47F ██████████ Community Representative of SACF, filed an application on the Federal Court seeking the department provide a Statement of Reasons explaining the issues that were considered in granting the dispensations. A detailed Statement of Reasons was provided to s47F ██████████ and the matter finalised with consent orders made by the Court, including for the department to by s47F ██████████ agreed costs.
21 December 2023	Freight operators who would potentially be impacted by the possible revocation of the dispensations were asked to provide second and final submissions.
22 December 2023	s47F ██████████ filed an application in the Federal Court challenging the validity of the dispensations.
31 January 2024	The exceptional circumstances dispensation was revoked by a delegate of the department.

Contact: s22(1)(a)(ii) ██████████

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: s22(1)(a)(ii) ██████████

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Lead/Support contact: Sarah Nattey

SB24-000184

10 April 2024	Application in the Federal Court challenging the validity of the dispensations was dismissed at a case management hearing, with an order for costs to be agreed between parties.
14 May 2024	The Federal Court ordered that parties are to pay their own costs in relation to the matter.

Key Issues

- The overnight freight market moves Australia Post and courier deliveries across Australia overnight, including urgent high-value deliveries such as medical supplies, blood, radioactive isotopes and organ transplants.
- Feedback from freight operators has been mixed following the revocation of the exceptional circumstances dispensation. Some concerns have been raised about the reduction in overnight air freight capacity. Other operators have reported spare capacity into and out of Sydney Airport.
- Freight operators have adjusted their operations since the revocation of the exceptional circumstances dispensation on 31 January 2024. Some operators are considering bringing additional BAe-146 aircraft online to provide greater capacity which may lead to increased costs that may need to be passed onto consumers. This is a business decision for them.
- Australia Post Group has previously indicated it has experienced negative impacts to its mail and express post deliveries to Perth, Regional NSW, Canberra, Adelaide and between Melbourne and Sydney. The impact has seen some overnight freight not being uplifted on time.
- The department is reviewing how the movement quota allocated under the *Sydney Airport Curfew Act 1995* (the Act) and delegated through the Sydney Airport Curfew Regulations 2023 (the Regulations), are distributed between freight providers. The department recently completed consultation with freight operators to understand their movement quota needs to meet operational requirements.
- Any changes to the freight movement allocations following the consultations will require changes to the regulations. This is a decision for the Minister.
- Any changes to the regulations will only impact allocations to freight operators within the cap of 74 and will not result in additional freight flights.

Contact: s22(1)(a)(ii)**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 01**Date:** 23/09/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey

SB24-000184

Background

- The dispensations allowed the operators of curfew freight flights to use larger Boeing 737 and Airbus 321 aircraft, in addition to the smaller BAe-146, as specified in the Act. The use of larger aircraft allowed the uplift of more freight and were required in recognition of the inability to carry freight on passenger aircraft which were grounded in response to COVID-19.
- The dispensations granted by the department in March 2020 continued in the post-COVID-19 period due to Virgin Australia's withdrawal from the airfreight market, the overnight freight task having increased following a significant shift to on-line shopping, and emerging concerns about the reliability of the prescribed aircraft type (BAe-146).

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Transport, Regional Development, Communications and the Arts**Contact:** s22(1)(a)(ii)**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 01**Date:** 23/09/2024

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Tori Wright

SB24-000185

SUBJECT: Per and Polyfluoroalkyl Substances (PFAS)**Talking Points**

- The Australian Government is delivering the \$130.5 million PFAS Airports Investigation Program (the Program) at up to 37 civilian airports where the government or its entities historically provided firefighting services using PFAS-containing foams.
- The Program aims to identify the nature and extent of PFAS contamination through independently audited, whole-of-site testing, and develop robust management plans.
- Participation is voluntary, with investigations being undertaken in tranches to manage market capacity constraints.
 - Tranche 1 of the Program (Adelaide, Bankstown, Brisbane, Canberra, Hobart, Launceston, Melbourne and Parafield) commenced in early 2022.
 - Tranche 2 commenced in March 2024 and includes a further 7 airports (Archerfield, Camden, Gold Coast, Jandakot, Moorabbin, Mount Isa and Townsville).
 - 5 airports (Alice Springs, Darwin, Essendon Fields, Perth and Sydney) have declined to participate in the Program at this time.
 - the Department of Infrastructure, Transport, Regional Development, Communications and the Arts has started planning for future tranches.
- The Program is expected to be completed by 30 June 2027.

Senate Select Committee on PFAS (if raised)

- The department is preparing a submission to the Senate Select Committee on PFAS, which is due to report in August 2025.

PFAS discovery at Jandakot Airport (if raised)

- The department is aware of the PFAS discovery at properties neighbouring Jandakot Airport and understands the community's concerns.
- Jandakot Airport's participation in Tranche 2 of the Program is a critical step in determining the nature and extent of PFAS contamination at the airports and potential migration pathways off-site. Investigation results will inform appropriate management actions and interim measures are in place to protect the community.
- The investigation at Jandakot Airport is progressing and is on track to be finalised in March 2026.

Contact: Tori Wright**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 01**Date:** 24/09/2024

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Tori Wright

SB24-000185

International Agency for Research's (IARC's) evaluation of PFAS as carcinogenic (if raised)

- The department is aware that the IARC has evaluated the carcinogenicity of perfluorooctanoic acid (PFOA) as **carcinogenic to humans** and perfluorooctanesulfonic acid (PFOS) as **possibly carcinogenic to humans**.
- Questions on this matter should be referred to the Department of Health and Aged Care (DHAC), as the portfolio responsible for national health advice.
- In administering the Program and regulating leased federal airports, the department continues to work with airports and other stakeholders to ensure communities are provided with appropriate PFAS health advice and guidance.

Key Issues*PFAS Discoveries*

Jandakot (WA):

- In November 2022, Jandakot Airport advised nearby landowners about PFAS contamination impacting their land and drinking water.
 - the airport has undertaken subsequent testing and is providing interim support to impacted residents, including the provision of bottled and bulk water, to break the exposure pathway.
 - the AEO for Jandakot Airport is monitoring regulatory compliance.
- Program investigations commenced in March 2024 and are anticipated to take about 2 years to complete as it involves a preliminary site investigation, mass flux study, detailed site investigation, human health and ecological risk assessment and management plan to address risks. Interim support, such as provision of water to affected properties, will continue throughout the investigation.

Avalon (Vic):

- The Department of Defence (Defence), as the site owner, and Airservices Australia (Airservices) are managing the response to the November 2022 discovery of PFAS in drinking water at Avalon Airport.
 - Avalon Airport is not covered by the *Airports Act 1996*; therefore, the department does not have a role in regulating its environmental management.

Other PFAS investigation and remediation activities at civilian airports

- The department's Program is separate to both Airservices' *National PFAS Management Program* and Defence's *PFAS Investigation and Management Program*.
 - Defence commenced its program in 2015, and is undertaking investigations at the 2 joint-user airports within the Program's scope (Townsville and Darwin).

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- Airservices provided firefighting services using PFAS-containing foams at 22 airports, and is undertaking, or has undertaken, investigations at its leased sites at 21 of those airports.
 - the investigation at the remaining site, Townsville, is being led by Defence.
- The department's investigations will consider all current and previous investigations to avoid duplication.

Whole of government context

- The department works collaboratively with other Australian Government agencies – including the Department of Climate Change, Energy, the Environment and Water, Defence, Airservices, and DHAC – to ensure consistency and avoid duplication.
- The government is also working closely with relevant state and territory governments to implement nationally consistent responses to PFAS contamination.

Litigation

- The department is not aware of any current class actions or litigation against the government in relation to PFAS matters at leased federal airports.
- Brisbane and Perth airports have commenced legal proceedings against Airservices in relation to historic PFAS contamination.
 - as a corporate Commonwealth entity, Airservices is a separate legal entity to the government.
 - litigation against Airservices is a matter for Airservices.
- Recent class action settlements (including Haswell and Wreck Bay Aboriginal Community Council) are a matter for Defence.

Environmental Regulation

- At leased federal airports covered by the *Airports Act 1996* (the Act), Airport Lessee Companies (ALCs) are responsible for managing the environment, with regulatory oversight provided by a network of Airport Environment Officers (AEOs).
- AEOs are authorised to take regulatory action if someone causes, and does not adequately respond to, pollution at an airport.
- Airports which are not covered by the Act are regulated by the relevant state or territory environment protection authority, or managed by Defence.

STAN PFAS documentary - Revealed: How to Poison a Planet

- The STAN documentary titled 'Revealed: How to Poison a Planet' aired on 28 April 2024 featuring American actor Mark Ruffalo and Australian journalist Carrie Fellner.

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- The documentary highlighted the potential impacts of PFAS contamination on the Wreck Bay community in Jervis Bay. The documentary links these impacts to Defence's historical use of PFAS-containing firefighting foam used at Jervis Bay Range Facility.
- The documentary did not include any specific reference to PFAS use or management at civilian airports.
- To date the department has not received any correspondence referencing the STAN documentary however a number of subsequent media articles have focused on national drinking water standards and monitoring.

Background

PFAS are a group of over 4,700 man-made chemicals that have been used globally since the 1950s in household and industrial products that resist heat, stains, grease and water. PFAS contamination is of concern as it is highly persistent, can move long distances in the environment via surface or ground-water, and bio-accumulates in animals and humans.

From the late 1970s until 2010, PFAS was commonly used in firefighting foams in Australia at both civilian airports and Defence sites, due to its effectiveness in suppressing fuel fires.

Airservices transitioned to a PFAS-free foam in 2010 on all sites, with the exception of joint-user airports (Townsville and Darwin).

Historically, civil aviation firefighting services were provided by various government agencies, including Airservices following its establishment in 1995. Airservices currently provides aviation rescue firefighting services at 27 airports and has used PFAS containing foams at up to 22 of these airports.

2 of the most common PFAS compounds found in legacy firefighting foams are PFOS and PFOA. From 2004, Defence commenced phasing out its use of PFOS and PFOA-containing firefighting foams and switched to 'Ansulite', which only contains trace elements of PFOS/PFOA and is only used in emergency situations or in controlled environments to test equipment.

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Financial Information as at 31 August 2024

Table 1 - Total PFAS Program Funding (Departmental and Administered)

Program/Project Start Date:	2021-2022 (1 July 2021)					
Program/Project End Date:	2026-2027 (30 June 2027)					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	9.3	39.6	30.1	29.7	18.6	130.5
Less:						
Actual Expenditure YTD at 31 August 2024	7.6	8.3	2.3	0.0	0.0	21.4
Total Committed Funds at 31 August 2024	0	0	19.0	10.9	8.1	38.0
Total Uncommitted Funds (balance)	1.8	31.3	8.8	18.8	10.5	71.1

Note:

- All figures are GST exclusive.
- Total Appropriation Budget includes 3.2m from 2021-22.
- Total Expenditure includes \$3.2m from 2021-22.
- Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
- Actual Expenditure YTD includes \$2.3m of mandatory corporate contributions deducted from departmental appropriation (e.g. WoG savings) across 2022-23 to 2024-25.
- Total Uncommitted Funds includes:
 - \$1.8m underspend in departmental funding for 2022-23 and \$1.3m underspend for 2023-24, which are primarily attributable to delayed expenditure in contracted services as a result of delays to completion of the Pilot Program and the start of Tranche 1 and 2 projects.
 - \$68m administered funding not yet committed to a known activity or agreed under contract (all years). This figure will progressively reduce upon completion of planned procurement activities in 2024-25.
- A Movement of Funds has been requested through MYEFO 2024-25, which would reprofile \$30m of unspent Program Administered funding from 2023-24 across the forward years (see Table 2).

Contact: Tori Wright

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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Financial Information – Full program envelope

Table 2 - Changes in Program Appropriation

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Opening Appropriation	26.0	70.6	33.9	-	-	-	130.5
Movements/decisions	-22.8	-48.5	-7.1	30.1	29.7	18.6	0
Movements/decisions	-	-12.8	12.8	-	-	-	0
Movements/decisions			-30.00	2.8	14.7	12.5	0
Movements/decisions							0
Current Appropriation	3.2	9.3	9.6	32.9	44.4	31.1	130.5

Note:

- All figures are GST exclusive.
- The opening appropriation (through the 2021/22 Budget) committed \$130.5 million over three financial years (to 30 June 2024).
- Through the 2022/23 Budget, the Program was extended and funding reprofiled over a further three financial years (to 30 June 2027)
- A further Movement of Funds was approved as part of the 2023/24 MYEFO process, which re-allocated underspent administered funding from 2022/23 to 2023/24.
- A Movement of Funds (MoF) has been requested through MYEFO 2024-25, to reprofile \$30m of unspent Program Administered funding from 2023-24 across the forward years. The shaded cells in Table 2 reflect the proposed Program profile (if the MoF is approved).

Contact: Tori Wright

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 01

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Rural and Regional Affairs and Transport

Lead/Support contact: Megan Thomas

SB24-000186

SUBJECT: Regional Express Voluntary Administration process and overview**Talking Points**

- The Australian Government recognises how important aviation is to regional Australia – and Rex plays a major role in the market.
- Rex operates one of Australia’s largest regional air networks and provides essential connectivity to move people and critical freight on 41 routes to regional and remote communities.
- Rex’s regional services have operated as normal through the voluntary administration period.

Government guarantee of regional ticket bookings

- On 15 August 2024, the government announced it would guarantee regional flight ticket bookings made whilst Rex is in voluntary administration.
- This Guarantee provides certainty to those booking a regional flight with Rex during voluntary administration that they will either fly or have their money refunded.
- As at 30 September 2024, the Guarantee has not been drawn on.

Supporting Rex’s access to Sydney Airport

- On 26 August 2024, The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP directed the Slot Manager to suspend the application of the ‘use it or lose it’ rule for Rex’s New South Wales regional slots at Sydney Airport until the end of the Northern Winter 25 (NW25) scheduling season. The NW25 season runs from 26 October 2025 to 28 March 2026.
- Refer to the **SB24-000131** - Sydney Airport Demand Management brief for detail.

Key sensitivities

- Regional Express Holdings and a number of its subsidiaries are in voluntary administration. The administrators have publicly stated the aim of the voluntary administration process is to secure a new owner (or owners) of Rex’s regional aviation business at the end of the voluntary administration process.
- Disclosure of commercially sensitive information, provided to the Government on a confidential basis, could prejudice this process.

Contact: Megan Thomas**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 9/10/2024

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Lead/Support contact: Megan Thomas

SB24-000186

Key IssuesGovernment Guarantee

- On 15 August 2024, the government announced it would guarantee regional flight ticket bookings made whilst Rex is in voluntary administration (**Attachment A**). This Guarantee provides those booking a regional flight with Rex during voluntary administration with certainty that they will either fly or have their money refunded.
- The Guarantee applies to any regional flight bookings made after Rex entered voluntary administration (from 9:31pm on Tuesday 30 July 2024), for the period of the voluntary administration process.
- The Guarantee will only be triggered if the Administrator for Rex subsequently cancels a regional flight service, where no alternative service has been delivered, and the Rex Companies are unable to provide a refund.
- If the Guarantee was triggered, affected customers would receive a refund directly from their credit card merchant or travel booking provider, backed by the Government Guarantee.
- Any draw-down of the Guarantee is required to be repaid by the voluntary administrators from the assets of the Rex Companies as a priority unsecured creditor claim in any restructure of the company or realisation of assets.
- Change of mind or missed flights are not covered by the Guarantee.

Impact on redundant employees

- To date, Administrators have made around 659 positions redundant. This includes an initial round of redundancies affecting 594 employees in early August, and a further 65 employees in a second round of redundancies finalised on 29 August 2024.
 - 343 positions were made redundant from Regional Airlines Limited, which operated the 737 jet services.
 - The other 316 redundant positions primarily relate to the regional arm of the business, but also includes call centre staff.
- All staff affected by the redundancies have been fully paid for their work during the voluntary administration period, however, the Administrators have advised they are unable to pay their accrued entitlements at this time.
- The Department of Employment and Workplace Relations (DEWR) administers the Fair Entitlements Guarantee (FEG). FEG is a scheme of last resort that funds certain entitlements of eligible employees if their employer goes into liquidation and outstanding entitlements cannot be paid from another source.
- Questions about the FEG and employee entitlements should be directed to DEWR.

Contact: Megan Thomas**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 9/10/2024

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Lead/Support contact: Megan Thomas

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Background

- The Rex Group was formed in 2002 through the merger of Hazelton and Kendell following the collapse of the Ansett Group. Rex established itself as a regional-only airline, before listing on the Australian Securities Exchange (ASX) in November 2005.
- In September 2020, Rex announced it would begin jet operations on major city routes, using Boeing 737 aircraft. In December 2023, Rex leased a fleet of 10 Boeing 737 aircraft.

Rex in voluntary administration

- On 30 July 2024, Regional Express Holdings Limited (Rex Group) and a number of its subsidiaries entered voluntary administration.
- Samuel Freeman, Justin Walsh and Adam Nikitins of Ernst & Young Australia (EY Australia) have been appointed Joint and Several Voluntary Administrators by the Rex Group's respective Boards of Directors.
- Rex's domestic jet services (using Boeing 737s) that operated between capital cities, were grounded on 31 July 2024 and will not recommence.
- Virgin Australia and the Qantas Group offered to re-accommodate domestic prepaid ticketholders on grounded Rex services at no cost to customers.
 - Virgin Australia re-booked over 104,000 Rex customers on their services.
 - The Qantas Group re-booked over 12,000 Rex customers on Qantas and Jetstar services.
- On 23 August 2024, the Federal Court agreed to an application from the Administrators to extend the convening period of the voluntary administration to 25 November 2024, and latest date of the second creditors meeting up to 2 December 2024.

Attachments

A: Media release, 15 August 2024

Contact: Megan Thomas**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 9/10/2024

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Lead/Support contact: Megan Thomas

SB24-000186

ATTACHMENT A

Media release, 15 August 2024

**The Hon Catherine King MP**Minister for Infrastructure, Transport, Regional Development and Local Government
(/c-king)

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Flight guaranteed for regional Rex customers

Flight guaranteed for regional Rex customers

The Albanese Government has today announced it will guarantee regional flight bookings for Rex customers throughout the voluntary administration process.

Travellers can continue to book regional flights on Rex during this process with certainty that they will either fly or get their money back.

Rex operates one of Australia's largest regional air networks and provides essential connectivity to move people and critical freight on 41 routes to regional and remote communities, including 21 routes that are only serviced by Rex.

Rex's continuation is in the best interests of Australia – and the Government is working closely with the administrators to ensure a strong regional aviation presence now and into the future.

The guarantee is for all regional flight bookings with Rex made after it entered voluntary administration at 9:31pm on 30 July 2024.

This will give customers confidence to continue booking regional flights with Rex – flights that allow them stay connected to family, friends, healthcare and other services – while also helping to maintain regional aviation in Australia.

My department will continue to work with the administrator on their plans for the continuation of services to regional communities.

We also expect the administrator to honour and prioritise the entitlements of Rex employees.

This guarantee is a message to regional Australia that we know how important reliable air services are to you and that we are not going to allow your communities to be left behind.

Contact: Megan Thomas**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 9/10/2024

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

SB24-000187

SUBJECT: Sydney Airport Demand Management**Talking Points**

- On 9 October 2024, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, introduced a bill to implement the majority of reforms to the Sydney Airport Demand Management framework that were announced on 21 February 2024.
- The reforms will update the demand management framework to:
 - better align with modern international standards and increase competition;
 - increase transparency;
 - maintain protections for regional NSW services;
 - introduce a recovery period to reduce delays due to major disruptions; and
 - modernise the compliance regime.
- The new legislation follows targeted consultation the Australian Government undertook in 2023 regarding potential changes to the framework. This builds on work undertaken by the 2021 Harris Review and the Productivity Commission's 2019 report into economic regulation of airports.
- The government is not making any changes to the existing curfew arrangements.
- The Compliance Committee for Sydney Airport was re-established in May 2024 and has met twice, in June 2024 and September 2024.

Key Issues*Recovery period*

- The recovery period will reduce delays when there is severe weather or other major disruptions outside the control of airlines or the airport which will support passenger services across the aviation network to return to schedule following a significant disruption at Sydney Airport.
- The recovery period will temporarily allow up to 85 movements per hour for a maximum of 2 hours on the same day of the disruption.
- There will be no increase in the overall number of flights for that day – only flights that are already scheduled to happen that day will be able to take off or land.
- The recovery period will not extend into curfew hours, and there will be mandatory publication of information on when and why it is used.

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Peak period reduction

- Permanent Regional Service Series (PRSS) are slots set aside for New South Wales regional services to ensure regional passengers can access Sydney Airport during peak times.
- The government will shorten the 'peak period' from 6-11am/3-8pm to 7-11am/5-8pm to make unused PRSS slots available for allocation to other services, including international services and create more opportunity for all air operators to service the needs of passengers.

Protections for NSW regional services

- The government will continue to provide strong protections for regional NSW services.
- In addition to PRSS slots regional NSW services will now also be able to apply to use any slot during the new peak period hours.
- Non-PRSS slots being used by regional NSW services will not gain PRSS protection which allows flexibility for these slots to be allocated to non-regional services should they no longer be used for regional flights. This will allow for non-PRSS slots to remain available for domestic and international flights and to be allocated to services based on market demand.
- In addition, when allocating slots to airlines the Slot Manager will be required to consider giving priority to regional NSW flights asking for peak period slots, which supports protections for regional services during peak periods when they are required, with flexibility for these to be allocated to non-regional services if they go unused.
- Details about slots used for regional NSW services will be published as part of regular public reporting on how slots are used by airlines.

Strengthening compliance and governance

- The compliance framework will be updated to include penalties that address anti-competitive behaviours from the airlines and a reformed Compliance Committee will be established to effectively inform compliance action.
- Independent audits of slot usage will be undertaken, with results published, to better detect and crack down on anti-competitive behaviour.
- A competitive process for selecting the Slot Manager is underway.

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Increased competition and alignment with the World Airport Slot Guidelines

- The definition of a 'new entrant' will increase from less than 5 slots on a certain day to less than 7 slots (including any slots they are requesting, if issued). This change will mean that any airline with less than 7 slots on a certain day will be considered as 'new entrant' with advantaged access to available slots.
- In addition, changes to historic slots and slots for new entrants will be allocated from the same pool (with an aim of the first 50% of available slots going to new entrants where possible). This means that airlines wanting to change their existing slots will be competing with other airlines wanting those slots.

Current Compliance Committee

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has re-established the Compliance Committee provided for under Section 66 of the *Sydney Airport Demand Management Act 1997* (the Act).
- This will ensure the requirements of the existing Act are being met until the proposed legislative reforms can be enacted.
- On 14 May 2024, the Minister appointed the following members to the Compliance Committee, effective for 12 months from 20 May 2024:

Name	Position	Organisation
s47F		Sydney Airport
		Airservices Australia
		Rex
		Qantas
		Virgin Australia
		The department
		The department

- The Compliance Committee has met twice since May 2024, on 24 June 2024 and on 3 September 2024. The Committee is due to meet again on 3 December.

Independent Slot Audit

- Independent audits of slot usage will be undertaken, with results published, to better detect and crack down on anti-competitive behaviour.
- The department engaged a consultant in May 2024 to conduct an audit of domestic slot usage for Northern Winter 2022 (NW22), Northern Summer 2023 (NS23) and Northern

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Winter 2023 (NW23). The results from this audit process will be published, once completed, later this year.

Background

- Sydney Airport, Australia's busiest airport, operates under a regulatory framework introduced more than two decades ago. The framework includes mechanisms that:
 - protect the community from noise impacts;
 - facilitate the efficient operation of the airport; and
 - maintain access for regional NSW services.
- The department commissioned an independent review (the Harris Review) in response to the 2019 Productivity Commission (PC) inquiry into the Economic Regulation of Airports and the sunseting schedule for the Sydney Airport demand management legislative instruments.
- The department engaged with stakeholders through more than 20 technical working group meetings to refine the recommendations of the Harris Review, and evaluate the impacts of the potential options.

Reforms to the Sydney Airport Demand Management Framework

- On 21 February 2024, Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, announced a package of reforms to the *Sydney Airport Demand Management Act 1997* and associated legislation (**Attachment A**). The announcement highlighted:
 - Alignment with international standards to increase competition, including broadening the definition of a new entrant
 - Enhancing compliance and transparency through an audit process and introducing reporting requirements from airlines and the slot manager
 - Modernising the compliance regime by enhancing penalties around slot misuse
 - Protection and enhancement of NSW regional services' access to slots, and
 - Introducing a 'recovery period' mechanism, enabling 85 movements per hour for two hours following a significant disruption to the airport.
- The announcement specifically advised that the government is not making any changes to the existing curfew arrangements.
- On 9 October 2024, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, introduced a bill to reform the *Sydney Airport Demand Management Act 1997*.

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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- On 10 October 2024 the Senate referred the Sydney Airport Demand Management Amendment Bill 2024 to the Rural and Regional Affairs and Transport Legislation Committee for inquiry by 14 November.

Harris Review Recommendations

- The government has considered the recommendations from the Review of the Sydney Airport Demand Management Scheme, an independent review prepared by Mr Peter Harris AO.
- The government also considered outcomes of extensive consultation on modernising the framework to develop its proposed reforms.
- The reforms have broadly adopted most of the Harris Review recommendations wholly or as part of a balanced package. Two recommendations have been excluded, being:
 - 4.1: the recommendation to adjust Permanent Regional Services Series (PRSS) slots so that they may be extended to regional communities outside of NSW; and
 - 6.2: the recommendation to measure the 80 per hour movement cap by clock hour instead of the current rolling hour measured every 15 minutes.
- For recommendation 4.1, the government is seeking to maintain and enhance long-standing protections for Sydney and regional NSW communities.
- For recommendation 6.2, the movement cap at Sydney Airport plays an important role in managing aircraft noise over nearby communities. The government's measured package of reforms is designed to help keep passengers moving when there are delays, while also ensuring community protection from excessive noise impacts. As such, the reforms will not make amendments to the rolling clock hour mechanism.

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Breakdown of 2024-25 Budget

- The department received \$7.7 million over 4 years and \$1.5 million per year ongoing to strengthen the compliance regime and enhance aviation competition under the Sydney Airport Demand Management reforms:

	2024-25	2025-26	2026-27	2027-28	Total FEs
Departmental \$m	\$2.5m	\$2.2m	\$1.5m	\$ 1.5m	\$7.7m
ASL	11.0	11.0	7.0	7.0	
APS 5	1.0	1.0	1.0	1.0	
APS 6	4.0	4.0	3.0	3.0	
EL1	4.0	4.0	2.0	2.0	
EL2	2.0	2.0	1.0	1.0	

- Resourcing for these reforms is front loaded – with most of the funding in the first two years to support the legislative drafting and implementation. This includes costs associated with:
 - independent audits of slot usage with the results to be published;
 - additional resourcing to assist with legislative drafting (including the design of new penalties) and implementation; and
 - resourcing to support a reformed Compliance Committee to effectively inform compliance and enforcement action.

SENSITIVITIES**Regional Express (Rex) insolvency and handback of Sydney slots**

- On 30 July 2024, Regional Express Holdings Limited (Rex Group) and a number of its subsidiaries entered voluntary administration. Ernst & Young Australia were appointed Voluntary Administrators by the Rex Group's Boards of Directors.
- Since entering into voluntary administration, Rex's regional services (Saab 340 fleet) have continued to operate as normal during the administration period.
- To support Rex through the voluntary administration process, on 26 August 2024, the Minister directed the Slot Manager to suspend the application of the 'lose it or use it' rule for Rex's regional NSW slots at Sydney Airport through NW24 to the end of the NW25 season (NW25 dates are 26 October 2025 – 28 March 2026).

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

Version Number: 05

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Slot misuse concerns at Sydney Airport

- Concerns have been raised by aviation industry representatives that the current SADM framework is being taken advantage of by some operators. It is claimed major airlines hold on to valuable Sydney Airport slots to stop competitors from using them (slot hoarding).

Appointment of the Slot Manager

- On 28 March 2024, the minister re-appointed the Slot Manager for a period of 12-months to allow for a competitive selection process to be undertaken in the second half of 2024.
- Airport Coordination Australia (ACA) is the current Slot Manager for Sydney Airport and has held the position since 1998 through consecutive ministerial appointments.
- ACA is jointly owned by Qantas (41%), Virgin Australia (35%), Sydney Airport (10%) and the Regional Aviation Association of Australia (RAAA) (14%).
- Concerns have been raised by stakeholders recently around ACA's governance arrangements, and the perception of a conflict of interest between its owners and its role in slot allocation.
- On 5 August 2024, a competitive approach to market was released to identify and appoint a new Slot Manager at Sydney Airport for a 3-year period from April 2025 (refer **Attachment B**).
 - the process closed on 2 September 2024. A departmental evaluation committee is assessing proposals, with the successful candidate due to be announced in late 2024.
 - the successful candidate will take up the role from 1 April 2025.

Sunsetting of the Sydney Airport Demand Management scheme regulations

- The sunsetting of the Sydney Airport Slot Management Scheme 2013, Sydney Airport Compliance Scheme 2012 and Sydney Airport Demand Management Regulations 1998 has been deferred from 1 April 2024 to 1 April 2026 to allow for the reforms to the *Sydney Airport Demand Management Act 1997* to occur first. This is reflected and confirmed in the Federal Register of Legislation.

Attachments

A: Media Release from the Hon. Catherine King MP 21 February 2024

B: Media Release from the Hon. Catherine King MP 5 August 2024

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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SB24-000187

Attachment A:**Reforming Sydney Airport slots to boost efficiency, competition and consumers outcomes**

MEDIA RELEASE

Wednesday 21 February 2024

The Hon Catherine King MP

The Australian Government is today announcing a major package of reforms to the Sydney Airport demand management scheme, improving the use of this significant piece of national infrastructure while maintaining community protections.

These reforms follow an extensive consultation process and will deliver better efficiency, competition and consumer outcomes.

The Government is not making any changes to the existing curfew arrangements or movement caps at Sydney Airport.

To encourage competition, the Government will update the demand management system so that it better aligns with modern international standards.

The Government will significantly increase transparency about how slots are allocated. Airlines will be required to provide regular information on how they use slots, such as reasons for cancellations or major delays, and this monitoring information will be regularly published.

Independent audits of slot usage will be undertaken, with results published, to better detect and crack down on anti-competitive behaviour. This will help make sure that travellers have better information about airline performance.

The first such audit will be carried out this year, meaning that any misuse of slots will be uncovered and acted upon as soon as possible.

To ensure slots are not misused, the Government will modernise the compliance regime to include penalties that address anti-competitive behaviours, along with updated and strengthened enforcement tools for the Government to watch airlines more closely and take effective legal action where necessary.

Contact: s22(1)(a)(ii)**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 05**Date:** 23/10/2024

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Rural and Regional Affairs and Transport

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

SB24-000187

The Government is modernising the process that allocates aircraft slots to airlines at Sydney Airport to make the system more competitive and efficient. This will benefit new entrant airlines wanting to set up new services, crack down on slot misuse and create a more level playing field in slot allocation processes.

To improve connectivity for regional communities, regional NSW services will be able to apply to use any slot during new peak period hours (changing from 6-11am/3-8pm to 7-11am/5-8pm), not just the slots that are already set aside for priority access by regional NSW services. The peak period is changing to help free up currently unused slots during 6-7am and 3-5pm so that the airport can better operate in the way it was always intended to.

In addition, when allocating slots to airlines, the Slot Manager will be required to consider giving priority to regional NSW airlines asking for peak period slots (7-11am/5-8pm) among the other priorities for slot allocation.

The Government is also going to introduce reforms that will increase the resilience of Sydney Airport and Australia's entire aviation network by introducing a 'recovery period'. This strictly controlled 'recovery period' will be implemented after severe weather events or other major disruptions, for example security issues, to temporarily allow up to 85 movements per hour for a maximum of two hours on the same day following the disruption.

There will be no increase in the overall number of flights for that whole day. This is because the scheduling cap of 80 flights per hour will stay in place – only flights that are already scheduled to happen that day will be able to take off or land.

This recovery period will not extend into curfew hours and there will be mandatory publication of information about when and why the recovery period is used so that the community can be confident it is being used properly.

This change will not increase noise impacts on communities, but it will mean more travellers can reach their destinations and spend the night at home rather than on a terminal floor or in a hotel room.

This package of reforms will benefit the flying public and include strong protections for communities affected by aircraft noise and those in regional areas.

The Government will be consulting with community and industry organisations on the best way to implement these reforms ahead of bringing forward legislation to Parliament.

Contact: s22(1)(a)(ii)**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 05**Date:** 23/10/2024

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

SB24-000187

This is just one element of the Australian Government's plan to reform Australia's aviation sector to crack down on bad behaviour and deliver better outcomes for the travelling public.

The Aviation White Paper, to be released later this year, will have more to say, including in regards to consumer protections.

For more information visit <https://www.infrastructure.gov.au/syd-demand>.

[Reforming Sydney Airport slots to boost efficiency, competition and consumers outcomes | Ministers for the Department of Infrastructure](#)

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Transport, Regional Development, Communications and the Arts

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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

SB24-000187

Attachment B:**Albanese Government strengthens aviation competition at Sydney Airport**

The Albanese Government will strengthen competitive settings through an open approach to market for the Sydney Airport Slot Manager, as part of overarching reforms to the slot system at Sydney Airport.

The competitive tender to be released today (Monday 5 August) will require prospective slot managers to demonstrate how they will deliver on the Government reforms announced earlier this year, following recommendations from the Harris Review and the ACCC.

The competitive process will also require prospective tenderers to demonstrate how they manage and mitigate conflicts of interest in a transparent way.

Once appointed, they will need to comply with a statement of expectations including governance and transparency requirements.

This is part of a suite of reforms to the Sydney Airport slot system which were announced in February.

The Government has already implemented a number of these commitments including an independent audit of slot usage, with results to be released once completed; and has re-established the Compliance Committee for Sydney Airport that manages compliance with the slot regime.

The reforms will be finalised with forthcoming legislation which will include changing the allocation process to free up more slots and changing the definition of 'new entrant' to make it easier for new airlines to obtain slots.

Other reforms include modernising the compliance regime with penalties that address anti-competitive behaviours, updated and strengthened enforcement tools for the Government to watch airlines more closely and take effective legal action where necessary, and requiring airlines to provide regular information on how they use slots, such as reasons for cancellations or major delays, which will be regularly published.

Quotes attributable to the Minister for Infrastructure, Transport, Regional Development and Local Government, Catherine King:**Contact:** s22(1)(a)(ii)**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 05**Date:** 23/10/2024

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Rural and Regional Affairs and Transport

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

SB24-000187

Our reforms to the slot system at Sydney Airport are an important part of improving competition and significantly increase transparency.

We are getting on with the job of delivering the reforms that were announced in February.

The recommendations for change were handed to the previous Government in February 2021.

On coming to office, it was clear that the previous government had shown little interest in issuing a serious response to the findings.

In contrast, the Albanese Government started the White Paper process and undertook consultation, including targeted consultation, on responding to the Harris Review.

We are serious about making long term reforms to aviation in Australia that are much needed after a decade of neglect.

[Albanese Government strengthens aviation competition at Sydney Airport | Ministers for the Department of Infrastructure](#)

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

Contact: s22(1)(a)(ii)**Cleared by:** Sarah Nattey, A/g First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 05**Date:** 23/10/2024

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The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government
(/c-king)

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Reforming Sydney Airport slots to boost efficiency, competition and consumers outcomes

The Australian Government is today announcing a major package of reforms to the Sydney Airport demand management scheme, improving the use of this significant piece of national infrastructure while maintaining community protections.

These reforms follow an extensive consultation process and will deliver better efficiency, competition and consumer outcomes.

The Government is not making any changes to the existing curfew arrangements or movement caps at Sydney Airport.

To encourage competition, the Government will update the demand management system so that it better aligns with modern international standards.

The Government will significantly increase transparency about how slots are allocated. Airlines will be required to provide regular information on how they use slots, such as reasons for cancellations or major delays, and this monitoring information will be regularly published.

Independent audits of slot usage will be undertaken, with results published, to better detect and crack down on anti-competitive behaviour. This will help make sure that travellers have better information about airline performance.

The first such audit will be carried out this year, meaning that any misuse of slots will be uncovered and acted upon as soon as possible.

To ensure slots are not misused, the Government will modernise the compliance regime to include penalties that address anti-competitive behaviours, along with updated and strengthened enforcement tools for the Government to watch airlines more closely and take effective legal action where necessary.

The Government is modernising the process that allocates aircraft slots to airlines at Sydney Airport to make the system more competitive and efficient. This will benefit new entrant airlines wanting to set up new services, crack down on slot misuse and create a more level playing field in slot allocation processes.

To improve connectivity for regional communities, regional NSW services will be able to apply to use any slot during new peak period hours (changing from 6-11am/3-8pm to 7-11am/5-8pm), not just the slots that are already set aside for priority access by regional NSW services. The peak period is changing to help free up currently unused slots during 6-7am and 3-5pm so that the airport can better operate in the way it was always intended to.

In addition, when allocating slots to airlines, the Slot Manager will be required to consider giving priority to regional NSW airlines asking for peak period slots (7-11am/5-8pm) among the other priorities for slot allocation.

The Government is also going to introduce reforms that will increase the resilience of Sydney Airport and Australia's entire aviation network by introducing a 'recovery period'. This strictly controlled 'recovery period' will be implemented after severe weather events or other major disruptions, for example security issues, to temporarily allow up to 85 movements per hour for a maximum of two hours on the same day following the disruption.

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This change will not increase noise impacts on communities, but it will mean more travellers can reach their destinations and spend the night at home rather than on a terminal floor or in a hotel room.

This package of reforms will benefit the flying public and include strong protections for communities affected by aircraft noise and those in regional areas.

The Government will be consulting with community and industry organisations on the best way to implement these reforms ahead of bringing forward legislation to Parliament.

This is just one element of the Australian Government's plan to reform Australia's aviation sector to crack down on bad behaviour and deliver better outcomes for the travelling public.

The Aviation White Paper, to be released later this year, will have more to say, including in regards to consumer protections.

For more information visit <https://www.infrastructure.gov.au/syd-demand>
(<https://www.infrastructure.gov.au/syd-demand>).

MEDIA RELEASE

Wednesday 21 February 2024



The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government
(/c-king)

[Home \(/\)](#) > [The Hon Catherine King MP \(/c-king\)](#) > [Media releases \(/c-king/media-release\)](#) > Albanese Government strengthens aviation competition at Sydney Airport

Albanese Government strengthens aviation competition at Sydney Airport

The Albanese Government will strengthen competitive settings through an open approach to market for the Sydney Airport Slot Manager, as part of overarching reforms to the slot system at Sydney Airport.

The competitive tender to be released today (Monday 5 August) will require prospective slot managers to demonstrate how they will deliver on the Government reforms announced earlier this year, following recommendations from the Harris Review and the ACCC.

The competitive process will also require prospective tenderers to demonstrate how they manage and mitigate conflicts of interest in a transparent way.

Once appointed, they will need to comply with a statement of expectations including governance and transparency requirements.

This is part of a suite of reforms to the Sydney Airport slot system which were announced in February.

The Government has already implemented a number of these commitments including an independent audit of slot usage, with results to be released once completed; and has re-established the Compliance Committee for Sydney Airport that manages compliance with the slot regime.

The reforms will be finalised with forthcoming legislation which will include changing the allocation process to free up more slots and changing the definition of 'new entrant' to make it easier for new airlines to obtain slots.

Other reforms include modernising the compliance regime with penalties that address anti-competitive behaviours, updated and strengthened enforcement tools for the Government to watch airlines more closely and take effective legal action where necessary, and requiring airlines to provide regular information on how they use slots, such as reasons for cancellations or major delays, which will be regularly published.

Quotes attributable to the Minister for Infrastructure, Transport, Regional Development and Local Government, Catherine King:

Our reforms to the slot system at Sydney Airport are an important part of improving competition and significantly increase transparency.

We are getting on with the job of delivering the reforms that were announced in February.

The recommendations for change were handed to the previous Government in February 2021.

On coming to office, it was clear that the previous government had shown little interest in issuing a serious response to the findings.

In contrast, the Albanese Government started the White Paper process and undertook consultation, including targeted consultation, on responding to the Harris Review.

We are serious about making long term reforms to aviation in Australia that are much needed after a decade of neglect.

MEDIA RELEASE

Monday 05 August 2024



The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government
(/c-king)

[Home \(/\)](#) > [The Hon Catherine King MP \(/c-king\)](#) > [Media releases \(/c-king/media-release\)](#) > Albanese Government takes next steps to reform competition at Sydney Airport

Albanese Government takes next steps to reform competition at Sydney Airport

The Albanese Government is reforming the aviation sector, introducing legislation to Parliament today to further reform the allocation of slots at Sydney Airport.

The changes introduced through this legislation were recommended by the Harris Review and will:

- improve efficiency and competition by delivering new civil penalty provisions for failing to use a slot, applying for slots with no reasonable prospects of using them, and failing to return or transfer unused slots.
- replace the current compliance and enforcement regime with one that is based on modern, international standards.
- reform the Compliance Committee to ensure it can provide independent advice to the government to effectively inform compliance action.
- deliver new transparency powers to support the strengthened compliance and enforcement regime, including giving the government power to compel airlines to produce information on slot usage and
- allow the government to make changes to get increased access for new entrants and more access for NSW regional airlines.

Community protections will be maintained, with no changes to the existing curfew arrangements or the overall daily movement cap at Sydney Airport.

This follows reform work already underway, including an independent audit of slot usage and an open, competitive tender to select the slot manager.

These reforms will increase Sydney Airport's resilience by introducing a recovery period, which will be used following major disruptions such as severe weather events.

This will temporarily permit an extra five movements per hour for a maximum of two hours following the disruption.

Only flights already scheduled to operate on that day will be able to take off or land, and the recovery period will not extend into the curfew hours, meaning this will not increase the number of movements at Sydney Airport across the whole day.

What it will mean is the aviation network can recover and return to schedule faster, so travellers can reach their destinations on time.

These reforms are all about delivering better outcomes for the travelling public, by supporting an efficient, resilient and competitive Sydney Airport, and we look forward to the opposition's support for the legislation.

From better monitoring airline performance and pricing to improving outcomes for travellers with disabilities and creating the first Aviation Industry Ombuds Scheme – the Albanese Government is undertaking the most significant aviation reform agenda in a decade, delivering reforms that were left in the too hard basket by the previous government.

Along with the opening of Western Sydney International Airport in 2026, this reform package will enable a more competitive, transparent and productive aviation network for years to come.

MEDIA RELEASE

Wednesday 09 October 2024

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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

SB24-000188

SUBJECT: Aviation Industry Ombuds Scheme**Talking Points**

- The Australian Government's Aviation White Paper announced the establishment of a new Aviation Industry Ombuds Scheme.
- The scheme is intended to improve outcomes for the travelling public by clarifying and upholding the rights of aviation customers, and establishing an independent mechanism to resolve customer complaints about airlines and airports.
- Once legislated, the scheme will also include the functions of the current Aircraft Noise Ombudsman (ANO), making that role independent of Airservices Australia and the Australian Defence Force.
- The government has commenced consultation on the design and implementation of the ombuds scheme, releasing a consultation paper on 26 August 2024 (see **Attachment A**).
 - submissions closed on 17 October 2024, although extensions were granted to a number of stakeholders until 24 October 2024.
 - The Department of Infrastructure, Transport, Regional Development, Communications and the Arts received a total of 39 submissions as at 21 October.
 - in the consultation period, the department also met with a range of stakeholders including airlines, airports, consumer groups and travel industry.
- It is anticipated that legislation will be introduced in 2025 or 2026, which has been noted in the Aviation Industry Ombuds Scheme consultation paper.
- Until such time that legislation is passed, the government has appointed an interim Ombudsperson to:
 - work with industry and consumer groups to develop a draft Aviation Customer Rights Charter;
 - investigate and report on industry customer service standards and complaints handling; and
 - establish systems and processes to accept and respond to customer complaints about the aviation industry.
 - further questions should be referred to the interim Ombudsperson.

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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SB24-000188

Key Issues[if raised] Interim ombudsperson

- Adam Stankevicius is the Interim Aviation Industry Ombudsperson.
- He will be in the role until Pauline Sullivan returns to the department in late 2024 to take on this position.

[if raised] Current complaint processes

- If customers have a complaint against an airline now, in the first instance, they should contact their airline directly.
- If the airline does not resolve a customer complaint, customers are still able to contact the Airline Customer Advocate for assistance.

[if raised] Application of the scheme to airlines

- The government has announced the scheme will apply to both domestic and international airlines, and Australian airports.
- The ombuds scheme consultation paper sought views on whether any exemptions would be appropriate.

[if raised] Application of the scheme to airports

- Airports have been included in the scheme because people advised through the Aviation White Paper consultation, instances where aviation consumers had complaints with an airport that they were not able to resolve to their satisfaction.
- For example, people with accessibility limitations were not supported by airline or airport staff to reach a taxi outside the terminal building.

[if raised] Show cause

- The details of the show cause mechanism are yet to be confirmed.
- It is possible that the ombuds scheme legislation could require the reporting of this information, and/or there may be other legislative or voluntary mechanisms.
- The ombuds scheme consultation paper sought views on powers of the ombuds scheme in relation to this information.

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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SB24-000188

BackgroundMedia coverage

On release of the Aviation White Paper, much of the media coverage focused on the establishment of the Aviation Industry Ombuds Scheme. The transcript of the Minister of Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP's press conference for the release of the Aviation White Paper is at **Attachment B**.

Aviation White Paper initiatives

5 of the Aviation White Paper's 56 policy initiatives relate to the Aviation Industry Ombuds Scheme. These are listed in Table 1:

Table 1: Relevant initiatives in the Aviation White Paper

Number	Initiative
1	Legislate for an Aviation Industry Ombuds Scheme , which will have the power to direct airlines and airports to provide remedies to consumers and investigate customer complaints about airlines' and airports' conduct, with penalties for non-compliance. The enabling legislation for the ombuds scheme will outline requirements for airlines and airports to become members of the scheme, as well as the compliance and enforcement mechanisms. The ombudsperson will issue guidance on appropriate consumer conduct by airlines and airports, publish independent reports on the industry's complaints handling, make recommendations to the government for policy or regulatory change, and refer instances of systemic misconduct that may raise concerns under the <i>Competition and Consumer Act 2010 (Cth)</i> to the ACCC for investigation and enforcement.
2	Establish a new Aviation Customer Rights Charter , to be produced by the ombuds scheme, setting out the fair and appropriate treatment of customers by airlines and airports. The charter will outline minimum customer service levels, give customers greater certainty about what they can expect when flights are cancelled and delayed, and when passenger journeys are disrupted, including in relation to the prompt payment of refunds, across all fare types.
3	Adopt a 'show cause' arrangement , requiring airlines to report the reasons for delays and cancellations as part of the airlines' regular reporting of flight data to BITRE. The ombudsperson will also have powers to request additional information from airlines in relation to specific flights. Regular reporting of additional data about industry performance and conduct will increase transparency and public accountability for on-time performance and support the government to identify if further regulatory action is required.

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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SB24-000188

Number	Initiative
4	Make new aviation-specific disability standards as a schedule to the Disability Standards for Accessible Public Transport 2002 under the <i>Disability Discrimination Act 1992</i> . The aviation-specific disability standards will affirm the rights of people with disability during air travel and the obligations that airlines and airports have to provide equal access. The Australian Government will co-design the aviation-specific disability standards with people with disability and consult industry on the draft standards in 2025.
32	Create an independent Aircraft Noise Ombuds Scheme as part of the Aviation Industry Ombuds Scheme. The Australian Government will establish the Aircraft Noise Ombuds Scheme independently of Airservices Australia, as part of the Aviation Industry Ombuds Scheme. The Aviation Industry Ombuds Scheme will have the power to conduct independent investigations into aircraft noise complaints handling, publish reports and make recommendations to government about the handling of noise complaints, community consultation processes and the presentation of noise-related information.

Financial Information as at 20 September 2024

As at 20 September 2024, the department employed 6.5 staff directly working on the ombuds scheme.

Attachments

A: The Aviation Industry Ombuds Scheme – Consultation Paper

B: Transcript of Minister C King's press conference for the release of the Aviation White Paper

Contact: s22(1)(a)(ii)

Cleared by: Sarah Nattey, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Australian Government

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

The Aviation Industry Ombuds Scheme – Consultation paper

Consultation paper

August 2024



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Email: aviationconsumer@infrastructure.gov.au

Website: www.infrastructure.gov.au/Aviation-Ombuds-Scheme

Acknowledgement of Country

First Nations people have the oldest continuing cultures in the world. It is fitting to reflect on the thousands of generations of traditional knowledges that First Nations people hold, and generously share.

We acknowledge the diversity of First Nations cultures, languages and practices across the country and the resilience of First Nations people in keeping these alive. In delivering this consultation paper, we recognise the importance of listening to the voices and perspectives of local First Nations people and responding to the uniqueness of each place.

We thank First Nations people for their continuing custodianship of, and care for, the Country that we live and work on today.

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

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Introduction

The Australian Government's 2024 Aviation White Paper: *Towards 2050*, announced the establishment of a new Aviation Industry Ombuds Scheme for Australia (see Box 1).¹

The new ombuds scheme will improve outcomes for the travelling public by clarifying and upholding the rights of aviation customers, and establishing an independent mechanism to resolve customer complaints about the aviation industry. In the future, the ombuds scheme will also incorporate the functions of the existing Aircraft Noise Ombudsman (ANO), which is currently established within Airservices Australia. This will increase the independence of the ANO.

The purpose of this consultation paper is to seek input from interested stakeholders on the design and implementation of the new ombuds scheme. This consultation process builds on the input received by the government through the Aviation White Paper process, which heard from a wide range of stakeholders about gaps and inadequacies in the existing consumer protection arrangements for aviation customers.

Responses to this consultation paper will inform the development of policy and legislation to establish the new Aviation Industry Ombuds Scheme. The government is seeking informed views, data and analysis, including from the aviation industry, aviation customers, and other interested stakeholders.

In establishing the new Aviation Industry Ombuds Scheme, the government will also consider the examples of existing industry ombuds schemes, and similar bodies, in Australia and overseas (see Box 2).

Decision to establish an Aviation Industry Ombuds Scheme

The Australian Government's decision to establish the ombuds scheme was informed by the views of Australian aviation customers, consumer advocates, the aviation sector, and experts in consumer protection and complaints handling.

Submissions received through the 2024 Aviation White Paper process made clear that aviation consumers are dissatisfied with how Australian airlines and airports have interpreted their obligations to customers, and how the industry has responded to customer complaints. These issues were particularly acute during the reopening period following the COVID-19 pandemic, when there were historically high rates of delayed and cancelled flights.

Aviation customers have existing legal rights and protections under the Australian Consumer Law (ACL), enacted through the *Competition and Consumer Act 2010* (Cth). The ACL is a national law and is jointly administered by the Australian Competition and Consumer Commission (ACCC) and state and territory consumer protection agencies. The ACL contains consumer guarantees that set out basic rights and obligations that businesses must meet when supplying products or services, including flights and other aviation services. For example, the ACL contains guarantees that services will be rendered with due care and skill,² be fit for purpose,³ and be supplied within a reasonable time.⁴ The ACL also provides that appropriate remedies, including refunds, will be available to affected customers when service providers do not meet these obligations, including when services are not delivered within a reasonable time.

However, submissions received through the Aviation White Paper process identified a range of instances where aviation customers' rights have not been upheld in practice. For example, despite the protections of the ACL, submissions described situations where customers experienced difficulties accessing remedies, such as refunds, or redeeming travel credits for cancelled or significantly delayed flights.

¹ Department of Infrastructure, Transport, Regional Development, Communications and the Arts, *Aviation White Paper: Towards 2050*, August 2024.

² *Competition and Consumer Act 2010* (Cth) sch 2 ('Australian Consumer Law'), s 60.

³ Australian Consumer Law, s 61.

⁴ Australian Consumer Law, s 62.

Submissions also reported long delays in airlines' responsiveness to complaints, and unsatisfactory outcomes from complaints referred to the industry-led dispute resolution body – the Airline Customer Advocate (ACA). The ACA was established in 2012 to provide complaint resolution services to customers of major Australian airlines (Qantas, Jetstar, Rex and Virgin Australia). Rex withdrew from the scheme in mid-2024. The ACA is funded and managed by participating airlines. It was originally established in response to the Australian Government's 2009 Aviation White Paper, which found that the aviation industry needed to "establish a mechanism for consumers to have unresolved complaints examined by a third party, such as an industry ombudsman, independent of the airline involved."⁵

The 2009 Aviation White Paper went on to state that "the Government will monitor the industry's efforts to develop proposals to better handle consumer complaints ... and will consider a more interventionist approach should this become necessary."⁶

Following the 2024 Aviation White Paper consultation process, the Australian Government has formed the view that the aviation industry has not consistently met its obligations to customers, and that the ACA has not delivered a sufficiently effective complaint resolution service. In this context, the government has decided to establish a new independent body to more effectively protect the rights of aviation customers and resolve customer complaints – the Aviation Industry Ombuds Scheme.

Decision to establish an independent ombuds scheme for aircraft noise

The existing Aircraft Noise Ombudsman (ANO) was first established in 2010, in response to the 2009 Aviation White Paper.⁷ The ANO conducts administrative reviews of how Australia's air navigation service providers – Airservices Australia and the Australian Defence Force – handle complaints about aircraft noise.

While the ANO is functionally independent from the operations of Airservices Australia, it sits inside the Airservices Australia organisation and reports to the Board of Airservices Australia and the Chief of Air Force. This reporting arrangement creates the potential for conflicts in the ANO's role, and can undermine public confidence in its findings and recommendations. Aviation White Paper submissions from community groups, airlines and airports raised concerns about the ANO's perceived independence.

The government has decided to structurally separate the ANO from Airservices Australia and the Australian Defence Force, to increase its independence and to enhance community trust and confidence in its findings. The government has decided to transfer the functions of the ANO to the Aviation Industry Ombuds Scheme at the time that the Aviation Industry Ombuds Scheme is established in legislation.

The government will consult affected stakeholders on the arrangements for transitioning the functions of the ANO into the independent Aviation Industry Ombuds Scheme through a separate process.

Next steps

The Aviation Industry Ombuds Scheme will be established by legislation in 2026 (see Figure 1).

To support improved outcomes for aviation consumers in the short term, the government will appoint an interim ombudsperson within the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

Because it will not be established by legislation, the interim ombudsperson will have a limited set of powers and functions. During 2024-25, the interim ombudsperson will:

- work with industry and consumer groups to develop a draft Aviation Customer Rights Charter (as discussed in section 3.2 of this consultation paper)
- investigate and report on industry customer service standards and complaints handling

⁵ Australian Government, *National Aviation Policy White Paper – Flight Path to the Future*, December 2009, p 87.

⁶ Australian Government, *National Aviation Policy White Paper – Flight Path to the Future*, December 2009, p 87.

⁷ Aircraft Noise Ombudsman, [About Us](#)

- establish systems and processes to accept and respond to customer complaints about the aviation industry, with complaints handling expected to commence in 2025.

The consultation questions posed in this paper relate to the design of the independent, legislated Aviation Industry Ombuds Scheme, not the interim ombudsperson in the department.

Have your say

This consultation paper sets out key questions related to the design and functions of the Aviation Industry Ombuds Scheme. Responses to the consultation paper will inform the detailed policy design and legislation to establish the ombuds scheme.

There will be further opportunities for affected parties to input to specific aspects of the design and implementation of the ombuds scheme.

Submissions in response to the consultation paper are due by 17 October 2024. To make a submission, visit the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' website: www.infrastructure.gov.au/Aviation-Ombuds-Scheme.

Box 1: Aviation White Paper initiatives

Initiatives that are part of this consultation process

The 2024 Aviation White Paper announced that the Australian Government will:

- Initiative 1.** Legislate for an **Aviation Industry Ombuds Scheme**, which will have the power to direct airlines and airports to provide remedies to consumers and investigate customer complaints about airlines' and airports' conduct, with penalties for non-compliance. The enabling legislation for the ombuds scheme will outline requirements for airlines and airports to become members of the scheme, as well as the compliance and enforcement mechanisms. The ombudsperson will issue guidance on appropriate consumer conduct by airlines and airports, publish independent reports on the industry's complaints handling, make recommendations to the government for policy or regulatory change, and refer instances of systemic misconduct that may raise concerns under the *Competition and Consumer Act 2010* (Cth) to the ACCC for investigation and enforcement.
- Initiative 3.** Adopt a 'show cause' arrangement, requiring airlines to report the reasons for delays and cancellations as part of the airlines' regular reporting of flight data to the Bureau of Infrastructure and Transport Research Economics (BITRE). The ombudsperson will also have powers to request additional information from airlines in relation to specific flights. Regular reporting of additional data about industry performance and conduct will increase transparency and public accountability for on-time performance, and support the government to identify if further regulatory action is required.

Related Aviation White Paper initiatives

The Aviation White Paper also announced several related initiatives that the government will consult on separately:

- Initiative 2.** Deliver a new **Aviation Customer Rights Charter**, to be produced by the ombuds scheme, setting out the fair and appropriate treatment of customers by airlines and airports. The charter will outline minimum customer service levels, give customers greater certainty about what they can expect when flights are

cancelled and delayed, and when passenger journeys are disrupted, including in relation to the prompt payment of refunds, across all fare types.

The interim ombudsperson will consult on development of the charter in 2024-25.

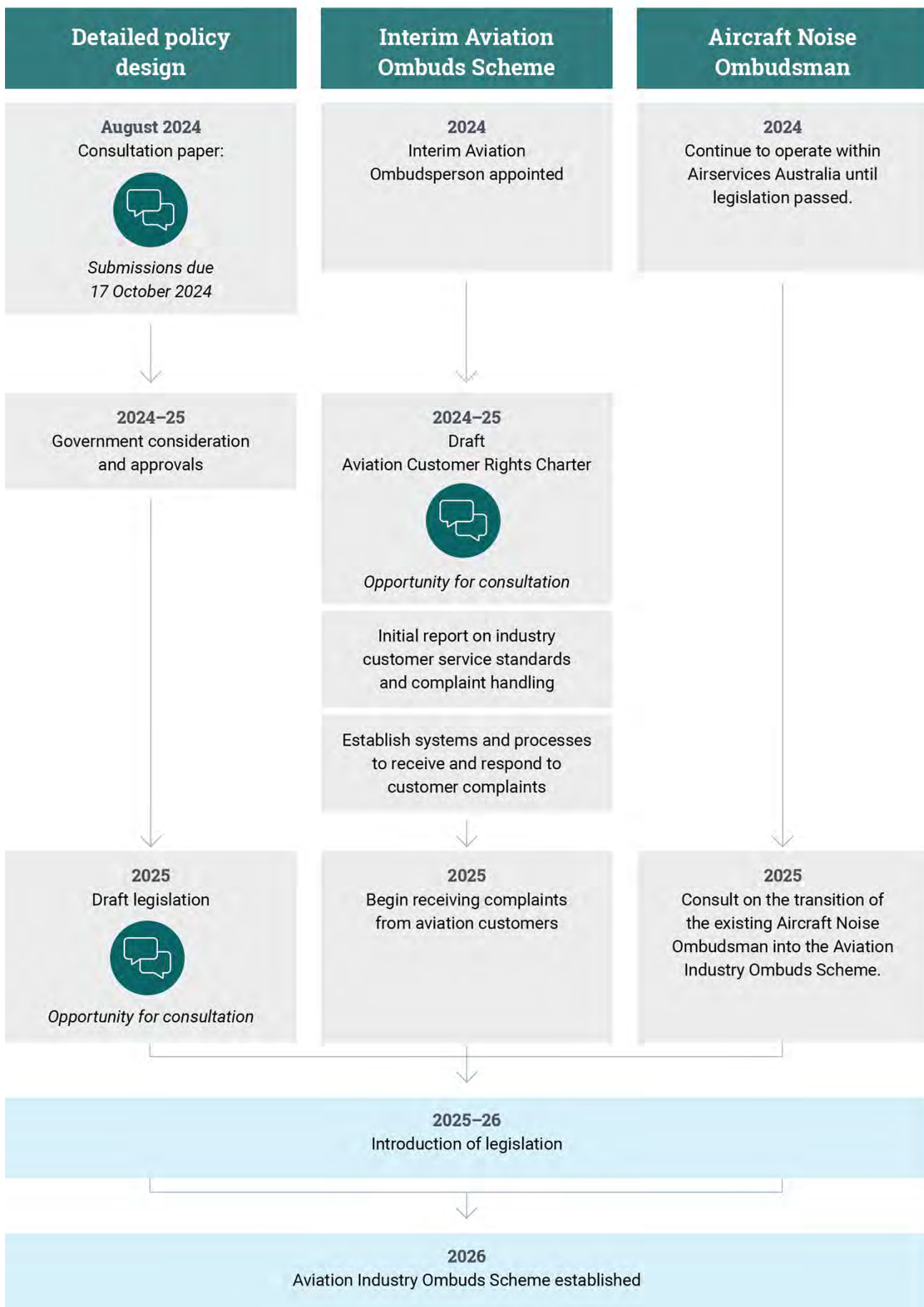
Initiative 4. **Make new aviation-specific disability standards** as a schedule to the Disability Standards for Accessible Public Transport 2002 under the *Disability Discrimination Act 1992* (Cth). The aviation-specific disability standards will affirm the rights of people with disability during air travel and the obligations that airlines and airports have to provide equal access. The Australian Government will co-design the aviation-specific disability standards with people with disability and consult industry on the draft standards in 2025.

In the future, the government will consider options for the Aviation Industry Ombuds Scheme to investigate noncompliance with the new aviation-specific disability standards, and will consult affected stakeholders on these options through a separate process. This consultation paper does not seek stakeholder views on the ombuds scheme's role in relation to disability access.

Initiative 32. **Create an independent Aircraft Noise Ombuds Scheme** as part of the Aviation Industry Ombuds Scheme. The Australian Government will establish the Aircraft Noise Ombuds Scheme independently of Airservices Australia, as part of the Aviation Industry Ombuds Scheme. The Aviation Industry Ombuds Scheme will have the power to conduct independent investigations into aircraft noise complaints handling, publish reports and make recommendations to government about the handling of noise complaints, community consultation processes and the presentation of noise related information.

The government will consult affected stakeholders through a separate process on the arrangements for transitioning the functions of the existing Aircraft Noise Ombudsman into the independent Aviation Industry Ombuds Scheme.

Figure 1: Implementation of the Aviation Industry Ombuds Scheme



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

1. Design of the Aviation Industry Ombuds Scheme

Key points:

- This consultation paper seeks stakeholder feedback on key design features of the Aviation Industry Ombuds Scheme.
- Some design features may be set out in the enabling legislation for the ombuds scheme, or supporting legislative instruments.
- The government is interested in stakeholders' views on:
 - the objectives of the ombuds scheme
 - the powers and functions of the ombudsperson
 - governance arrangements
 - requirements for airlines and airports to be members of the ombuds scheme
 - cost recovery arrangements to fund the ombuds scheme.

1.1 Objectives of the ombuds scheme

The government considers it important for the Aviation Industry Ombuds Scheme to have clear stated objectives. The objectives will help to: clarify the purpose of the ombuds scheme, make it accountable for its actions, and manage and meet the expectations of aviation customers and the industry.

The objectives of the ombuds scheme may be set out in enabling legislation.

Having regard to the objectives of existing industry ombuds schemes in Australia, potential objectives of the Aviation Industry Ombuds Scheme could include, for example:

- to provide an alternate dispute resolution service for aviation customers who have been unable to resolve their dispute directly with an airline or airport
- to receive, investigate, make decisions relating to, give directions relating to, and facilitate the resolution of complaints by aviation customers about airlines and airports
- to exercise such jurisdiction, powers and functions as may be conferred on the ombuds scheme by any legislation or instrument
- to act impartially, independently and effectively in acquitting its functions.

The ombuds scheme will also take on the functions and powers of the existing Aircraft Noise Ombudsman (ANO), which may require additional stated objectives to be set out in enabling legislation.

This consultation paper seeks stakeholder views on the most appropriate objectives for the ombuds scheme, to give effect to the government's commitments in the Aviation White Paper, and to meet the expectations of aviation customers and the industry.

Consultation question

1. What should be the objectives of the Aviation Industry Ombuds Scheme?

1.2 Powers and functions of the ombudsperson

The 2024 Aviation White Paper announced that the Aviation Industry Ombuds Scheme will:

- Deliver an external dispute resolution service in relation to airlines' and airports' conduct in a way that is accessible, independent, fair and accountable
- direct airlines and airports to provide specific remedies to customers
- issue public guidance on airlines' and airports' obligations to their customers, consistent with relevant legislation
- publish reports on airline and airport conduct, and make policy recommendations to the Australian Government
- refer instances of systemic misconduct that may raise concerns under the *Competition and Consumer Act 2010* to the ACCC for investigation and enforcement.

To give effect to these commitments, some specific functions and powers of the ombudsperson are expected to be set out in enabling legislation or instruments.

As described in the 2024 Aviation White Paper, decisions made by the ombudsperson will be binding on airlines and airports (but not on consumers, who will retain their rights to pursue action through a relevant court or tribunal if they are unhappy with an ombuds scheme outcome). To acquit this function, the ombudsperson may require specific powers to make binding directions to airlines and airports that are members of the scheme, with scheme members having a legal obligation to comply with directions of the ombudsperson.

The ombuds scheme will have a role in educating aviation customers about their consumer rights, and informing them about the conduct and performance of airlines and airports. To acquit this function, the ombudsperson may require specific powers to collect, analyse, share and publish certain data and information. The ombuds scheme will also be responsible for administering a 'show cause' arrangement (as discussed in section 4), which may require powers for the ombudsperson to direct airlines to provide certain information to the ombuds scheme about the reasons for flight delays and cancellations.

Although the ombuds scheme is not an enforcement body, it will have a role in identifying conduct by airlines and airports that may warrant enforcement action by the appropriate regulator. To acquit this function, the ombudsperson may require specific powers to collect, compile and share information to be used for enforcement purposes.

The ombuds scheme will also take on the functions of the existing Aircraft Noise Ombudsman (ANO), which may require certain relevant powers and functions to be set out in legislation or instruments.

This consultation paper seeks stakeholder views on the specific powers and functions required by the ombudsperson to give effect to the government's commitments in the 2024 Aviation White Paper.

Consultation question

2. What powers and functions should the ombudsperson have?

1.3 Governance arrangements

The Aviation White Paper announced that the Aviation Industry Ombuds Scheme will be established by legislation, as an independent body. In developing legislation to establish the ombuds scheme, the government will need to set out the governance and reporting arrangements for the ombuds scheme.

Most other industry ombuds schemes, and similar complaints handling bodies, that exist in Australia have governing boards, with some board members appointed as industry and consumer representatives, and with an independent chair. Some also have additional independent board members. Boards of industry ombuds schemes typically have the power to appoint key officeholders, including the relevant ombudsperson. Boards also typically have responsibility for corporate governance, including the setting of budgets and membership fees, but do not have a day-to-day role in managing the scheme.

The government sees merit in establishing a governing board to oversee the Aviation Industry Ombuds Scheme, including appointment of the ombudsperson.

Given the Aviation Industry Ombuds Scheme's two distinct remits: protection of aviation consumer rights and overseeing the handling of noise complaints, the government also sees merit in appointing two individual ombudspersons within the scheme – one with responsibility for aviation consumer issues, and the other with responsibility for aircraft noise.

The ombuds scheme will have a role in providing certain information to relevant regulators, such as the ACCC. To facilitate this role, the ombuds scheme may need to agree memoranda of understanding with relevant regulators and other bodies, to guide the exchange of information.

This consultation paper seeks stakeholder views on appropriate governance arrangements for the Aviation Industry Ombuds Scheme.

Consultation questions

3. What governance arrangement should be adopted for the Aviation Industry Ombuds Scheme?
4. If a board is established to govern the Aviation Industry Ombuds Scheme, what powers and functions should the board have?
5. Is it appropriate to appoint two individual ombudspersons within the scheme – one with responsibility for aviation consumer issues, and the other with responsibility for aircraft noise?

1.4 Requirements for airlines and airports to be members of the ombuds scheme

As set out in the Aviation White Paper, the government will require that both airlines and airports be members of the Aviation Industry Ombuds Scheme.

The inclusion of airports in the ombuds scheme will mean that the ombudsperson can consider complaints about airports made by their customers, and direct airports to provide certain remedies to their customers. It will also facilitate the proposed future role of the ombuds scheme in investigating noncompliance with the new aviation-specific disability standards, which will apply to both airlines and airports.

The Aviation White Paper commits that both domestic and international airlines will be subject to the ombuds scheme. Given that international airlines (when operating services departing from Australia) are required to comply with the ACL, the government considers it appropriate that international airlines be members of the ombuds scheme designed to protect consumer rights consistent with the ACL. However, the application of the scheme to international airlines will need to have regard to Australia's international obligations, including under relevant treaties and international air services agreements, which may require additional policy considerations.

Given the different considerations that will arise when applying the scheme to certain categories of airlines and airports, there may be benefits to commencing the scheme in stages. However, this would increase implementation timeframes.

The government also recognises there may be reasons for certain airlines or airports to be exempt from the ombuds scheme, such as due to low passenger volumes. Any airlines and airports that are exempted from the requirement to join the scheme could have the option to join voluntarily.

The government expects that airlines and airports exempted from the scheme would nevertheless have regard to the Aviation Customer Rights Charter (as discussed in section 3.2) when determining their conditions of carriage.

In line with the future transition of the functions of the ANO into the Aviation Industry Ombuds Scheme, it may also be appropriate for air navigation service providers (including Airservices Australia and the Australian Defence Force) to be members of the ombuds scheme. This issue will be considered through a separate consultation process.

This consultation paper seeks stakeholder views on the implementation of requirements for airlines and airports to become members of the Aviation Industry Ombuds Scheme.

Consultation questions

6. Which airlines and airports should be required to be members of the Aviation Industry Ombuds Scheme? Should there be any exemptions and, if so, on what grounds?
7. Should the government adopt a phased approach to the application of the Aviation Industry Ombuds Scheme to different categories of airlines and airports?

1.5 Funding arrangements

As set out in the Aviation White Paper, the costs of operating the Aviation Industry Ombuds Scheme will be met by the aviation industry. The government intends that payments by scheme members will fund the scheme's operations.

Funding from industry will support the sustainability and independence of the scheme and allow for an equitable distribution of costs to those industry participants that generate the costs. Certain funding arrangements could also incentivise scheme members to resolve complaints directly with customers to reduce the cost of administering the scheme.

There are a range of different funding arrangements that apply to industry ombuds schemes and similar bodies in Australia, including combinations of:

- annual membership fees
- charges based on business size (measured either by revenue or customer volume)
- charges based on complaints volume and complaint escalation rates.

The government will conduct more detailed consultation with relevant industry participants on specific funding arrangements in 2025.

This consultation paper seeks stakeholders' high level views on how funding arrangements for the ombuds scheme should operate.

Consultation question

8. How should funding arrangements for the Aviation Industry Ombuds Scheme operate?

Box 2: Existing industry ombuds schemes and similar bodies

In consulting on the design of the Aviation Industry Ombuds Scheme, the government has considered a number of other similar schemes, in particular, the Telecommunications Industry Ombudsman (TIO), state Energy and Water Ombudsman schemes (New South Wales, Victoria, Queensland, South Australia and Western Australia) and the Australian Financial Complaints Authority.

These consumer-focused ombuds schemes have structures and complaint resolution methods considered relevant to the Australian aviation industry. All are industry-led schemes, except the Energy and Water Ombudsman of Queensland (EWOQ), which is a government-led scheme.

These schemes have common features that the government considers may be appropriate for informing the design of the Aviation Industry Ombuds Scheme, including:

- **A governing board**, responsible for determining the business affairs, goals, budgets and overall strategy of the scheme. All boards are composed of an independent chair and an equal number of industry and consumer representatives. The TIO Board has two additional independent directors.
- **Board appointment of the ombudsperson** and other key office holders (except for the EWOQ where the Minister appoints the ombudsman and the Energy and Water Ombudsman of Western Australia (EWOWA) where the ombudsperson is the Western Australian Ombudsman).
- **An independent ombudsperson** (except for the EWOWA), responsible for the day-to-day management of the scheme (including complaint handling) and the organisation's day to day operations.
- **Costs recovered from scheme members**. The schemes charge fees, which are a combination of membership fees (usually based on customer numbers) and fees for complaint handling (based on the number of complaints and level of complaint escalation).

In establishing the new Aviation Industry Ombuds Scheme, the Australian Government sees merit in adopting similar features to these other industry ombuds schemes, tailored to the specific circumstances of the aviation sector. The government will also consider examples from aviation consumer protection regimes in other markets where appropriate.

This consultation paper seeks stakeholders' views on features of existing industry ombuds schemes and similar bodies, in Australia and overseas, which should be considered in the design of the Aviation Industry Ombuds Scheme.

Consultation question

9. What features of existing industry ombuds schemes and similar bodies, in Australia and overseas, should be considered in the design of the Aviation Industry Ombuds Scheme?

2. Complaint handling

Key points:

- This consultation paper seeks stakeholder feedback on how the Aviation Industry Ombuds Scheme should receive, handle and resolve complaints made by aviation customers.
- The government is interested in stakeholders' views on:
 - types of complaints that should be eligible for consideration by the ombuds scheme
 - what should be out of scope for the ombuds scheme's consideration
 - who should be permitted to make a complaint to the ombuds scheme
 - what processes the ombuds scheme should adopt to consider and resolve complaints.

2.1 Complaint eligibility

Determining which complaints the Aviation Industry Ombuds Scheme can investigate, and which complaints it cannot, is important for the ombuds scheme to be effective. Clear guidance on complaint eligibility provides clarity and fairness to customers and the industry, avoids duplication with other complaints handling bodies, promotes efficiency, and reduces the potential for litigation.

The government considers it appropriate that the Aviation Industry Ombuds Scheme be authorised to consider complaints in relation to any matters set out in the Aviation Customer Rights Charter (see section 4.2). In addition, the government considers it may be appropriate that the ombuds scheme is able to receive complaints in relation to:

- other matters addressed by the ACL
- matters included in airlines' and airports' contracts with their customers
- lost and damaged baggage, consistent with airlines' obligations under the *Civil Aviation (Carriers' Liability) Act 1959*.

The government will consult separately in the future on complaint eligibility in relation to the ombuds scheme's proposed aircraft noise and disability access functions.

Similar to arrangements adopted by some other industry ombuds schemes, the government is also considering whether the Aviation Industry Ombuds Scheme should become the external dispute resolution scheme for breaches of privacy by scheme members, subject to approval of the Office of the Australian Information Commissioner under section 35A of the *Privacy Act 1988*.

It is proposed that the ombuds scheme not be permitted to consider complaints that fall outside its defined remit. It may also be appropriate to impose other limits on complaint eligibility, for example in relation to complaints made after a certain period of time has elapsed, frivolous or vexatious complaints, complaints that are the subject of ongoing legal proceedings, and/or anonymous complaints.

The Aviation Industry Ombuds Scheme will only be able to consider complaints against members of the scheme. The government does not propose that travel agents and other third parties that sell aviation services will be required to join the ombuds scheme. However, the government is interested in stakeholder views on how the design and operation of the ombuds scheme could affect travel agents, and how the ombuds scheme should handle complaints about airlines and airports in relation to services purchased through travel agents or other third parties.

The government also intends to avoid or minimise overlaps in the remit of the Aviation Industry Ombuds Scheme and other government or industry bodies that handle consumer complaints. Overlapping remits could lead to confusion, inefficiency, and/or forum shopping by customers.

The government is aware that the proposed future remit of the ombuds scheme in investigating noncompliance with the new aviation-specific disability standards could overlap with the Australian Human Rights Commission's existing role as the complaint handling body for disability discrimination. The government will consider how to manage this potential overlap in remits through future consultation on the ombuds scheme's role in relation to disability access.

This consultation paper seeks stakeholders' views on the types of complaints that should be eligible for consideration by the Aviation Industry Ombuds Scheme.

Consultation questions

10. What types of complaints should be eligible for consideration by the Aviation Industry Ombuds Scheme, and what types of complaints should not?
11. Should the Aviation Industry Ombuds Scheme be able to accept complaints relating to breaches of privacy by members of the scheme?
12. How should the Aviation Industry Ombuds Scheme handle complaints about airlines and airports in relation to services purchased through a travel agent or other third party?
13. What existing complaints schemes or processes have the potential to overlap with the Aviation Industry Ombuds Scheme?

2.2 Complainant eligibility

Decisions on the eligibility of complaints that can be considered by the Aviation Industry Ombuds Scheme will largely determine who is eligible to make a complaint. However, it may also be appropriate to set out specific criteria for complainant eligibility.

As the Aviation Customer Rights Charter will largely address matters covered by the consumer guarantees under the ACL, one option under consideration is that only consumers (as defined in the ACL) can make complaints to the Aviation Industry Ombuds Scheme. The ACL defines a consumer as a person who acquires a service for an amount that does not exceed \$40,000 and is of a kind acquired for personal, domestic or household use or consumption.

Businesses customers and not for profit organisations (NFPs) are not covered by the consumer guarantees under the ACL. Therefore, if complainant eligibility is limited to consumers, businesses and NFPs would not be eligible to make a complaint to the ombuds scheme. However, there may be reasons for allowing small businesses and NFPs to make complaints under the scheme. It may be more expeditious, fair and cost efficient for small businesses and NFPs to resolve disputes with airlines and airports using the ombuds scheme, rather than relying on litigation. Such an approach would be consistent with complainant eligibility for some other ombuds schemes or similar bodies.

If small businesses and NFPs are eligible to make complaints to the ombuds scheme, these entities would need to be defined for eligibility purposes. A definition could be based on the number of employees, annual turnover, or some other metric.

This consultation paper seeks stakeholders' views on who should be eligible to make a complaint to the Aviation Industry Ombuds Scheme.

Consultation questions

14. Who should be eligible to make complaints to the Aviation Industry Ombuds Scheme?
15. If small business and not for profit (NFP) organisations are eligible to make complaints, in addition to consumers, what criteria should be applied to define eligible small businesses and NFPs?

2.3 Complaint resolution processes

Complaint-handling is the core business of Aviation Industry Ombuds Scheme. The government intends that the ombuds scheme will adopt a best practice industry dispute resolution process, tailored to the specific characteristics of the aviation sector.

The government has considered examples of complaint resolution processes adopted by other industry ombuds schemes, and similar bodies, which typically follow a complaint escalation process with the following elements:

1. attempt to resolve the complaint directly between the business and customer
2. referral of the complaint to the ombuds scheme
3. case management and binding decision by the ombudsperson.

The government sees merit in the Aviation Industry Ombuds Scheme adopting a similar complaint resolution process.

Stage 1: attempt to resolve the complaint directly between the business and customer

The Aviation Industry Ombuds Scheme is intended to be a dispute resolution body of last resort. Before the ombuds scheme accepts a complaint, it is proposed that complainant be required to contact the airline or airport to seek to resolve the complaint directly.

Airlines and airports that are members of the ombuds scheme would be expected to have documented complaint-resolution processes in place, and would not be permitted to charge a customer for considering a complaint. Scheme members would also be expected to have suitably qualified staff to receive and consider complaints.

It is proposed that members would be given a reasonable time to resolve the complaint, before it is escalated to consideration by the ombuds scheme. The amount of time that is considered reasonable could depend on the complexity of the complaint and the level of information provided by the complainant to support resolution of the complaint.

Stage 2: referral of the complaint to the ombuds scheme

If a customer is unable to resolve a complaint directly with an airline or airport that is a member of the ombuds scheme, or the member does not respond in a reasonable time, it is proposed that the customer can refer the complaint directly to the ombuds scheme.

To provide certainty for airlines and airports, and to increase the likelihood that evidence is available to support consideration of a complaint, the government considers it appropriate to impose a time limit for making complaints to the ombuds scheme. This is a common feature of other industry ombuds schemes. The government is seeking stakeholder views on what would be an appropriate time limit, and if there should be circumstances where complaints can be accepted outside the time limit.

It is proposed that the ombuds scheme would have discretion not to consider certain complaints, including because the complaint is frivolous or vexatious, or because the complainant does not cooperate reasonably.

Where the ombuds scheme does accept a complaint, it is proposed that it would refer the complaint back to the scheme member for resolution in the first instance – with the member given a reasonable time to resolve the complaint. It is also proposed that the ombuds scheme adopt systems to refer complaints to the member that should have been made directly to the member in the first instance, a ‘No Wrong Door’ policy.

Stage 3: case management and binding decisions

If parties to a complaint are unable to reach a satisfactory resolution directly, it is proposed that the ombuds scheme work with the parties to resolve the complaint. Similar to other industry ombuds schemes, in the first instance this could involve a ‘case management’ process.

As part of case management, the ombuds scheme would ask the parties to explain their positions and provide relevant information. If information was not provided voluntarily by the scheme member, it is proposed that the ombuds scheme have powers to require the member to provide the requested information within a specified timeframe. If a complainant failed to provide information in a timely manner, the ombuds scheme could decide not to pursue resolution of the complaint further. The case management process could involve a number of methods to resolve a dispute, including conciliation, investigation, shuttle negotiation, mediation or recommending an outcome.

If either party rejects the recommended outcome of case management, it is proposed that the complaint would proceed to a decision by the ombudsperson, which could include a determination that the scheme member pay money to the complainant for losses incurred.

The government considers it appropriate that there be a maximum monetary amount that the ombudsperson is able to award, which could differ depending on the nature of the complaint.

This consultation paper seeks stakeholders’ views on the processes the Aviation Industry Ombuds Scheme should adopt to resolve customer complaints.

Consultation questions

16. What complaint resolution process should the Aviation Industry Ombuds Scheme adopt?
17. How much time should an airline or airport have to resolve a complaint, before the complaint is considered by the Aviation Industry Ombuds Scheme? What factors should be considered by the Ombudsperson in deciding if a complaint was resolved within a reasonable time?
18. What time limit should apply for making a complaint?
19. What should be the maximum monetary amount the ombudsperson is able to award?

3. Guidance and reporting

Key points

- The Aviation Industry Ombuds Scheme will publish guidance material for customers and the aviation industry, and produce reports about the aviation industry's performance and conduct.
- The ombuds scheme will produce an Aviation Customer Rights Charter to provide clarity on the minimum standard of consumer protections that apply to all airlines operating in Australia. This consultation paper is not seeking stakeholder views on the content of the Charter.
- The consultation paper seeks stakeholder feedback on:
 - regular publications that should be produced by the ombuds scheme
 - processes the ombuds scheme should adopt to provide procedural fairness to airlines and airports when publishing information about those airlines and airports.

3.1 Publications by the ombuds scheme

As announced in the Aviation White Paper, the Aviation Industry Ombuds Scheme will:

- issue public guidance on airlines' and airports' obligations to their customers, consistent with relevant legislation
- publish reports on airline and airport conduct and make policy recommendations to the Australian Government.

Issuing public guidance and reports is a key function of the ombuds scheme, to foster a culture of accountability, transparency and continuous improvement in the Australian aviation industry. Publications will play a key role in educating the public about the ombuds scheme, enabling customers to make informed air travel decisions, and incentivising airlines and airports to avoid inappropriate practices that could cause reputational damage if publicised.

Publications by the ombuds scheme may include:

- annual reports
- reports containing data and analysis about complaint volumes, complaint escalation and resolution rates, and complaint processing times
- analysis of statistics and trends in the aviation industry
- guidance materials.

This consultation paper seeks stakeholders' views on regular publications that should be produced by the Aviation Industry Ombuds Scheme.

Consultation question

20. What regular publications should the Aviation Industry Ombuds Scheme produce?

3.2 Aviation Customer Rights Charter

The Aviation White Paper commits that the Aviation Industry Ombuds Scheme will produce an Aviation Customer Rights Charter, which will provide practical information about the obligations that the industry has to its customers. The charter will be informed by consumer guarantee rights under the ACL and other relevant legislation.

The charter will set out what the ombudsperson considers to be fair and reasonable conduct by airlines and airports, which would be expected to include matters such as:

- customers' entitlements to refunds for flights that are disrupted, cancelled or unreasonably delayed, including circumstances where airlines must provide a refund in cash or the original form of payment rather than a travel voucher
- appropriate and prompt timeframes and methods for providing refunds
- the length of flight delays that are considered unreasonable
- reasons for disruptions, delays and cancellations that are considered within the airline's control
- rules in relation to communicating with customers, including in frontline positions
- other obligations that airlines may have to their customers when flights are disrupted, cancelled or delayed, such as providing support to make alternative travel arrangements.

The charter will be updated from time to time as the ombudsperson makes decisions on individual complaints and identifies common and emerging issues in the sector. Consistent with the approach taken in other industries such as telecommunications, which relies on the Telecommunications Consumer Protection Code, the charter will complement, not replace, consumers' existing rights under the ACL.

The purpose of the charter is to provide clarity on the minimum standard of consumer protections that apply to all airlines operating in Australia.

The government expects that any airlines and airports exempted from the scheme would nevertheless have regard to the Aviation Customer Rights Charter when determining their conditions of carriage.

Airlines will continue to have the option to offer services and remedies over and above their obligations under the charter, and the government considers it appropriate that airlines can choose to compete on these service offerings.

The interim ombudsperson will consult separately on a draft Aviation Customer Rights Charter in 2024-25. This consultation paper is not seeking stakeholder views on the content of the Charter.

3.3 Procedural fairness

Consistent with the common law legal principle of procedural fairness, the government considers it appropriate that the Aviation Industry Ombuds Scheme provide a reasonable opportunity for airlines and airports to respond to any information that might adversely affect them, before the information is published.

The government proposes that ombuds scheme members should be given reasonable notice of particular data or information to be published that might adversely affect them, and a reasonable opportunity to directly address the data or information. What is reasonable may depend on the type of data or information in question.

The government does not expect procedural fairness requirements would be adopted that would significantly affect the ability of the ombuds scheme to perform its functions.

This consultation paper seeks stakeholders' views on how the ombuds scheme should seek to ensure procedural fairness.

Consultation question

21. What processes should the Aviation Industry Ombuds Scheme adopt to provide procedural fairness to scheme members before it publishes certain data and information?

4. Show cause arrangement

Key points

- The Aviation White Paper announced a new ‘show cause’ arrangement for delayed and cancelled flights, to increase the level of public information about the reasons for delays and cancellations, and to support the Aviation Industry Ombuds Scheme’s consideration of customer complaints.
- The consultation paper seeks stakeholder feedback on how the show cause arrangement should operate, including what powers the ombudsperson should have to require airlines to provide information about the reasons for delayed and cancelled flights.

4.1 Reporting of reasons for flight delays and cancellations

Flight cancellations and delays are a major contributor to consumer dissatisfaction with airlines, particularly when consumers do not know the reasons for the cancellations and delays. Increasing the level of public information about the reasons for flight cancellations and delays will inform consumers’ travel choices and sharpen incentives for the aviation industry and government to address the sources of cancellations and delays within their control.

The Aviation White Paper announced that the government will introduce a ‘show cause’ arrangement for delayed and cancelled flights. Airlines will be required to report the reasons for cancellations and delays of flights as part of their regular reporting of flight data to BITRE, within the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

The department will consult the industry on the arrangements for reporting flight delay and cancellation data, through a separate process. In designing the reporting requirements, the government will consider the costs and benefits of imposing reporting obligations on airlines, including which airlines are required to report data.

The government will also consider the interaction between this reporting requirement and the reforms to the Sydney Airport Demand Management framework, announced by the government in February 2024.

4.2 Ombudsperson’s power to request additional information

To acquit its roles in investigating customer complaints and reporting on the conduct of the aviation industry, the Aviation Industry Ombuds Scheme may need to access more detailed information about the reasons for flight delays and cancellations than is reported to BITRE.

To facilitate this, the Aviation White Paper announced that “where appropriate, the ombudsperson will also have the power to audit reasons for delays and cancellations, and to request additional information from airlines about specific delays or cancellations that are subject to a customer complaint to the ombuds scheme.” This power of the ombudsperson may be set out in enabling legislation or instruments.

This consultation paper seeks stakeholders’ views on the powers that the ombudsperson should have to require airlines to provide information about the reasons for delays and cancellations of flights.

Consultation question

22. What specific powers should the Aviation Industry Ombuds Scheme have to require airlines to provide information about delays and cancellations?

5. Scheme compliance

5.1 Enforcement action

As set out above, the legislation establishing the Aviation Industry Ombuds Scheme is expected to impose certain requirements on the aviation industry, including requirements for:

- airlines and airports to become members of the ombuds scheme (unless exempt)
- scheme members to comply with directions from the ombudsperson to provide data and information to the scheme
- scheme members to provide remedies to customers, following a final decision by the ombudsperson about a customer complaint
- scheme members to make payments to fund the operations of the scheme.

Where an airline or airport fails to comply with a requirement of legislation, enforcement action may be required. A government entity would be responsible for taking enforcement action.

The legislation may prescribe civil offences for non-compliance with the scheme, and may also include options for the department to issue infringement notices or take court action. The government will consult on the detail of civil offence provisions as part of the legislative drafting process.

The government is seeking stakeholders' views on appropriate compliance and enforcement arrangements for the Aviation Industry Ombuds Scheme.

Consultation question

23. What enforcement arrangements are appropriate to achieve compliance with the Aviation Industry Ombuds Scheme?

Consultation questions

Design of the Aviation Industry Ombuds Scheme

2. What should be the objectives of the Aviation Industry Ombuds Scheme?
3. What powers and functions should the ombudsperson have?
4. What governance arrangement should be adopted for the Aviation Industry Ombuds Scheme?
5. If a board is established to govern the Aviation Industry Ombuds Scheme, what powers and functions should the board have?
6. Is it appropriate to appoint two individual ombudspersons within the scheme – one with responsibility for aviation consumer issues, and the other with responsibility for aircraft noise?
7. Which airlines and airports should be required to be members of the Aviation Industry Ombuds Scheme? Should there be any exemptions and, if so, on what grounds?
8. Should the government adopt a phased approach to the application of the Aviation Industry Ombuds Scheme to different categories of airlines and airports?
9. How should funding arrangements for the Aviation Industry Ombuds Scheme operate?
10. What features of existing industry ombuds schemes, and similar bodies, in Australia and overseas, should be considered in the design of the Aviation Industry Ombuds Scheme?

Complaint handling

11. What types of complaints should be eligible for consideration by the Aviation Industry Ombuds Scheme, and what types of complaints should not?
12. Should the Aviation Industry Ombuds Scheme be able to accept complaints relating to breaches of privacy by members of the scheme?
13. How should the Aviation Industry Ombuds Scheme handle complaints about airlines and airports in relation to services purchased through a travel agent or other third party?
14. What existing complaints schemes or processes have the potential to overlap with the Aviation Industry Ombuds Scheme?
15. Who should be eligible to make complaints to the Aviation Industry Ombuds Scheme?
16. If small business and not for profit (NFP) organisations are eligible to make complaints, in addition to consumers, what criteria should be applied to define eligible small businesses and NFPs?
17. What complaint resolution process should the Aviation Industry Ombuds Scheme adopt?
18. How much time should an airline or airport have to resolve a complaint, before the complaint is considered by the Aviation Industry Ombuds Scheme? What factors should be considered by the Ombudsperson when deciding if a complaint was resolved within a reasonable time?
19. What time limit should apply for making a complaint?
20. What should be the maximum monetary amount the ombudsperson is able to award?

Guidance and reporting

21. What regular publications should the Aviation Industry Ombuds Scheme produce?

22. What processes should the Aviation Industry Ombuds Scheme adopt to provide procedural fairness to scheme members before it publishes certain data and information?

Show cause arrangement

23. What specific powers should the Aviation Industry Ombuds Scheme have to require airlines to provide information about delays and cancellations?

Scheme compliance

24. What enforcement arrangements are appropriate to achieve compliance with the Aviation Industry Ombuds Scheme?

SQ24-000188

Attachment B: Transcript of Minister C King's press conference for the release of the Aviation White Paper**Media conference, Parliament House Canberra**

CATHERINE KING:.. I just wanted to provide you with an update on Rex Airlines as well. As you'd be aware, my department's been engaging closely with the Rex administrators since the process began, and we made obviously the announcement on 15 August of a guarantee of regional flight bookings. Today, I am also directing the slot manager at Sydney Airport to suspend the application of the use-it-or-lose-it test on Rex regional New South Wales slot holdings for the current and upcoming scheduling season. This will protect Rex's New South Wales regional slots at Sydney Airport until late March 2026. As the administration process continues, the Government, of course, remains absolutely committed to supporting our regional communities to ensure that they stay connected to our major capital city destinations, and I'll provide any further updates as they come to hand.

But of course, today is the announcement of the white paper. It's one of the most significant packages of reforms to aviation in over a decade. The Aviation White Paper contains some 56 different policies to improve consumer rights, to boost competition, to reduce emissions, to grow skills in the aviation sector, and to make the aviation sector more responsible to the communities it serves. The Government is establishing an independent ombudsman scheme and a Charter of Customer Rights, outlining the fair and appropriate treatment of customers and what airlines must do in the event flights are cancelled or delayed. It will also deliver a fairer deal for travellers who have a disability, creating new aviation-specific disability standards and reviewing industry compliance with those new standards, as well as requiring airlines and airports to coordinate their actions assisting people with a disability over their passenger journey.

Change is already underway to reform Sydney's airport. Slot management arrangements are an important step in enhancing competition, and the opening of Western Sydney International Airport in 2026 will be a genuine game-changer for access to the Sydney basin. We have a competitive tender out right now to select the slot manager, and we are drafting legislation that will take forward the other reforms that have been announced.

Airlines, in particular, will be subject to a show-cause requirement in relation to why flights are delayed or cancelled, and we will also increase the transparency of airline performance, with more data on performance and competition to be published by the Bureau of Infrastructure and Transport Research Economics.

We have heard the concerns of communities near airports and we will be making the Aircraft Noise Ombudsman independent of Airservices Australia and improving engagements with communities around our airports. The newly independent Aircraft Noise Ombudsman's role will have the power to conduct independent investigations into the handling of aircraft noise complaints, publish reports, and make recommendations directly to government.

We will be giving a better deal to workers not only through our recent industrial relations legislation, but also through a new gender equity charter that we encourage all industry

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participants to play a role in designing and improving the skills pipeline. We want to see more women in all sectors of aviation.

Reducing emissions will also require concerted effort. We're already investigating the domestic production of sustainable aviation fuel and other low carbon liquid fuels, with measures to support the development of this market.

The 2024 White Paper is the result of months of detailed consultations. There were over 2096 submissions, 22 roundtables, and I want to thank everybody who took part and participated in that, and I particularly acknowledge the work of my department undertaking all of that. These reforms will support a fairer, more sustainable and more competitive future for aviation. And I am, of course, very happy to take questions. Hello...

JOURNALIST: Minister, a lot of airline passengers would love the idea of a European-style system, where they are paid a refund when planes don't take off as they were promised. But do you think that the size of the aviation industry in Australia can actually sustain that? Or would those penalties drive airlines broke?

CATHERINE KING: So, what we've done is developed the ombudsman scheme, and there's a consultation paper that's going out on that today as we speak here. That really allows a complaints mechanism, for the first time, that is specifically focused on airlines and airports as well. And what that will allow is for people to be able to directly put in complaints to that ombudsperson, as well as seek remedies that will be legislated as part of that scheme. It may well be that compensation be one of the remedies that the ombudsperson recommends, and that may be part of the remedies and that— so we haven't ruled out that that's the case. But what we think is that this provides a better opportunity for continuous improvement. And what we all want to see is, in fact, that customers get what they pay for. You've bought a ticket. If the flight doesn't go or the flight doesn't go when you expect it to go, you should expect that that's the service that is provided. And so really, this is about providing remedies to consumers who have found it very difficult to pursue these issues, and also getting continuous improvement in our airlines and our airports.

JOURNALIST: Minister...

CATHERINE KING: Yes.

JOURNALIST: ...if consumers don't get what they pay, for example, they might be booked on a 9 o'clock flight and it leaves at 11.30, are those the circumstances in which you think there would be a cash refund?

CATHERINE KING: Again, that will be a matter for the ombudsman scheme to look at. But instituting a Charter of Rights, what the expectations are and expectations that consumers can have of their airlines and their airports is part of what the ombudsman will do— ombudsperson will do, as well as looking at the remedies that are part of that.

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JOURNALIST: But I'm just— you say that the customers have the right to get what they pay for.

CATHERINE KING: Yes.

JOURNALIST: Let me just drill down on that. What do you think customers pay for when you have thousands upon thousands of people who are inconvenienced through— every week at Australian airports because their flight is cancelled or delayed [indistinct]?

CATHERINE KING: Which is exactly why we've asked, first, airlines to be much more transparent and show cause— what is the cause of delays. Now, obviously, there are causes that are beyond their control. So last night, I was delayed getting out of Melbourne because there was a significant weather event. But if it is because there has been overbooking or there is something that has occurred that is not in the usual— not reasonable, then it will be up to airlines to explain that, but also where consumers are seeking a refund, seeking compensation or seeking a credit or a flight, that actually does provide them that opportunity. This ombudsman scheme will provide opportunities for that to occur. But building in the Charter of Rights, making it really clear that if you book a ticket, and that's the service you expect, that there are remedies for people in relation to that if that's not what they receive.

Yes, at the back.

JOURNALIST: You could have pulled a lot more levers here, pulled out a much bigger stick in terms of what's been talked about. Were the conversations with Qantas and Virgin— did they say to you that this would be very damaging if you went down and pulled out a bigger stick and set much more requirements [indistinct]?

CATHERINE KING: I haven't had conversations with Qantas and Virgin about that. They may have views that they have expressed through the submission process of the Aviation White Paper. But what I would say is one of the considerations, of course, that I had to take into account is whether airlines would risk factor in— and you know, potentially, risk factor in that could lead to higher airfares. I've obviously had to have a look at that, and that's one of the factors I've brought into consideration. But the ombudsperson will have the opportunity to say whether compensation should be paid if there's been an unreasonable breach in terms of the consumer law.

JOURNALIST: And what about regulatory authorities for misuse or non-compliance by airlines and airports? And will Airservices also be subject to similar penalties for the delays that they are responsible for?

CATHERINE KING: Sure. Well, certainly, in terms of delays, that might be because of air traffic controllers. As you're aware, we have a shortage of staff in terms of air traffic controllers because a number of them took redundancies during the COVID years as well, and we want to see more people back into this sector. That certainly, in terms of show-cause, that will be one of the causes that needs to be put out into the public domain.

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Attachment B: Transcript of Minister C King's press conference for the release of the Aviation White Paper

JOURNALIST: Minister, just with the...

CATHERINE KING: Yes.

JOURNALIST: ...shortage on air traffic controllers, what can the Government do about that?

CATHERINE KING: Well, we've got a number of initiatives that are part of the white paper about recruiting across the aviation sector. It's not just air traffic controllers. We need more pilots. We need more cabin crew. We need more people who are involved in the services sector, both customer service and all of the underwing services as well. Our changes to industrial relations laws do make it a much more attractive industry to be part of. But certainly, one of the things that we are doing through Jobs and Skills Australia is looking at those specific measures to bring in air traffic controllers, make sure that young people who are looking for careers see this as a viable option, as well as improvements to Airservices Australia as well.

Yes, of course. Tom.

JOURNALIST: Minister, you mentioned the legislative draft on the Sydney Airport reforms.

CATHERINE KING: Yeah.

JOURNALIST: Would you hope to have them passed in this term of Parliament? And when should Melbourne Airport expect a decision on the third runway?

CATHERINE KING: Yeah, so the decision on Melbourne Airport is before me at the moment, so I really can't make any commentary about that as a decision maker. But equally, in terms of the slot reform legislation, that is being drafted currently, and we would expect it to be before the Parliament shortly.

JOURNALIST: There's more data on aircraft noise complaints, a new ombudsman to complain to and a request that pilots fly considerately. But can you explain what difference that would make to people living under or near flight paths, in terms of the amount of aircraft noise?

CATHERINE KING: Well, I think it would be fair to say that the way in which, in particular Airservices Australia— it hasn't been, pardon the pun, but on its radar in terms of aircraft noise being the predominant issue that needs to be looked at in terms of flight paths. It is obviously one of the issues, safety being the first. And so, having an independent ombudsman or ombudsperson allows the opportunity for people to have confidence that it is not the same people who develop the flight paths— who've actually been part of developing the flight paths, that is also investigating complaints about flight paths. So separating that out, I think, provides people who are under flight paths — who are experiencing aircraft noise, an independent process to be able to look that— to have that complaint handled and to be treated seriously by Airservices and CASA as well.

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Attachment B: Transcript of Minister C King's press conference for the release of the Aviation White Paper

JOURNALIST: Minister, the White Paper identifies that airlines need to lift the game for consumers. In the interests of competition, will the government reconsider its decision to block Qatar's request to double its [indistinct] ...

CATHERINE KING: Well, can I say in terms of bilateral air services, what the White Paper does is it outlines a range of factors. Again, in these bilateral country to country agreements that are under consideration, I was really pleased to be able to see and to make the decision to increase flights for Türkiye airlines. That has been an absolute game changer again for flights into Europe, but also for people of Turkish descent, particularly in Melbourne, being able to have that airline as an option. Vietnam, our focus on South East Asia, has also been important. The increase in availability for Vietnam Airlines— we'll be making an announcement tomorrow out at Western Sydney International Airport, which again will be a game changer when it comes to competition.

We want to keep ahead of capacity. There are a number of airlines that I would like to see who have already granted rights. I'd like to see those airlines are bringing their capacity back into the country as well. And I've got a number of countries, including Qatar, that are before me at the moment, and we'll consider those through the usual way.

JOURNALIST: Minister, realistically, when will these changes come into place?

CATHERINE KING: So, this is a plan, obviously, for the next 20 years of aviation. If you look at the last White Paper, I think there were 100 initiatives. And I think the last one of those, the one sky, one combined aviation space between defence and civil, that is still underway currently today. These— obviously there are a number of these that will take time. But in terms of the consumer rights and disability rights, these are particularly things that have exercised my mind as I've been developing the White Paper. I will put an interim ombudsperson in my department in the immediate term to start drafting the Charter of Rights. That will happen in the next day or so. We will see— they will be able to receive complaints as of next year, and will introduce legislation next year. There's a consultation paper out, and I look forward to people contributing to the consultation paper about what the Charter of Rights should look like, what are the reasonable penalties, how do you enforce those — all of those issues as we work through the consultation process.

JOURNALIST: But realistically, if you don't win the next election, are these at risk?

CATHERINE KING: Well, my view is, frankly, this is a really good reform. It is a good reform for consumers. We've heard loudly and clearly that people are not getting the experience that they are paying for or expect to get from our airlines or our airports, and these reforms will significantly change that. Putting in place an interim measure to put someone in the department immediately — starting that drafting of the Charter of Rights — all of those are good measures, and I'm sure at the next election, if someone wants to change and withdraw those rights, then that will be a matter of contest and debate for all of us.

JOURNALIST: Minister, can I just— sorry— clarify just on the consumer rights?

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CATHERINE KING: Yes. Of course.

JOURNALIST: Do you mind just walking us through what would happen? So if you miss your flight, you put a complaint to the ombudsman. Can you just walk us through what that ...?

CATHERINE KING: [Talks over] So the consultation paper will take you through all of that. So that process needs to be worked through. But in essence, what we're saying is that people have rights under current consumer law, under the Australian Consumer Law, in terms of a refund. But if you've ever tried to do that yourself, it's hard to get hold of— who do you call? How do you find out? Most people don't really read the contract or terms of condition of the actual flight and there's multiple different flights. So, have you booked a flexi flight? Have you booked a flight that doesn't allow you to get a refund? Most people don't read those terms and conditions and are not aware of those rights. So really what the ombudsperson scheme does, or the ombuds scheme does, is actually ensure that those rights are enshrined through the charter. You've got an independent, single way to go and actually complain when you're wanting to enforce those rights rather than trying to chase down the airline or the airport. If you've had— that's the experience you've had, it's been because of that— really chased that down. But the consultation process will really define and spell those out, including things like enforcement and penalties as well.

JOURNALIST: And when will that consultation ...

CATHERINE KING: [Interrupts] It's released today. The paper's released today at the same time as we're releasing the White Paper.

JOURNALIST: Minister ...

CATHERINE KING: Yes, of course.

JOURNALIST: ... how do you enforce incident— how do you enforce rules on international airlines? What does that look like?

CATHERINE KING: Again, that will be part of the consultation paper. And if you have a view as an individual, I'd encourage you to submit as part of that consultation.

JOURNALIST: Minister, the Department of Finance is reviewing the whole of government travel this year, the White Paper says. Should that extend to travel credits for politicians and staffers accrued as part of their work?

CATHERINE KING: It's— that's a matter for Finance. I'm not across the work that they're doing. Obviously, the White Paper says one of the things that has been certainly raised with us is the spread of where public sector and travel is, trying to make sure that that's spread a little further across airlines so that we can make sure that the benefits of that taxpayer funded flights, whether it's politicians or public servants, is spread across airlines. And that we also— obviously, we have to look at value for money when we're spending taxpayer money on that. Yeah, thank you.

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JOURNALIST: Minister, the Budget— sorry, the White Paper spells out the funding allocated in the Budget towards going to developing a sustainable aviation fuel industry.

CATHERINE KING: Yes, yeah.

JOURNALIST: But there are many in the industry who say that this funding is not enough and that Australia has missed the ability to be a producer of SAF rather than just a user. What do you say to that?

CATHERINE KING: I say that this government is doing a huge amount in the low carbon liquid fuels. It's obviously sustainable aviation fuel we're looking at in terms of aviation, but also renewable diesel and what it means for heavy transport. So, we've made— over \$1.7 billion is available in innovation, so that sits with ARENA. So really looking at that, looking at what innovations there might be in feedstock, and as I've said repeatedly in the Parliament, the fact that we export so much of our canola to Europe to produce biofuels and then have to purchase it back in at high prices, is really not sustainable. It's really a security issue as well, in my view.

And so, what we've done at the moment, there's— again, a paper out which has closed. My department's analysing all of that at the moment, looking at what are the incentives for industry to actually start up and produce sustainable aviation fuel here? That's been widely welcomed by everybody, from fuel producers to feedstock producers to the aviation industry, and we'll have more to say about the results of that consultation, which has concluded shortly. But I am very confident that we will see a sustainable aviation fuel industry here in Australia, and we will be playing our part in that.

Right at the back, I've just got someone with a hand— I've got someone with a hand up. Thank you.

JOURNALIST: A question on the slot management ...

CATHERINE KING: Yes, of course.

JOURNALIST: ... company that has that responsibility. Currently, all the majors have a share in that company. It looks to me like you're not following the calls from some to have a company that has completely no relationship with the customers, which in this case is Qantas and Virgin and others. Why didn't you go for a complete clean break on that?

CATHERINE KING: Well, we've gone out for competitive tender. Let's see what comes in. We haven't made decisions about who the next slot manager will be, but we've gone out to— literally competitive open tender for that process. So, let's see what the results of that are.

JOURNALIST: Minister, on this stubborn duopoly that you've got — it says here in the White Paper, page 70, that Qantas and Virgin ...

CATHERINE KING: [Talks over] Yes, you've got that far. [Laughs]

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JOURNALIST: Yeah. Well, you know, speed reader- [indistinct] told me.

CATHERINE KING: [Laughs]

JOURNALIST: It's says that Qantas Group and ...

CATHERINE KING: [Talks over] [Laughs] Thanks, Tom. It's your Ballarat training ...

JOURNALIST: ...Virgin operate around 93 per cent of services. Now, this is obviously a long history with...

CATHERINE KING: Yeah.

JOURNALIST: ... the duopoly. Back on the Qatar question, shouldn't your first priority be getting in a deep pocketed competitor to the duopoly?

CATHERINE KING: Well, I assume what you're asking is that the speculation around Virgin and the potential of Qatar taking over part of Virgin. And really that's a commercial issue, and I'll let Virgin make any announcements about that. That obviously may be a decision that goes before the Treasurer in terms of FIRB, and I don't think— or the FIRB, and I don't think it's appropriate for me to comment on that.

JOURNALIST: Do you think the duopoly should be broken up, Minister?

CATHERINE KING: I think that it is challenging. I think that aviation is a very— it's really— it's a very expensive and difficult business to run. It involves the leasing of planes. It involves that interaction between the costs that airports and airports in and of themselves are a monopoly, because you can't fly anywhere else. And so really what we're trying to do is get as much competition as we possibly can, bearing in mind we are a small market, and that if you look at comparable countries, to have two airlines, and two airlines both in Virgin and in Qantas, but also in the low-cost carrier in Jetstar's important. And we've got an issue that we're dealing with in terms of regional aviation as well. That is— for a small market like ours, it is unusual.

And so, what we've got to try and do as a government is to keep that competition, make sure we obviously still continue to have a national carrier, which is Qantas. 51 per cent of it has to be owned by government, or sorry, owned by Australian interests — Virgin doesn't have that constraint on it, but at the same time trying to make sure we get better deals for customers. And that's really the balance that we're trying to strike here in the Aviation White Paper. Thank you. Yes.

JOURNALIST: If a buyer does not emerge for Regional Express's regional operations, will the government continue to support Rex after the administration ends in September?

CATHERINE KING: Well, all of that's hypothetical at this stage. It's right— we're right in the administration process, and I don't think it would be appropriate for me to pre-empt

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whether there's a buyer, what's going to happen in relation to that. What we do, is my department's meeting daily with the administrators. We're making sure that we actually have all of the information that government may need. Obviously, we are—the guarantee's been important. We've extended that through voluntary administration, the guarantee around slots, that's been important. We've done that today and we'll continue to work with the administrators. We do want to see Rex 2.0, or a version of that emerge out of this. And we certainly want to see that those services provided to regional communities continue. One more question.

JOURNALIST: Can I just change the subject to road funding?

CATHERINE KING: Okay. Yes.

JOURNALIST: On another transport issue...

CATHERINE KING: Yes. Of course.

JOURNALIST: You want to change road funding arrangements on regional roads because you don't think the feds should be carrying 80 per cent of the cost, and it should be 50/50 with the states. Today, there's pushback on that from Chris Minns. Are you willing to negotiate on that 80/20, so that you won't insist on 50/50 in order to get your land transport deals across the line with the states?

CATHERINE KING: So, the land transport deal is silent on the split of funding as it was previously. It's— this one is silent on that. The Commonwealth, we put out an infrastructure policy statement back in November last year, and the Commonwealth's contribution is 50/50 in terms of land transport. We think it is absolutely appropriate that that risk is shared. That's important from keeping cost pressures down and that risk sharing. And that's the proposal— that's what the Commonwealth is offering states and territories.

JOURNALIST: [Interrupts] Minister, on the—

CATHERINE KING: Sorry, yep.

JOURNALIST: [Talks over] On that issue.

CATHERINE KING: Yes, sure.

JOURNALIST: I understand South Australia, Queensland and the ACT have agreed to your new terms. When do you expect other states to come on board and do they have a choice?

CATHERINE KING: Well, that will be a matter for states and territories. I think that we've been working on this agreement for some time now. If you remember, Jane Halton undertook a review of the National Partnership Agreement for me. She looked at the— and recommended that we return or we go to a 50/50 funding split. Again, really important in terms of risk sharing and ensuring that we keep those costs as low as we possibly can. But

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what I would say really clearly is the Commonwealth has increased its infrastructure budget. So, we have increased that. The Commonwealth is not proposing to decrease its infrastructure budget. What we are asking is that we have reasonable sharing with states and territories about the roads that we are funding together. Now, obviously, in some of the smaller jurisdictions, like the Northern Territory and Tasmania, that is a little more challenging. And obviously we have indicated to both of those jurisdictions some flexibility around that. We'll talk to the new incoming Northern Territory government, but I would expect states and territories to be signing up to that agreement. Thanks.

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

OFFICIAL

2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Naa Opoku

SB24-000189

SUBJECT: Aviation Agencies: Funding and Current Issues**Talking Points**

- It is important that the Civil Aviation Safety Authority (CASA), Airservices Australia (Airservices), and the Australian Transport Safety Bureau (ATSB), provide high quality services to support a safe aviation industry.
- The 2024-25 Budget allocated:
 - \$3.9 million in additional funding in 2024-25 to support ongoing safety investigation services provided by ATSB; and
 - \$1.3 million for the Department of Infrastructure, Transport, Regional Development, Communications and the Arts to work on long term sustainable funding arrangements for the ATSB, CASA and the Australian Maritime Safety Authority (AMSA).
- The Australian Transport Safety and Investigation Bodies Financial Sustainability Review (the Skerritt Review) into the operations and sustainable funding for CASA, ATSB and AMSA reported to the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP at the end of February 2024. Due to the complexities of recommendations outlined in the Skerritt Review, the Minister is taking time to carefully consider the options.

Key Issues*The Australian Transport Safety and Investigation Bodies Funding and Operational Review (Skerritt Review)*

- The Skerritt Review was undertaken by Professor John Skerritt who drew on activity-based costings developed by an external consultant, and undertook stakeholder consultation across the aviation, maritime and rail sectors.
- Professor Skerritt reported his findings and recommendations for ATSB, CASA and AMSA at the end of February 2024.
- Due to the complexities of recommendations outlined in the Skerritt Review, the minister is taking time to carefully consider the options.
- A Joint Project Steering Committee (Committee) has been established between the department and each of the 3 transport agencies to consider implications of implementing the recommendations.

Contact: Naa Opoku**Cleared by:** Richard Wood, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 10/10/2024

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Naa Opoku

SB24-000189

OneSKY

- The OneSKY/Civil Military Air Traffic Management System (CMATS) Program is an Airservices and Defence partnership to replace Australia's ageing and separate civil and military air traffic management systems with a new single national system.
- The Defence component was listed as a Project of Concern (POC) by the Minister for Defence Industry on 27 October 2022. Governance and reporting measures have been strengthened to enable identification and treatment of emerging risks and issues.
- Five POC Summits have been held, to pave a way forward for the Program. The latest was held in July 2024.
- The next POC Summit is expected before the end of 2024.

Background*CASA and ATSB funding*

- The department continues to work closely with agencies on the sustainability of their funding arrangements.
 - CASA receives funding from 3 major sources: a fuel excise on aviation fuel consumed by all domestic aircraft; an annual Australian Government appropriation; and regulatory services fees and levies.
 - ATSB receives an annual appropriation from government and also receives some funding from the Queensland Government for rail functions in Queensland that are not on the Defined Interstate Rail Network.

Airservices funding

- In December 2022, the government provided an equity investment of \$495 million to support its operational viability and recovery from the impacts of the COVID-19 pandemic.
- Airservices is generally funded through revenue from industry from various charges for the provision of its air traffic and aviation rescue and firefighting services (ARFFS). These charges are regulated by the Australian Competition and Consumer Commission.
- Airservices plans to increase its prices in 2024-25 for enroute navigation, terminal navigation and ARFFS. There are several steps in the price increase process, including draft and formal notification to the ACCC and notice to the minister.
- Airservices has not increased its prices since a small (0.4%) increase in 2015, and subsequently decreased them by 2% in 2019.

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Lead/Support contact: Naa Opoku

SB24-000189

Financial Information as at 31 August 2024

Government funding to CASA (excluding GST)

	2023-24	2024-25	2025-26	2026-27	2027-28
	\$m	\$m	\$m	\$m	\$m
Baseline Government Appropriation	40.5	41.4	41.9	42.7	43.1
Additional (Budget 2020-21)	32.3	-	-	-	-
Additional (Budget 2022-23)	-	-	-	-	-
Additional (Budget 2023-24)	34.8	-	-	-	-
Additional (Budget 2024-25)		0.1	0.1	0.1	-
Total Government Funding*	107.6	41.5	42.0	42.8	43.1

*Does not include special appropriations (Fuel and RPAS levees)

Government funding to ATSB (excluding GST)

	2023-24	2024-25	2025-26	2026-27	2027-28
	\$m	\$m	\$m	\$m	\$m
Baseline Government Appropriation	20.7	22.2	22.5	22.9	23.2
Additional (Budget 2023-24)	4.6	-	-	-	-
Additional (Budget 2024-25)	-	3.9	-	-	-
Total Government Funding	25.3	26.1	22.5	22.9	23.2

Contact: Naa Opoku

Cleared by: Richard Wood, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

Version Number: 02

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Lead/Support contact:

SB24-000190

SUBJECT: Emerging Aviation Technologies Policy**Talking Points**

- Emerging aviation technologies such as drones and advanced air mobility (AAM) are rapidly evolving and becoming more common. The Australian Government is working closely with industry and communities to ensure these emerging technologies integrate safely with traditional aviation systems, and to consider noise, security and privacy concerns.
- Emerging aviation technologies present opportunities to reduce emissions and improve productivity across a range of critical industries. Policy and regulatory certainty will encourage industry investment in manufacturing and new jobs.
- The Aviation White Paper, released on 26 August 2024, outlines a range of initiatives that will support the uptake of emerging aviation technologies while managing potential impacts, including:
 - releasing a whole-of-government AAM strategy in 2024 to provide long-term policy settings and encourage investment;
 - expanding the drones.gov.au website to provide a single point of reference about funding and procurement opportunities;
 - increasing national consistency and collaborating with state/territory and local governments on the regulation of drones and AAM;
 - developing AAM infrastructure guidance in collaboration with state and territory governments, industry and other stakeholders;
 - releasing a UTM Action Plan by end 2024 that outlines the approach to developing a digital air traffic management system to enable the safe and efficient integration of drones and AAM into Australia's airspace system;
 - introducing new legislation to protect the community from drone-related security risks; and
 - consulting on regulatory amendments to manage the noise impacts of AAM aircraft.
- These initiatives will complement the government's support to the sector through the \$30.5 million Emerging Aviation Technology Partnerships Program.

Key Issues*Emerging Aviation Technology Partnerships (EATP) Program*

- The government is providing \$30.5 million across two grant funding rounds to support industry trials to inform policy and regulation development, and to send market signals that encourage adoption of emerging aviation technologies to address priority needs in

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regional, remote and first nations communities. Trials are also boosting Australian supply chains and jobs in technology development.

- On 7 November 2022, the government announced \$18.1 million in funding for 12 projects under Round One of the EATP Program. Some Round One projects have since been rescoped, leaving \$13.5 million available for Round Two.
- On 13 June 2024, the government announced \$13.5 million in funding for 12 projects under Round Two of the EATP Program.
- Both rounds of the EATP Program have been oversubscribed, with a total of 245 applications received seeking over \$320 million across both rounds.
- EATP also sought funding co-contributions from successful applicants, which totalled approximately \$11.5 million for Round One and approximately \$15.6 million for Round Two.

Drone noise

- Remotely piloted aircraft are subject to a risk-based noise regulation framework under *the Air Navigation (Aircraft Noise) Regulations 2018* which requires commercial drone operators to obtain a noise approval from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts under certain conditions.
- So far in 2024, the department has issued 192 approvals via a guided self-assessment.
 - in 2023, the department issued 231 approvals via a guided self-assessment and 2 approvals via a full assessment; and
 - in 2022, the department issued 236 approvals via a guided self-assessment and 5 approvals via a full assessment.
- In addition, Wing Aviation and Swoop Aero underwent separate full noise approval assessments for their drone operations in Australia. Wing Aviation has approval to operate in QLD, ACT and VIC. Swoop Aero has approval to operate in QLD and NSW.

Drone noise complaints

- Complaints about drone noise can be made to the department via the 'Have Your Say' form at drones.gov.au.
- The department monitors drone noise complaints and can impose conditions on commercial operations if required.
- However, general noise complaints are difficult to respond to for the following reasons;
 - the operator has to be identifiable, which is often difficult to do.
 - if the person is operating their drone recreationally, they are not subject to the Air Navigation (Aircraft Noise) Regulations and the department is unable to act.

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Noise Complaints about Wing operations as at 30 September 2024

	2020	2021	2022	2023	2024	TOTAL
ACT	5	3	18	1	1	28
QLD	-	35	23	4	-	62
VIC	-	-	-	-	9	9
TOTAL	5	38	41	5	10	99

This table combines complaints reported directly to the Minister, the Department, Wing and local councils.

General (non-Wing) noise complaints received as at 30 September 2024

	2020	2021	2022	2023	2024	TOTAL
TOTAL	-	-	7	2	3	12

Freedom of Information (FOI) Requests: Drone noise

- The department has received 2 FOI requests related to drone noise:
 - (FOI 25-034) Regarding noise complaints about drone delivery services that have been approved by the Civil Aviation Safety Authority (CASA) between January 1 2024 to 20 July 2024, and drone noise in the Bonython ACT trial area between 2019 and 2022; and
 - (FOI 25-074) Regarding noise issues with drone delivery services conducted by Wing Aviation and Swoop Aero.

Drone rules

- The department is working on a national approach to non-safety drone rules across the federal government, state and territory agencies. As part of this Drone Rule Digitisation project, the department released a prototype drone rule map on 29 February 2024 to help improve rule awareness and compliance around parks and corrections facilities.
- The initial map features rules for 7,610 parks and corrections facilities managed by 15 different responsible authorities. Accompanying open data will enable integration into existing drone software systems. This digital approach provides a foundation for a future national review and discussion enforcement cooperation.
- The project has been included in the government's Data and Digital Government Strategy Implementation Plan and featured in the APSC State of the Service Report as a best practice approach to regulatory digitisation.

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Drone Detection and Security Risks

- Given increasing risks posed by the malicious use of drones against people and critical infrastructure, the government is exploring options to facilitate drone detection capabilities to protect assets (including critical infrastructure), activities and events (in air and on land).
- Ongoing consultation across government and industry has highlighted areas of focus for drone detection including identifying systems governance arrangements, potential legislative options and data sharing requirements.

Advanced Air Mobility (AAM)

- The department is developing an AAM Strategy in line with the commitment in the Aviation White Paper, which will lay out a foundational strategic policy vision and provide investment certainty for the development of AAM in Australia.
- The department has also established an AAM Consultative Committee with 24 industry organisations, CASA and Airservices, to engage with industry and inform development of the AAM Strategy.
- AAM is a collection of new aircraft types that utilise batteries, hydrogen or hybrid fuels, and involve greater levels of flight automation. They can include vertical take-off and landing (VTOL) aircraft or conventional take-off and landing aircraft (CTOL) aircraft.
- AAM is still developing and is currently in the certification phase, with industry expecting first electric VTOL operations around 2027. Small 2-seat electric fixed wing aircraft are already flying in Australia, which is the starting point for the gradual transition to larger and longer-range electric/hydrogen aircraft over the coming years.
- Given Australia's dispersed low population density spread across vast distances, AAM promises a more financially viable means of connecting 'thin' regional markets by air that is not currently possible with existing aircraft and legacy airport infrastructure.
- AAM also provides the opportunity for Australia to develop new industrial capability in advanced manufacturing, automation, renewables and digital technology that will diversify our economy and situate strategically important industrial capability in Australia. Many AAM technology building blocks are included in the government's 'List of Critical Technologies in the National Interest'.
- Many countries around the world are investing heavily in AAM, given the multi-faceted benefits to emissions reduction, transport and strategic industrial capability.

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Financial Information as at 31 August 2024

- \$35.7m in funding was provided to progress 3 new technology initiatives.
- These are: the Emerging Aviation Technology Partnerships Program (\$32.6m); the Drones Rules Management System (\$1.6m) and the National Drones Detection Network (\$1.5m).
- The \$35.7 million is comprised of \$32.6 million in administered funds, \$0.4 in capital funds and \$2.7 million in departmental funding.
- The 'Emerging Aviation Technologies Programs' administered item in the 2024-25 Portfolio Budget Statement, covers all three initiatives and the funding profile is outlined below:

Program/Project Start Date:	July 2021					
Program/Project End Date:	June 2026					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	11.0	8.6	8.4	3.1	0	31.1
Less:						
Actual Expenditure YTD at 31 August 2024	11.0	8.2	1.9	0	0	21.1
Total Committed Funds at 31 August 2024	11.0	8.2	8.4	3.1	0	30.7
Total Uncommitted Funds (balance)	0	0.4	0	0	0	0.4

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

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Cleared by: Richard Wood, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Lead/Support contact: David Jansen/Richard Wood

SB24-000191

SUBJECT: Western Sydney International Airport - Airspace & Environment

Talking Points

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is finalising the Environmental Impact Statement (EIS) for the preliminary flight paths for Western Sydney International (Nancy-Bird Walton) Airport for publication by the end of 2024.
- The draft EIS was released during 24 October 2023 to 31 January 2024, and received 8,477 submissions.
- All submissions have been considered, categorised and published online via the Online Community Portal (www.wsiflightpaths.gov.au).
- Public submissions will be addressed in a submissions report which will be published alongside the final EIS.
- 2 flight path proposals suggested by the community were environmentally assessed. Community consultation on these proposals occurred throughout August 2024 and the assessment will form part of the final EIS.
- Development of WSI's flight paths remain on track for the airport's scheduled opening by late 2026.

Noise Insulation and Property Acquisition (NIPA) policy

- The draft EIS includes the draft Noise Insulation and Property Acquisition policy. Community and landowner feedback are being used to finalise the NIPA. The final policy will be settled and published as part of the final EIS.

Biodiversity Offset Delivery Program

- The department continues to work within the NSW credit market to secure its remaining offset obligations for the Airport.
- The department's investment in conserving and improving biodiversity values at Defence Establishment Orchard Hills will help to protect one of the last remaining large Cumberland Plains Woodlands areas in Western Sydney.
- Questions in relation to specific activities at Defence Establishment Orchard Hills should be addressed to the Department of Defence.

Finances

If asked about the Department's reported overspend in the 2023/24 financial year:

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- *An accounting provision has been applied to the department's biodiversity offset credits to reflect the full obligation the department estimates it is required to pay to offset the airport through the purchase of biodiversity credits in the NSW offsets market.*
- *The application of this provision has resulted in a net overspend in the 2023/24 financial year and this change ensures that the department's financial statements accurately reflect its obligations for biodiversity offsetting activities. Future budget profiles will be adjusted to match the scheduled actual payments.*

Key IssuesWSI Airspace & Flight Path Design

The Western Sydney Airport Plan sets out 4 phases for the design of WSI's airspace and flight paths:

- Planning – development of high-level airspace concepts
- Preliminary design and environmental assessment – development of a mature airspace design that has been assessed in accordance with advice from the Environment Minister
- Detailed design – validation and refinement of the detailed design
- Implementation – approval of the final airspace design by the Civil Aviation Safety Authority (CASA) prior to the commencement of airport operations by late 2026.

The project is currently in the preliminary design and environment assessment phase which will conclude with the publication of the final EIS in November 2024. An aviation Expert Steering Group (ESG) oversees the airspace and flight path design for WSI, in accordance with the Airport Plan conditions.

The ESG is chaired by the department and includes representatives from Airservices, CASA, WSA Co, Defence, Sydney Airport Corporation, and FoWSA Chair, Ms Lee de Winton.

On 27 June 2023, the Aircraft Overflight Noise Tool was released via the Online Community Portal (www.wsiflightpaths.gov.au). Approximately 344,000 unique users have visited the noise tool.

2 letterbox drops have been completed. 1 occurred in July and August 2023 to 922,345 addresses across 12 Local Government Areas (LGA) in greater Western Sydney to notify of the release of preliminary flight paths. The second, led by Airservices Australia, occurred in late November and early December to 1.6 million addresses across 26 LGAs.

Between the release of the flight paths and the end of the draft EIS exhibition, the department held 48 engagement events, including 28 drop-in information sessions, 18 stalls

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and 2 online webinars. Airservices Australia supplemented the engagement through 8 additional events during the draft EIS exhibition.

The department has considered all 8,477 submissions received during the public exhibition period. The Australian Government's response to these submissions is contained in the submissions report that accompanies the final EIS.

Of the 8,477 submissions received, 680 submissions suggested flight path alternatives which were considered through a formal design change process. Of these, around 300 submissions were considered for further assessment due to their clear and detailed presentation of an alternative approach. A technical analysis of each of these suggestions was undertaken, 50 of which were considered to be suitable for further consideration by flight path designers.

Following a detailed technical assessment of these submissions, the ESG endorsed five changes to the design: 1 material change and 4 minor changes which were subsequently approved by the minister for inclusion into the final airspace design.

The material change and one minor change were environmentally assessed and community consultation on these changes occurred throughout August 2024. The department hosted one online and five in-person community events in areas affected by the change.

WSI flight path environmental assessment procurement

The department has engaged WSP Australia (WSP) to progress the environmental assessment process for WSI's preliminary flight paths, including a comprehensive stakeholder consultation and communication package. The department has also engaged to deliver a flight path online interactive noise tool which allows users to see flight paths and projected noise impacts relative to an address entered into the tool.

As at 31 August 2024, \$14.6 million (GST Exc) in funding is committed under the package to:

- WSP to deliver the Environment Assessment Documentation; Stakeholder Consultation and Communications Package; and a Noise Amelioration Scoping Study; and
- develop a flight path online interactive noise tool.

Biodiversity Offset Delivery Program (BODP)

The department is required to mitigate the environmental impacts associated with the construction of WSI, by investing in environmental 'offsets' for the threatened and endangered ecosystems and species found on the WSI site. The method for achieving these offsets is outlined in the Biodiversity Offset Delivery Plan (BODP) approved on 24 August 2018 by the former Australian Government Department of the Environment and Energy.

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To date, the department has spent approximately \$151 million (GST Exc.) on a range of initiatives set out in the Plan, including:

- providing \$70 million to the Department of Defence to restore and conserve land at Defence Establishment Orchard Hills site for a period of 20 years;
- purchasing biodiversity credits through the NSW Biodiversity Offset Scheme and NSW BioBanking Scheme (\$70 million); and
- contributing funds to a native seed production program and propagation trials based on seeds collected from the Airport site (\$10.5 million).

FY23/24 Financial Statements

As part of 2023-24 Financial Statements, a review was undertaken to confirm the appropriate accounting treatment for biodiversity credits related to the WSI development. This assessment was conducted in consultation with a subject expert and accounting technical team from Deloitte.

As a result, the accounting provision for biodiversity credits increased from \$66.4 million (GST Exc.) to \$87.6 million (GST Exc.) in 2023-24. The adjustment reflects the full obligation the department estimates it is required to pay to offset WSI through the purchase of biodiversity credits in the NSW offsets market.

It is important to note that the corresponding \$21.2 million increase to biodiversity expense in FY 23/24 represents a non-cash accounting adjustment and does not impact cash available to meet the department's obligations.

Funds to deliver the BODP are sourced from the Western Sydney Airport – Preparatory Activities program appropriated in 2017-18, which also includes funding for airspace design, noise insulation and property acquisition, and an Aboriginal keeping place. Existing committed funds and remaining appropriation for the Preparatory Activities program are set out in the table below.

Western Sydney Airport – Preparatory Activities

Program/Project Start Date:	2017					
Program/Project End Date:	December 2027					
	Pre 2023-24 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	122.7 ¹	22.6	26.0	95.9	6.1	273.3
Less:						

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Actual Expenditure YTD at 31 August 2024	122.7	31.1	0.8			154.6
Total Committed Funds at 31 August 2024	0	0	11.4	9	5.4	26.3
Total Uncommitted Funds (balance)	0	-8.5	13.8	86.9	0.7	92.9

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

Note: Actual Expenditure YTD for 2024-25 does not include expenditure on biodiversity credits that occurred in 2024-25. This is because the adjustment to biodiversity credits expenditure in FY23/24 already accounts for expenditure in future years.

Note: The Committed Funds includes allocation of the provision for biodiversity credits that was attributed as expenditure in FY23/24 Financial Statements but has not yet been spent.

¹ This does not include \$70m that was reallocated to the Department of Defence.

GST Exclusive amount.

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Cleared by: Richard Wood, First Assistant Secretary

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Lead/Support contact: Jim Wolfe

SB24-000192

SUBJECT: Bilateral Air Services Agreements**Talking Points**

- Australia has Air Services Agreements (ASAs) with more than 100 countries facilitating international travel to and from Australia.
- These are treaty level agreements between countries that are legally binding and enforceable.
- These agreements specify the number and type of services and traffic rights that airlines of both countries are allowed to operate.
- Australia has open access capacity with seven of our biggest international arrival markets covering (New Zealand, China, United States, United Kingdom, Japan, India and Singapore).
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts consults with Australian Government agency and industry stakeholders ahead of providing advice to the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP on key international aviation markets.
- Consistent with the Aviation White Paper, the government will pursue additional capacity ahead of demand in bilateral air services agreements and negotiation of 'open skies' style agreements where it is in Australia's interests and can be agreed bilaterally.

Key Issues*Aviation White Paper – Connecting Australia to the World*

- The Aviation White Paper reconfirms the government's commitment to a sustainable, competitive, safe and secure international aviation market.
- Decisions on the priority and nature of bilateral air services negotiations are determined in the national interest, by the minister in consultation with relevant ministerial counterparts and taking into consideration a range of factors including:
 - current and forecast international capacity in each market;
 - reciprocal market opportunities for Australian carriers;
 - expanding access for Australian travellers to new locations including diaspora communities;
 - economic benefits for Australian tourism, trade and education sectors
 - safety and security for the travelling public;
 - job opportunities and job security for Australians;

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- the sustainability of the Australian aviation sector; and
- international bilateral relations.

Qatar

- Under current arrangements, airlines from Qatar are entitled to operate:
 - up to 28 services a week to Australia's 4 major airports of Sydney, Brisbane, Melbourne and Perth (with no more than seven services a week to each airport);
 - unlimited services to Australia's secondary airports;
 - 7 additional services a week to a major airport, via or through a secondary airport; and
 - unlimited dedicated freight services to any point in Australia.
- Qatar Airways is operating 42 services a week to Australia under these arrangements.

Türkiye

- Australia and Türkiye aviation agencies agreed to an update of our bilateral air services arrangements in December 2023.
- The arrangements phase in a significant increase in passenger capacity from 7 to 35 services each week to Sydney, Western Sydney, Melbourne, Brisbane and Perth for airlines of both countries, over two years, with an immediate increase of 14 services.
- Services commenced for the first time in March 2024 with Turkish Airlines operating passenger services to Melbourne with services to Sydney scheduled for December 2024.

Viet Nam

- Australia and Viet Nam aviation agencies agreed to an update of our bilateral air services arrangements in December 2023.
- The updated arrangements provide for an increase in passenger capacity from 42 to 84 services each week to Sydney, Western Sydney, Melbourne, Brisbane and Perth for both countries, phased in over two years, with an immediate increase of 14 services a week.

Sri Lanka

- Australia and Sri Lanka civil aviation officials agreed to updated bilateral air services arrangements in February 2024.
- The updated arrangements phase in an increase to passenger capacity from 14 to 42 services each week to Sydney, Western Sydney, Melbourne, Brisbane and Perth for both countries, over two years, with an immediate increase of 14 services per week.

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Western Sydney International Airport (WSIA) and Future Bilateral Air Services Talks

- Open access arrangements, in place with New Zealand, Singapore, China, the UK, US, India and Japan also allow airlines to operate services to WSIA upon its opening.
- The department is continuing to seek to update our bilateral air service arrangements with a number of other countries.

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Transport, Regional Development, Communications and the Arts**Contact:** Jim Wolfe**Cleared by:** Richard Wood, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 23/09/2024

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Lead/Support contact: Brendon Buckley

SB24-000193

SUBJECT: Aviation and Net Zero**Talking Points**

- Aviation generates approximately 2.5% of the world's carbon emissions and around 7% of Australia's domestic transport emissions.
- Aviation is a 'hard to electrify' sector. Its share of domestic emissions is likely to increase proportionately as passenger demand increases.
- The Australian Government has legislated its greenhouse gas emissions reduction targets, setting a target of 43% below 2005 levels by 2030, and net zero by 2050.
- The government's Safeguard Mechanism requires Australia's largest greenhouse gas emitters, including Qantas and Virgin Australia, to reduce domestic emissions by 4.9% annually to 2030.
- Qantas's baseline is 5,285,611 million tonnes CO₂-equivalent (mt CO₂-e) and its emissions in the 2022-2023 reporting year were 4,385,686 mt CO₂-e. Questions around how Qantas intends to reduce its emissions should be directed to Qantas.
- Virgin's baseline is 2,397,885 mt CO₂-e and its emissions in the 2022-2023 reporting year were 2,032,585 mt CO₂-e. Questions around how Virgin intends to reduce its emissions should be directed to Virgin.

Jet Zero Council

- The government has established the Australian Jet Zero Council to work with industry to encourage emissions reduction and expand sustainable practices.
- The Australian Jet Zero Council has met 4 times (15 August 2023, 12 December 2023, 30 April 2024 and 28 October 2024). Members have committed to, and are progressing, a workplan which includes a focus on the contribution that sustainable aviation fuel (SAF) can make to decarbonising aviation.
 - the workplan is published on the Department for Infrastructure, Transport, Regional Development, Communications and the Arts' website.

Government measures to support decarbonisation of the aviation sector

- As part of the \$1.7 billion Future Made in Australia Innovation Fund, the government is fast-tracking support from farm and feedstock to bowser, for a low carbon liquid fuel industry. The initial focus is on sustainable aviation fuel and renewable diesel to support emissions reduction in the aviation, heavy vehicle, rail and maritime sectors.
- In the 2024-25 Budget, the government announced:
 - \$18.5 million over 4 years from 2024-25 to develop a certification scheme for low carbon liquid fuels, including sustainable aviation fuels, in the transport sector by

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- expanding the Guarantee of Origin scheme. This work is being led by DEECCW and further questions should be directed to them.
- \$1.5 million over 2 years from 2024-25 to undertake a regulatory impact analysis of the costs and benefits of introducing mandates or other demand-side measures for low carbon liquid fuels.
 - \$0.9 million to undertake targeted consultation to identify options for production incentives to support the establishment of a Made in Australia low carbon liquid fuel industry.
- As a first step in the consultation process government sought views on supply and demand measures that should be considered to support the fast tracking of a LCLF industry through the release of a consultation paper, *Low Carbon Liquid Fuels - A Future Made in Australia: Unlocking Australia's low carbon liquid fuel opportunity*.
 - the paper was released on 13 June with submissions closing on 18 July, and received 121 submissions from more than 100 organisations.
 - consultation indicated a suite of policy mechanisms and signals are required in tandem across both the supply and demand-side to develop an LCLF industry in Australia, phased over time.
 - policies need to be focussed on regional centres close to potential feedstock sources (agricultural by-products). This will ensure the most efficient use of capital and promote jobs and industry growth in regional areas.
 - government is currently considering the outcomes from the LCLF consultation process and potential actions to support the development of a LCLF in Australia.
 - The Aviation White Paper was released on 26 August 2024. It sets out the government's vision for aviation towards 2050 and outlines initiatives to maximize aviation's contribution to net zero, including the government's commitment to fast track a domestic low carbon liquid fuel (LCLF) industry which will support increased access to SAF.
 - The government is also funding the \$30 million SAF Funding Initiative, which closed to applications in November 2023, and is administered by the Australian Renewable Energy Agency (ARENA). Further questions should be directed to the Department of Climate Change, Energy, Environment and Water.
 - the first grant under the initiative was announced in September 2024. The Commonwealth is investing \$9 million to support the development of a Townsville production facility capable of producing approximately 110 million litres of LCLF from agricultural by-products.
 - The Transport and Infrastructure Net Zero Roadmap and Action Plan will examine ways to reduce greenhouse gas emissions to net zero by 2050, including in the aviation sector.

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SB24-000193

- Internationally, Australia actively participates in the International Civil Aviation Organization (ICAO) Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), a global market-based mechanism to cap international aviation emissions at a global baseline, contributing to ICAO's long-term aspirational goal (LTAG) for international aviation of net zero carbon emissions by 2050.

Key Issues

- As part of the 2024-25 Budget, the government has announced a new Future Made in Australia Act to anchor a coordinated package of reforms and initiatives which will support the growth of new clean industries that will benefit communities and workers. The Future Made in Australia legislative package will boost investment, create jobs, capitalise on our comparative advantages and build sovereign capability in areas of national interest.
 - low carbon liquid fuels (LCLFs) have been identified as a priority sector as part of a Future Made in Australia due to potential advantages in Australian domestic LCLF production, LCLF's role in supporting the transition to net zero, opportunity for the industry to build workforce capability – including in Australia's regions, contribution to improving Australia's national security and resilience, and identified private sector interest in investing in LCLF production in Australia.
- The government is expanding the Guarantee of Origin scheme to incorporate low carbon liquid fuels and will enable an Australian low carbon liquid fuel (LCLF) market by creating a certification system for LCLF. This certification scheme for LCLF will allow LCLF producers to demonstrate the emissions benefits of the fuels they produce, helping to create demand for these fuels.
- The government will undertake further consultation before making a decision on a potential mandate or other demand-side measures. The government will further consider the introduction of a low carbon liquid fuel mandate through delivery of a Consultation Regulatory Impact Analysis.
 - the regulatory impact analysis will ensure the government is fully informed on the impacts of introducing a mandate or other demand-side measures for low carbon liquid fuels.
 - this includes better understanding any adverse consequences for consumers, industry, anti-competitive distortions, and impacts on existing emissions reduction frameworks, including the Safeguard Mechanism.
 - outcomes from this process will feed into a detailed Regulatory Impact Analysis on potential low carbon liquid fuel demand side measures, beginning later in 2024.

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- Launched in August 2023, the Commonwealth Scientific and Industrial Research Organisation's (CSIRO) SAF Roadmap identified there is a significant opportunity for an Australian SAF industry, including new regional jobs.
- CSIRO's SAF Roadmap estimates that there is enough feedstock to support production of almost 5 billion litres of SAF in Australia, representing 60% of local jet fuel demand, in 2025 and up to 14 billion litres, or 90% of demand, by 2050.
- Modelling from ARENA's Bioenergy Roadmap estimates bioenergy could potentially support 10,700-28,100 additional jobs by 2030, and 13,400-35,300 additional jobs by 2050 (depending on the level of industry and government intervention). Modelling for an ambitious scenario indicated that at least one in four additional jobs are expected to be in regional areas.

Background*SAF and decarbonisation*

- In the absence of other mature and deployable technologies, SAF will play a critical role in assisting aviation to decarbonise in the short to medium term. It is expected that SAF will provide the biggest contribution to the aviation sector's emissions reductions by 2050.
- Some proposed initiatives to reduce the aviation sector's emissions could increase operating costs. SAF, for example, is around two to five times more expensive than conventional jet fuel.
 - the price for SAF would ordinarily be expected to decrease as production increases and economies of scale are beginning to be achieved. However, pricing will also depend on the growth of demand for SAF.

Electric/hydrogen aircraft and Advanced Air Mobility (AAM)

- Regional aviation operates on tighter cost margins and is more suited to the adoption of rapidly maturing electric and hydrogen technologies, which also promises significantly reduced operational costs and the potential to serve new markets.
- Conversions of turbine regional aircraft and newly designed battery and/or hybrid electric-hydrogen aircraft are projected to result in operating cost savings of 40% compared to turbine aircraft. This is expected to increase opportunities for regional aircraft operators to serve new regional markets that are uneconomical with existing aircraft.
- Flight testing on 20-40 seat hydrogen-electric aircraft conversions has been occurring in the US and Europe for a few years.

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- In Australia, Skytrans and Stralis have entered into a strategic partnership and have commenced prototype development of converting turbine-powered aircraft to electric-hydrogen.
- On 13 June 2024, the government announced \$13.5 million in funding for a range of projects in Round 2 of the Emerging Aviation Technology Partnership Program (EATP), including to progress development and introduction of electric/hydrogen aircraft.
- Bankstown-based, AMSL Aero, is developing an electric-hydrogen powered AAM aircraft with a projected range of 1000km.
- Further information on AAM and EATP is outlined in **SB24-000190**.

Industry commitments

- In recognition of its environmental impacts, much of the aviation sector has committed to net zero by 2050. Member states of the International Civil Aviation Organization, industry members of the International Air Transport Association, and major Australian airlines Qantas, Jetstar, and Virgin Australia (Virgin) have committed to cut their carbon emissions.
- Qantas Group (includes Jetstar) and Virgin have committed to net zero by 2050.
- Qantas Group has also committed to a target of reducing net emissions by 25% by 2030 (from 2019 levels), and to a target of 10% sustainable aviation fuel (SAF) in fuel mixes by 2030.
- Qantas Group and Virgin are renewing their fleets, which can reduce in-flight emissions by up to 25%.
- Qantas Group has established a A\$400 million Climate Fund to invest in sustainability projects and technologies. This includes its US\$200 million partnership with Airbus to accelerate establishment of a SAF industry in Australia.
- On 25 June 2024, Qantas announced it would work with manufacturers and suppliers on electric or battery powered aircraft that are the right size and range for their regional network.

International Aviation

- With the support of our international airlines, Australia has been participating in the voluntary phase of CORSIA since it commenced in 2019 in preparation for the mandatory phase commencing in 2027.
- Under CORSIA, eligible Australian international airlines have been reporting their emissions from international flights annually.

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- Offsetting requirements have now commenced under CORSIA. Airlines may be required to offset their emissions through the purchase of CORSIA eligible emissions units if their operations exceed the global baseline. Airlines can receive a reduction in offset requirements through the use of CORSIA eligible SAF.

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Lead/Support contact: Brendon Buckley

SB24-000194

SUBJECT: Disability Transport Standards**Talking Points**

- The Australian Government recognises the importance of safe, accessible public transport to allow all Australians to participate fully in the community.
- The Disability Standards for Accessible Public Transport 2002 (Transport Standards) provide requirements for public transport operators and providers to make their services accessible and remove discrimination against people with disability.
- On 20 March 2024, the government announced a package of reforms to the Transport Standards. The reforms will address shortcomings in the Transport Standards identified by people with disability and the public transport industry.
- The reforms will improve accessibility across the whole public transport journey, including the training of public transport staff to better meet the needs of people with disability, and make it easier to find and understand information to plan a journey.
- The Transport Standards will now be updated to reflect the new requirements where a legislative change has been chosen. There will also be changes to the guidance material that support the Transport Standards. Information will be available to users and operators and providers of public transport in the lead up to the updated Transport Standards coming into effect and release of new guidance.
- Through the reform process, the government has also convened working groups for 5 reform areas that require further consultation to determine the scale and scope of the problem and to identify an appropriate solution. These working groups consist of people with disability, public transport operators and providers, state and territory governments and other subject matter experts.
- A separate statutory review of the Transport Standards commenced in late 2022. The review assessed whether the Transport Standards are working effectively and if further reforms are required.
- The review report and government response will be published in due course.
- The government released the Aviation White Paper on 26 August 2024. Through the Aviation White Paper, the Government has committed to delivering an accessible aviation sector that protects the rights of people with disability.
- This includes making new aviation-specific disability standards as a schedule to the Transport Standards. Co-designed with people with disability and developed in consultation with industry, these new standards will affirm the rights people with disability have during air travel and the obligations of airlines and airports to facilitate the passenger journey for people with disability.

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If asked about the timeline for the co-design of the aviation-specific disability standards

- The government will co-design the aviation-specific disability standards with people with disability and consult industry on the draft standards in 2025. As part of that consultation, the Government will conduct an analysis of the draft standards' regulatory impacts on industry.
- To support this, the department has commenced discussions with disability representative organisations about the co-design process.

Key Issues

- The Transport Standards commenced in 2002 and require most public transport networks and associated infrastructure (apart from trains and trams) to fully comply with the current standards by 31 December 2022.
 - the 2017 review found the requirements are unlikely to be achieved within the prescribed timeframes, as upgrades and improvements are not happening at the same rate across modes of transport, or across regional and remote public transport services.
 - the discussion paper for the 2022 statutory review of the Transport Standards sought updated compliance information from operators and providers. Very few operators and providers provided responses that address compliance.
 - through the reform process, a working group has been convened to develop a reporting framework that will provide clear and consistent guidance to operators and providers to support compliance reporting.
- Complaints of disability discrimination may be lodged with the Australian Human Rights Commission which has the power to investigate and attempt to conciliate complaints.

Accessible air travel

- People with disability face barriers when travelling by air. This is evidenced by submissions made:
 - to the Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability;
 - to the 2022 Review of the Transport Standards; and
 - during development of the Aviation White Paper.
- The Aviation White Paper outlines a range of initiatives to address identified barriers and improve the accessibility of air travel for people with disability.
- The government will co-design new aviation-specific disability standards with people with disability, as a schedule to the Transport Standards. This includes:

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- setting out the obligations that airlines, airports and other aviation service providers have to facilitate and coordinate the passenger journey for people with disability;
 - requiring airlines to offer passenger assistance profiles that will enable people to communicate accessibility requirements to airlines online, in advance;
 - reviewing airline policies that limit the number of passengers who require assistance;
 - producing user guides that outline airlines' and airports' legal requirements under the *Disability Discrimination Act 1992* and the new standards; and
 - reviewing and publicly reporting on airlines' and airports' compliance with the new standards after the rules come into effect.
- The Australian Government will also consult on amendments to the *Civil Aviation (Carriers) Liability Act 1959 (Cth)*, to provide improved remedies for wheelchairs or other mobility devices damaged or lost by domestic airlines.

BackgroundAccessible air travel

- Media coverage over the past 2 years has highlighted particular concerns about accessibility barriers and discriminatory practices specific to aviation.
- The Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability (Disability Royal Commission) final report was released on 29 September 2023. The report includes a short discussion on the Transport Standards and aviation accessibility, but no recommendations were made regarding these matters.
 - the Chair of the Disability Royal Commission wrote to Australian airline and airport executives in February 2023 raising concerns about the accessibility of air travel for people with disability.
- The government released its Aviation White Paper on 26 August 2024, which commits to deliver 56 initiatives to improve the industry's safety, productivity, competitiveness and sustainability.
- Key areas of focus in the Aviation White Paper include improving the customer experience and ensuring passengers' rights are clear and protected. This includes a strong focus on improving travel for people with disability.
- The Aviation White Paper initiatives on accessible air travel have been generally well-received, following extensive consultation with people with disability and their representatives during the development of the Aviation White Paper.
 - disability representative organisations have emphasised the need for genuine co-design of the new aviation-specific disability standards. The department will develop the co-design process in consultation with people with disability.

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- In addition to the aviation-specific disability standards, other relevant Aviation White Paper initiatives supporting accessible air travel include:
 - establishing an ombuds scheme for the aviation industry (**SB24-000188** refers);
 - delivering a new Aviation Customer Rights Charter;
 - extending the Remote Airstrip Upgrade Program to include additional funding for safety and accessibility works; and
 - requiring additional disability access information in airport master plans and Master Development Plans, through amendments to the Airports Regulations 2024.

Financial Information as at 30 September 2024

sAs at 30 September 2024, the department employed 6 staff (5.3 ASL) for the disability standards functions, with recruitment underway to fill additional positions in the Aviation Accessibility team.

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Lead/Support contact: Sally Todd

SB24-000195

SUBJECT: Road User Charging Reform**Talking Points**

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has been working in partnership with state and territory governments over many years on options to improve the way heavy vehicle charges are set and invested.
- This work is overseen by Infrastructure and Transport Ministers, and also involves collaboration with local governments, industry and community stakeholders. The aim of the work is to support more evidence-based investment decisions and better link the charges heavy vehicle road users pay with the level of road services.
- Through the National Heavy Vehicle Charging Pilot (the Pilot), the department has tested different ways of charging heavy vehicles for road use other than the current system based on fuel consumption and registration fees.
- The third and final phase of the Pilot has now concluded and an evaluation is underway.

If asked what is the Australian Government doing about a road user charge for electric vehicles and in response to the Vanderstock High Court decision?

- In December 2023, the Australian Government, state and territory treasurers committed to work together on long term options for zero emission vehicles user charging in light of the Vanderstock decision.
- The department has also provided a secondee to the Treasury to support this work.

Key Issues*Vanderstock*

- At the 1 December 2023 Council on Federal Financial Relations (CFFR) meeting, Treasurers discussed the implications of the Vanderstock High Court decision and agreed to:
 - work together on long term options for zero emission vehicles user charging; and
 - establish a working group to develop options on sources of state revenue, to provide security and certainty in relation to revenue arrangements.
- Questions regarding CFFR are a matter for the Treasury.

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Background*Vanderstock*

- In July 2021, the Victorian Government implemented a road user charge for light Zero and Low Emissions Vehicles. The constitutional validity of that charge was tested in a High Court case (*Vanderstock v Victoria*).
- The case involved two individuals (Chris Vanderstock and Kathleen Davies) challenging the Victorian road user charge imposed on electric cars on the basis that it was effectively an excise on electric vehicles and only the Commonwealth can impose "duties of customs and of excise". The Commonwealth sided with the plaintiffs; all states sided with Victoria.
 - on 18 October 2023, the High Court's judgment in the Vanderstock case ruled the Victorian charge unconstitutional.

Declining fuel excise

- Questions regarding excise revenue and modelling are a matter for the Treasury.
- On 24 August, Treasury published its sixth Intergenerational Report which projects the outlook of the economy and the Australian Budget to 2062-63.
- Modelling undertaken for the 2023 Intergenerational Report, shows that fuel excise collections are projected to decline as a share of GDP as the uptake of electric vehicles (EVs) increases under a range of plausible scenarios.
- However, the 2023 Intergenerational Report and the National Electric Vehicle Strategy also show timeframes for any future decline in fuel excise are highly uncertain and are dependent on EV uptake rate, the retirement rate of the existing fleet, and the distance driven and fuel consumption of different vehicles such as heavy and off-road vehicles.

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SB24-000196

SUBJECT: Heavy Vehicle National Law Reforms**Talking Points**

- The Australian Government is committed to supporting the heavy vehicle industry.
- On 5 August 2022, state, territory, and Australian Government Infrastructure and Transport Ministers through the Infrastructure Transport Ministers' Meeting (ITMM) agreed a set of proposals recommended by independent advisor Mr Ken Kanofski to reform the *Heavy Vehicle National Law* (HVNL).
- In September 2024, ITMM approved a second HVNL Decision Regulation Impact Statement (D-RIS). Key reforms which will now be progressed include increases to general access height, length and mass limits, streamlined record keeping arrangements for operators and some fatigue enforcement changes.
 - this builds on ITMM's agreement to simplify the legislative framework, which was agreed as part of a first D-RIS in June 2023.
- On 8 October 2024, the HVNL Reform Implementation Steering Committee (the Steering Committee) held its third industry dialogue meeting to discuss outcomes of the second HVNL D-RIS and the subsequent public consultation period for the legislative package, as well as progress of non-legislative reforms.
- On 10 October 2024, the National Transport Commission (NTC) commenced public consultation on the proposed HVNL amendment bill and regulations.
- Implementing the HVNL reforms will deliver a simpler law that supports greater safety and productivity for the heavy vehicle industry.
- Work on the HVNL reforms is overseen by the Steering Committee, comprising senior transport officials.
- All governments are cooperating to get a complete package of amendments ready, fully consulted on and properly tested for Ministers to consider in the coming months.

Key Issues

- There are 25 legislative reforms and 21 non-legislative actions in the package ITMM agreed to progress.
- The Steering Committee engages with heavy vehicle industry through a range of mechanisms, including meetings with industry bodies. Industry meetings have occurred on 23 August 2023, 27 November 2023 and 8 October 2024. Industry can also contribute to reform work through the NTC led Reform Advisory Committee.

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- The NTC leads on the legislative reforms. In June 2023, ITMM endorsed a first D-RIS outlining primary law amendments. Ministers endorsed a second D-RIS in September 2024, with a focus on changes to HVNL regulations, informed by responses to a Consultation Regulation Impact Statement released in October 2023.
- The NTC released the public exposure legislative amendment package on 10 October 2024. A package of legislative amendments is due to be provided to Ministers in the coming months.
- The non-legislative HVNL reforms are progressed by participating governments, Austroads and the National Heavy Vehicle Regulator (NHVR), and operate on a separate timeline to the legislative reforms. Good progress is underway across the non-legislative program, with work continuing to deliver the reforms.

Background

- Following the appointment of Mr Ken Kanofski to further consult stakeholders, in August 2022 Infrastructure and Transport Ministers agreed to progress a package of over 40 reforms to the HVNL.
- These reforms include measures to automate access decisions on freight routes, simplify driver fatigue rules, refocus enforcement away from administrative errors, and extend offences for off-road parties that influence heavy vehicle safety.
- While significant drafting work and consultation has been completed, a complex legislative task remains. On 6 December 2023, ITMM agreed to extend the deadline for the NTC to submit the legislative package to ITMM by 7 months to December 2024. This change was supported by industry representatives.
- Following agreement by ITMM to the second HVNL D-RIS, the NTC is now progressing several reforms which will streamline HVNL record keeping requirements, introduce formal education options as an alternative to fines for certain offences, broaden the discretion for NHVR Compliance and Safety Officers to issue formal warnings and increase general access mass, length and height limits (subject to safety assessments).
- To accompany the public release of the second HVNL D-RIS, the Steering Committee published a Statement on HVNL Outcomes on its website. The statement contains an overview of the legislative package as well as other non-legislative reforms, and served as a reference point for discussion during the industry dialogue meeting.
- The industry dialogue meeting held on 8 October 2024 by the HVNL Steering Committee provided an opportunity for the NTC and governments to hear from industry representatives on reform outcomes and next steps - including on the public consultation window and subsequent delayed delivery of the legislative package to ITMM in Q1 2025.

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SB24-000197

SUBJECT: National Freight and Supply Chain Strategy**Talking Points**

- The Review of the National Freight and Supply Chain Strategy (the Strategy) was led by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts and finalised earlier this year.
- The report of the Review was released in May this year.
- The Review report includes recommendations to ensure the Strategy remains fit for purpose and supports Australia's freight and supply chains for the next 5 years.
- The department has been working closely with jurisdictions and industry to develop the refreshed Strategy and a new 5-year National Action Plan (NAP) consistent with the Review's recommendations.
- The Strategy and NAP have been provided to Infrastructure and Transport Ministers for approval.

Key Issues

- To support the Review, the department collaborated and consulted with a range of stakeholders including businesses, peak bodies and unions, and with all levels of government.
- The Review recommended productivity, resilience, decarbonisation and data be addressed in the Strategy and new NAP.
- Delivering actions will require collaboration between governments, as well as a partnership approach with industry. An implementation plan will also be developed.
- Key performance measures will be included in the draft Strategy for the first time. The measures will sit alongside progress reporting on actions contained in the NAP.

Background

- The Strategy was released in 2019 and was the first time all levels of governments and industry agreed to a national approach for improving the efficiency, effectiveness and reliability of Australian supply chains.
- To ensure the Strategy remains relevant and fit-for-purpose, it includes 5-yearly review points. Following calls from industry, the first 5-year review was brought forward to commence in the second half of 2023.
- The department commenced the Review on 16 August 2023 in collaboration with state and territory governments, and concluded in early 2024.

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- Industry representative bodies, unions, regulators, and other government departments/agencies participated in consultations.
 - The Review Report was released on 22 May 2024.
 - The Review identified gaps in the Strategy, considered the Strategy's performance to date and proposed a small number of key performance measures.
 - The Review made 6 recommendations to ensure the Strategy remains fit for purpose.
 - The revised Strategy and NAP are with Ministers for consideration.
 - Under the Terms of Reference of the Review, the updated Strategy and National Action Plan were anticipated to be completed by mid-2024. However, in considering the Review recommendations, infrastructure and transport ministers agreed extra time was needed to refresh the Strategy and develop new actions.
 - this decision was partly to align with State and Territory work underway, as well as some jurisdictions entering caretaker period.

Financial Information as at 31 August 2024:

Costs for the Review were met from the department's existing resources.

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Lead/Support contact: Mike Makin/s22(1)(a)(ii)

SB24-000198

SUBJECT: Connected and Automated Vehicles**Talking Points**

- Connected and automated vehicles have the potential to deliver significant benefits for Australians, including improved safety, accessibility, productivity and sustainability.
- Australia's current road vehicle regulations assume that a human driver will be in control of the vehicle at all times. However, in an Automated Vehicle (AV) the Automated Driving System (ADS) will be in control and performing the driving task, either at dedicated times or always depending on the vehicle's automation level. Therefore, Australia needs new laws to regulate automated vehicles if they are to operate on our roads.
- The Australian Government is working with the National Transport Commission and states and territories to develop a new end-to-end regulatory framework to support the safe operation of AVs on public roads.
- In the period April to June 2024, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts and the National Transport Commission undertook public consultation on the automated vehicle safety reforms. The department is continuing to analyse submissions received as part of this consultation.
- The Commonwealth is also an active member of the United Nations' working group drafting international vehicle regulations for Automated Driving Systems.

Key Issues

- Responsibility for the regulation of road transport is shared between the Australian Government and state/territory governments:
 - The Commonwealth *Road Vehicle Standards Act 2018 (RVSA)* sets national standards for vehicle safety, theft protection, and emissions control (known as the Australian Design Rules (ADRs)) for all road vehicles being provided to the Australian market for the first time.
 - once a vehicle is provided to the Australian market, state and territory governments are responsible for regulating the vehicle's ongoing use, road network access, driver licensing and road rules. Vehicles in-service are expected to continue to comply with the ADRs.
- The current state and territory-based regulation is not fit for regulating AVs as it requires a human driver to be in control of a vehicle at all times, however when an ADS is engaged, it performs the driving task and requires no human input.
- At the May 2021 Infrastructure and Transport Ministers' Meeting, Ministers agreed to a roadmap for implementing a national safety framework for automated vehicles. This included a requirement to be internationally aligned with evolving international

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standards to ensure Australia remains part of the global vehicle market for this emerging sector. The Commonwealth is currently a leading member of the Working Party 29 (WP.29) United Nations (UN) working group, actively involved in drafting international regulations for ADSs. These regulations are expected to be considered by the end of 2026.

- In February 2022, Infrastructure and Transport Ministers agreed to the development of a Commonwealth Automated Vehicle Safety Law.
- Between 22 April and 11 June 2024, the department and the National Transport Commission jointly undertook public consultation on AV safety reforms. The consultation looked at: how the policy settings agreed previously by Infrastructure and Transport Ministers will work in the Commonwealth legislative context, some changes to state and territory laws, and some additional areas of policy. These policy areas included: remote operations; potential measures for repairers, maintainers and modifiers; consumer understanding of AV capabilities; obligations for users; and potential measures to control the risk of AV deployment before the regulatory framework is in place.

Background

- Several other countries already have regulatory arrangements for the use of AVs or are actively developing them. Vehicles with automated driving systems are now permitted to be used on some roads in France, Germany, Japan and South Korea (however, the latter 2 countries do not currently have any privately-owned automated passenger vehicles on public roads). In May 2024, the Automated Vehicles Act 2024 received Royal Assent in the United Kingdom. The Act authorises AVs to operate on public roads by 2026.
- The draft National Road Transport Technology Strategy and 2024-27 National Connected and Automated Vehicle (CAV) Action Plan, are with Infrastructure and Transport Ministers for consideration.

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SB24-000199

SUBJECT: New Vehicle Efficiency Standard**Talking Points**

- The *New Vehicle Efficiency Standard Act 2024*, and the *New Vehicle Efficiency Standards (Consequential Amendments) Act 2024* became law on 31 May 2024, when they received Royal Assent. The Bills for this legislation were introduced on 27 March 2024 and passed both houses on 16 May 2024.
- The settings in the National Vehicle Efficiency Standard (NVES) legislation reflects the close consultation with a broad range of stakeholders since April 2023.
- The Australian Government's policy will deliver significant carbon dioxide abatement and substantial fuel cost savings for the community and motorists:
 - 20 million tonnes of abatement by 2030, 80 million tonnes by 2035 and 321 million tonnes of abatement by 2050
 - \$95.08 billion in fuel savings for motorists by 2050
 - \$13.85 billion in reduced vehicle maintenance by 2050 and
 - \$4.99 billion in health benefits by 2050.
- Overall, the government's preferred settings have net benefits of over \$86 billion.
- To implement the NVES, the government has committed \$84.5 million over 5 years from 2024-25 (and \$12.6 million per year ongoing) for the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
- Additional funding of \$10.0 million for 2023-24 has been committed for the national communications campaign, and \$60.0 million over 4 years from 2024-25 to support the installation of electric vehicle (EV) charging infrastructure for automotive businesses.

How is the NVES being implemented?

- Implementation is progressing with the government engaging closely with stakeholders. A number of streams of work are underway to properly implement the NVES. These include:
 - making the necessary legislative instruments to start the NVES;
 - establishing the regulatory function in the department;
 - developing and implementing the necessary information technology; and
 - establishing the necessary oversight mechanisms.

What has been done so far?

- Stakeholder engagement including public consultation on legal instruments, industry workshops, webinars and technical working groups are underway.

Contact: Tristan Kathage**Cleared by:** Paula Stagg, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 24/09/2024

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- On 9 September 2024, the Hon Catherine King MP, Minister for Infrastructure, Transport and Regional Development signed the *Road Vehicle Standards (Information on the Register of Approved Vehicles) Amendment Determination 2024*, which sets out the regulatory data to be captured from industry under the NVES.

Will the government's NVES settings be an effective ban on the sale of 4WDs, utes, or internal combustion engine (ICE) vehicles?

- No. The NVES will not ban or prevent the sale of any type of vehicle. The government is not considering banning specific vehicle types.
- Other jurisdictions around the world have had standards in place for decades. In these jurisdictions, large vehicles like utes and 4WDs are still very popular. For example, in the United States, which has had a standard in place for the last 50 years, large utes like the Ford F-series are often top sellers.
- The NVES will apply to a vehicle suppliers' fleet on average. That means that to meet the target, a supplier can adjust the mix of vehicles and technology that they sell without banning any vehicle types.

Will the NVES make vehicles more expensive?

- No. A fuel efficiency standard does not increase the price of cars; there is strong evidence that a standard reduces emissions and fuel costs for consumers.

Is the NVES a carbon tax?

- No. The New Vehicle Efficiency Standard is not a carbon tax.
- In other countries with these standards, manufacturers that do not comply may be subject to financial penalties. The purpose of these penalties is to encourage compliance, not raise revenue.

Key Issues

- Generally, New Vehicle Efficiency Standards work by setting an average efficiency target, measured in grams of CO₂ per kilometre, for the fleet of vehicles imported by each manufacturer.
- This allows manufacturers to meet emission targets with a range of vehicle technologies including EV, hybrid and more efficient internal combustion engine vehicles.
- The NVES does not affect the vehicles already on the roads. It only applies to new vehicles.
- The NVES does not prevent any particular vehicle from being sold.

Contact: Tristan Kathage**Cleared by:** Paula Stagg, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 24/09/2024

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- The vast majority of advanced economies have a standard, including the European Union, the United Kingdom, the United States, Canada, Mexico, China, Japan, India, South Korea, Saudi Arabia and New Zealand.
- Australia is behind our international peers in EV sales (defined as battery EVs and plug in hybrid EVs). In 2023, EVs represented 8.45%¹ of new light vehicle sales in Australia (source; VFACTS), an increase from 3.8% in 2022 (*Electric Vehicle Council - State of Electric Vehicles 2023*), compared with 14% globally (*International Energy Agency Global EV Outlook 2023*).
- The NVES legislation formally commences on 1 January 2025, with the initial 6-month period of NVES vehicle CO₂ reporting commencing on 1 July 2025. During the first six months of 2025 the Department, as the NVES regulator, will be educating vehicle suppliers on their new obligations and testing its systems.

Financial Information as at 31 August 2024

- **Budget information** (GST exclusive) – including 2024-25 appropriation based on costs agreed with the Department of Finance on 18 April

Program/Project Start Date:	2023-24							
Program/Project End Date:	Ongoing							
	2023-24	2024-25	2025-26	2026-27	2027-28	TOTAL	Ongoing per annum (from 2028-29)	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	
Appropriation Budget	3.0	28.1	17.3	13.4	12.3	74.1	12.5	
23-24	3.0	2.0	1.2	1.2	0.0	7.4	0.0	
24-25	0.0	26.1	16.1	12.2	12.3	66.7	12.5	
Less:								
Actual Expenditure YTD at 31 August 2024	4.4	0.6				5.0		
Total Committed Funds at 31 August 2024	0.0	0.8	0	0	0	0.8		

¹ 8.45% is BEV + PHEV and excludes heavy vehicles from the total fleet.

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Cleared by: Paula Stagg, First Assistant Secretary

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Total Uncommitted Funds (balance)	-1.4	26.7	17.3	13.4	12.3	68.3	
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Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

	2023-24	2024-25	2025-26	2026-27	2027-28	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Opening Appropriation	3.0	28.1	17.3	13.4	12.3	74.1
Current Appropriation	3.0	28.1	17.3	13.4	12.3	74.1
Total Uncommitted Funds (balance)	-1.4	26.7	17.3	13.4	12.3	68.3

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

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Contact: Tristan Kathage

Cleared by: Paula Stagg, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Lead/Support Contact: Tristan Kathage/s22(1)(a)(ii)

SB24-000200

SUBJECT: Maritime Emission Reduction**Talking Points**Maritime Emissions Reduction National Action Plan (MERNAP)

- As part of the Transport and Infrastructure Net Zero Roadmap and Action Plan, the Australian Government is developing the MERNAP to chart a practical net-zero course for the domestic maritime sector.
- The MERNAP will identify opportunities for government and industry to collectively support the decarbonisation of our maritime sector.
- The MERNAP will be delivered to government for consideration in 2024.

International Maritime Organization (IMO)

- The government actively engages in the IMO to influence and support the development of global mandatory standards and measures to prevent ship-sourced pollution, including greenhouse gas (GHG) emissions from international shipping.
- In July 2023, Australia supported the IMO to adopt a revised Strategy on Reduction of GHG Emissions from Ships to reach net zero emissions by, or close to, 2050. To achieve the Strategy's ambitions, the IMO is developing a basket of mid-term measures consisting of technical and economic elements for adoption by 2025, and for entry into force at the earliest by 2027.

Green Shipping Corridors

- Australia is actively engaged with Singapore and other international partners to establish green shipping corridors that trial and demonstrate practical zero emission shipping to help scale up the wider adoption of low emission marine fuels and technologies.

Key IssuesReducing International Shipping GHG Emissions at the IMO

- As agreed in the revised Strategy on Reduction of GHG Emissions from Ships, the IMO is considering technical (GHG fuel standard) and economic (carbon price on shipping emissions) measures to drive down international shipping emissions and accelerate the uptake of low and zero carbon fuels.
- The broad outlines of these measures were negotiated at the Marine Environment Protection Committee (MEPC 82) and GHG Working Group (ISWG-GHG 17) between 23 September and 4 October 2024.

Contact: s22(1)(a)(ii)

Cleared by: Paula Stagg, First Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 1

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SB24-000200

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts leads on GHG negotiations at the IMO and broader international green shipping corridor initiatives.
 - the IMO is the United Nations' specialised agency for setting international standards for ship safety and prevention of pollution from ships.
- Australia is critically dependent on international shipping for 99% of our import and export trade by volume, and is the fifth largest user of shipping services in the world.

Green Shipping Corridors

- A Memorandum of Understanding between Australia and Singapore was signed on 5 March 2024, formalising cooperation on a Green and Digital Shipping Corridor.

BackgroundMERNAP

- In the 2023-24 Budget, the government committed \$8.4m to develop a Transport Emissions Roadmap and Action Plan – a strategy to support the economy's transition to net zero across all forms of transport and transport infrastructure.
- The MERNAP was separately funded (\$600,000) to develop the maritime element of the Roadmap and Action Plan and chart a practical net-zero transition course for our domestic maritime sector.
- A series of issues papers on a range of maritime decarbonisation topics covering regulatory challenges and gaps, energy sources and technologies, skills and training, and international partnerships, were released for public consultation during 2023-24. Submissions have now closed.

Contact: s22(1)(a)(ii)

Cleared by: Paula Stagg, First Assistant Secretary

Phone: s22(1)(a)(ii)

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SB24-000201

SUBJECT: Reducing Transport Emissions**Talking Points**

- The Australian Government is committed to reducing emissions in Australia's transport sector to support Australia's economy wide Net Zero commitments of 43% reduction by 2030, and net zero by 2050.

Transport and Infrastructure Net Zero Roadmap and Action Plan:

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is developing a *Transport and Infrastructure Net Zero Roadmap and Action Plan*. The Roadmap and Action Plan will be a comprehensive plan to reduce emissions across all forms of transport, covering heavy and light vehicles, rail, maritime, aviation, active and public transport, low and zero carbon fuels, freight and supply chains and transport infrastructure
- The Transport and Infrastructure Net Zero Roadmap will be the transport sectoral plan, one of the 6 sectoral plans to drive Australia's emissions to its 2030 and 2050 targets. See **SB24-000177** for more about the Roadmap and Action Plan.

Low carbon liquid fuels funding:

- As part of the Future Made in Australia plan, the government will fast track support for a low carbon liquid fuel (LCLF) industry. This will initially focus on sustainable aviation fuels and renewable diesel to support emissions reduction in aviation, heavy vehicle, rail and maritime sectors.
- This investment will help move the transport sector towards net zero and create new jobs and industry across Australia. The investment includes:
 - \$18.5 million over 4 years from 2024-25 to develop a certification scheme for low-carbon liquid fuels, including sustainable aviation fuels and renewable diesel in the transport sector by expanding the Guarantee of Origin scheme;
 - \$1.5 million over 2 years from 2024-25 to undertake a regulatory impact analysis of the costs and benefits of introducing mandates or other demand-side measures for low carbon liquid fuels; and
 - investing \$1.7 billion over the next decade in the Future Made in Australia Innovation Fund to support the Australian Renewable Energy Agency to commercialise net zero innovations including low-carbon liquid fuels.
- In mid-2024, the government consulted on options for production incentives and demand side measures to support the establishment of a made in Australia low carbon liquid fuel industry. The government is currently considering feedback on the optimal policy mix to support the industry.

Contact: Tristan Kathage**Cleared by First Assistant Secretary:** Paula Stagg**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 28/10/2024

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SB24-000201

Key initiatives for road vehicles include:

- *New Vehicle Efficiency Standard (NVES):* The *New Vehicle Efficiency Standard Act 2024*, and the *New Vehicle Efficiency Standard (Consequential Amendments) Act 2024* became law on 31 May 2024, when they received Royal Assent. The Bills for this legislation were introduced on 27 March 2024 and passed both houses on 16 May 2024. The settings in the legislation reflect close consultation with a broad range of stakeholders. See **SB24-000199 for more about the New Vehicle Efficiency Standard**
- *Real world testing:* To add to the information provided to consumers through the Green Vehicle Guide, a real-world vehicle testing program is providing information about the on-road emissions performance of vehicles. Administered by the Australian Automobile Association (AAA), the program has been established to help Australians be better informed. Results for 70 vehicles tested by the program so far can be accessed at "realworld.org.au".
- *Noxious emissions:* The government has implemented stricter noxious emissions standards for both heavy vehicles (Euro VI) and for light vehicles (Euro 6).
 - the government has mandated Euro VI noxious emission standards for newly approved heavy vehicle models supplied from 1 November 2024 and all new heavy vehicles supplied from 1 November 2025. Overall, implementing Euro VI carries substantial benefits estimated at \$7.4 billion in health benefits, \$1.5 billion in fuel savings and reduced greenhouse gas emissions over the period to 2050.
 - the government is implementing improved fuel quality standards from December 2025, and Euro 6 noxious emission standards for newly approved light vehicles supplied from 1 December 2025 and all new light vehicles supplied from 1 July 2028. Euro 6 is estimated to have health benefits of \$4.6 billion, fuel savings of \$1.5 billion and \$253 million in greenhouse gas reduction benefits over the period to 2040.

Key initiatives for maritime include:

- *International Maritime Organization (IMO):* The IMO has adopted the 2023 Greenhouse Gas Strategy with an ambition of net zero emissions by, or close to, 2050 for international shipping and is developing technical and economic measures to achieve these ambitions.
- *Maritime Emissions Reduction National Action Plan (MERNAP):* The government is developing the MERNAP to chart a practical transition to net-zero for our domestic maritime sector. It is being developed in close consultation with industry and will identify opportunities for government and industry to collectively support the decarbonisation of our maritime sector, advance the development of green shipping corridors from Australia and contribute towards reducing international shipping emissions. See **SB24-000200** for more about the MERNAP.

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- *Singapore-Australia Green and Digital Shipping Corridor*: On 5 March 2024, the Prime Ministers of Australia and Singapore signed the Memorandum of Understanding on the Singapore-Australia Green and Digital Shipping Corridor. The Corridor will advance the shared goal between Singapore and Australia to accelerate maritime decarbonisation.

Key initiatives for aviation include:

- *Aviation White Paper*: The government released the Aviation White Paper on 26 August 2024. The Aviation White Paper sets out the government's vision for aviation towards 2050 and will deliver initiatives to maximize aviation's contribution to net zero, including the government's commitment to fast track a domestic LCLF industry which will support increased access to sustainable aviation fuel.
- *International Civil Aviation Organization (ICAO)*: Australia participates in the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), a global market-based mechanism to cap international aviation at a global baseline, contributing to ICAO's long term aspirational goal (LTAG) for international aviation of net zero carbon emissions by 2050.
- *Jet Zero Council*: The Australian Jet Zero Council (the Council), held its first meeting in August 2023, and brings together a cross-section of senior stakeholders from across the aviation sector and its supply chains to lead efforts to deliver net zero aviation in Australia. The Council will also coordinate across the sector to provide advice to government on issues related to the aviation industry's transition to net zero emissions. The Council has met on 15 August 2023, and 12 December 2023 and 30 April 2024 (**SB24-000193** refers), and a fourth meeting is expected in October 2024 where industry will report on the Jet Zero Council workplan.

Key initiatives for rail include:

- Rail decarbonisation is being considered as part of the Transport and Infrastructure Roadmap and Action Plan.
- Rail transport is less carbon intensive than transport by road. The government is making significant investments in rail with \$24.5 billion committed for rail infrastructure under the Infrastructure Investment Program from 2022-23 through to 2031-32.
- Australian governments are working together industry to implement the National Rail Action Plan (NRAP) to improve the efficiency of rail through increased interoperability across Australia.

Contact: Tristan Kathage

Cleared by First Assistant Secretary: Paula Stagg

Phone: (02) s22(1)(a)(ii)

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SB24-000201

Key Issues

Key decarbonisation activities across transport modes:

- Transport is the second largest source of greenhouse gas emissions in Australia currently (2023 National Greenhouse Gas Inventory¹). Consequently, there are a range of activities going on across government to decarbonise the transport sector:

Transport mode	Issue	Lead agency
All modes	Transport and Infrastructure Net Zero Roadmap and Action Plan (see SB24-000177)	Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA)
	Safeguard Mechanism (covers large transport operators)	Department of Climate Change, Energy, the Environment and Water (DCCEEW)
Light vehicles	New Vehicle Efficiency Standard (see SB24-000199)	DITRDCA
	Real world testing	DITRDCA
	Noxious emissions (Euro 6)	DITRDCA
	Electric vehicle (EV) grid integration	DCCEEW
	National Electric Vehicle Strategy	DCCEEW
	Fuel Quality Standards	DCCEEW
	Electric car discount	Treasury
	Commonwealth Fleet target	Department of Finance
	National Construction Code and ensuring apartment buildings are EV charger ready	Department of Industry, Science and Resources (DISR)
	Australian made battery plan	DISR
Heavy vehicles	Noxious emissions (Euro VI)	DITRDCA
	Liquid fuel security and AdBlue supply chain	DCCEEW
Maritime	International Maritime Organization	DITRDCA
	Maritime Emissions Reduction National Action Plan (see SB24-000200)	DITRDCA

¹ Quarterly Update of Australian Government's National Greenhouse Gas Inventory: March 2024. In the year to March 2024, Transport accounted for 22.3% of Australia's national inventory.

Contact: Tristan Kathage

Cleared by First Assistant Secretary: Paula Stagg

Phone: (02) s22(1)(a)(ii)

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Aviation	Aviation White Paper	DITRDCA
	International Civil Aviation Organization	DITRDCA
	Jet Zero Council	DITRDCA
	Sustainable Aviation Fuels Funding	ARENA
Rail	Infrastructure Investment Program	DITRDCA
	National Rail Action Plan	DITRDCA

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Contact: Tristan Kathage

Cleared by First Assistant Secretary: Paula Stagg

Phone: (02) s22(1)(a)(ii)

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Lead/Support contact: Andrew Johnson / s22(1)(a)(ii)

SB24-000202

SUBJECT: Strategic Fleet**Talking Points – Pilot Program**

- The Australian Government is committed to strengthening Australia's economic sovereignty and national security by establishing a strategic fleet of up to 12 Australian flagged and crewed vessels.
- Supply chain disruptions and geopolitical events in recent years, such as the attacks on shipping in the Red Sea, underline the importance of a resilient maritime sector.
- The strategic fleet will provide important training and employment pathways for Australia's seafaring workforce, helping ensure a pipeline of qualified people are available to secure the operations of Australian shipping and ports for the future.
- The government has committed funding in the Budget to establish a 5-year strategic fleet pilot program that will have 3 vessels.
- Vessels in the pilot will be privately owned, commercially operated and be available to the government to requisition in times of need.
- Publishing the financial commitment would prejudice future investment decisions and inhibit the government's ability to achieve value for money.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts released a Request for Tender via AusTender seeking to establish the Strategic Fleet Pilot Program on 6 September 2024.
- The department held an industry briefing on the tender on 19 September 2024.
- The RFT will be open for 3 months, closing on 29 November 2024.
- The department is responsible for managing the procurement, in accordance with the Commonwealth Procurement Rules, including the evaluation of tenders, selection of successful tenderers, negotiating terms and awarding contracts.

Talking Points – Shipping Legislation Reviews

- Reviews of shipping legislation the *Coastal Trading (Revitalising Australian Shipping) Act 2012* and the *Shipping Registration Act 1981* commenced in August of this year.
- The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP appointed Ms Lynelle Briggs and Professor Nicholas Gaskell as Co-Chairs of the independent reviews on 20 August 2024.
- The first round of consultation opened on 3 October 2024.

Contact: Andrew Johnson**Cleared by:** Paula Stagg, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 28/10/2024

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Lead/Support contact: Andrew Johnson / s22(1)(a)(ii)

SB24-000202

Key Issues*Pilot Program*

- The department released a Request for Tender seeking to establish the Strategic Fleet Pilot Program on 6 September 2024. Tenders close on 29 November 2024.
- Funding for the pilot is not published to preserve the government's negotiating position.
- The types of vessels that participate will be market led and selected through a competitive, open and transparent process that will ensure the government achieves value for money.

Legislative Reviews

- The minister appointed Ms Lynelle Briggs and Professor Nicholas Gaskell as independent reviewers to review the *Coastal Trading (Revitalising Australian Shipping) Act 2012* and *Shipping Registration Act 1981* in August 2024.
- Each reviewer will receive a daily rate of \$1,603 (excl. GST) for each official business day they perform work related to the reviews, or \$213.73 per hour (excl. GST) for any part days.
- As at 31 August 2024 the reviewers have not received any remuneration.
- Travel and accommodation expenses will be met by the department. Allowances for overnight travel and accommodation will be paid consistent with Travel Tier 1 office holder as described in the *Remuneration Tribunal (Official Travel) Determination 2023*.
- Terms of Reference of the reviews are on the department's website.

Background

- In October 2022, the Strategic Fleet Taskforce was appointed to guide the government on establishing the fleet.
- The taskforce comprised of Mr John Mullen (Chair), Ms Angela Gillham (MIAL), Mr Paddy Crumlin (MUA), Dr Sarah Ryan (Business), Major-General Jason Walk (Defence).
- The taskforce report and the government's response were publicly released on 8 November 2023.
- The government agreed or agreed in-principle to 12 of the 16 recommendations and commits to further exploration of the remaining four recommendations.
- Industry has been heavily involved in shaping strategic fleet policy through consultation processes, firstly with the Strategic Fleet Taskforce, and then with the department as it has been developing implementation arrangements. This engagement will continue as the strategic fleet is established.

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SB24-000202

Program/Project Start Date:	October 2022					
Program/Project End Date:	Ongoing					
	2022-23 \$m	2023-24* \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	6.291	2.022	6.735	6.626	5.564	28.038
Departmental Resources		0.8				
Less:						
Actual Expenditure YTD at 31 August 2024	2.649	2.464	1.663			
Total Committed Funds at 31 August 2024	N/A	N/A	0.182	N/A	N/A	0.182
Total Uncommitted Funds (balance)	0	0	4.890	6.626	5.564	17.080

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

* Budget figure includes the internal reallocation of \$0.8m in departmental resources approved for 2023-24.

Financial Information – Full program envelope

2027-28 Appropriation Budget: \$4.244m

- \$26.4 million was allocated in the 2024-25 Budget for the department over 5 years to implement a strategic fleet pilot and continue work on implementing other recommendations from the Strategic Fleet Taskforce, consistent with the Government's response.

Contact: Andrew Johnson**Cleared by:** Paula Stagg, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 28/10/2024

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Lead/Support contact: Clare Chapple / Joe Castellino

SB24-000143

SUBJECT: Regional Policy**Talking Points**

- Regional investments are made across a range of Australian Government portfolios, as highlighted in annual Regional Ministerial Budget Statements. Investments are guided by the Government's Regional Investment Framework (**EC24-001547** and **Attachment A**).
- The Framework does not directly deliver funding, instead it guides policy development and decision-making across 4 priority focus areas:
 - People – e.g. skills, education and training;
 - Places – e.g. delivering infrastructure where and when it is needed;
 - Services – e.g. across communications, health, water; and
 - Industries and local economies – e.g. supporting the conditions needed for industries to diversify and grow.
- The Framework informed regional investment included in the 2024-25 Budget. Through the Budget, the government is putting regional Australia at the centre of its plan for a prosperous and resilient future made in Australia – investing to stimulate regional economies and build thriving communities, including through infrastructure, connectivity, skills, and services. There are also initiatives targeted to reduce cost-of-living pressures.
- The Regional Ministerial Budget Statement details 134 new packages and initiatives across all portfolios benefiting regional Australia, building on the around 350 regional initiatives introduced through the government's first 2 Budgets.
- Key regional investments from this portfolio in the 2024-25 Budget included:
 - substantial investments in priority transport projects across regional Australia through the over \$120 billion Infrastructure Investment Program pipeline
 - a further \$1.0 billion stream in the Housing Support Program to fund urgent and significant infrastructure projects in order to build more homes across Australia
 - an additional \$50.0 million to improve safety of remote airstrips through the Remote Airstrips Upgrade Program, and an additional \$40.0 million to extend and expand the Regional Airports Program
 - \$68.0 million to support digital inclusion of First Nations people, including community WiFi in remote communities
 - \$22.5 million to maintain and repair essential assets in the Indian Ocean Territories, Jervis Bay Territory and Norfolk Island.

Contact: Joe Castellino**Cleared by:** Katrina Kendall, A/g First Assistant Secretary**Phone:** 0408 101 535**Version Number:** 1.0**Date:** 30/09/2024

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Lead/Support contact: Clare Chapple / Joe Castellino

SB24-000143

- Since its release in the 2023-24 Budget, the Framework has been implemented through:
 - a new Inter-Departmental Committee (IDC) where senior executives across the government consider regional priorities for an upcoming Budget or MYEFO context – the IDC last met on 20 August 2024, and is anticipated to meet again in early 2025.
 - a refreshed Deputy Senior Officials Meeting (DSOM), supporting collaboration across the 3 levels of government – DSOM last met on 20 June 2024, and is expected to meet again on 24 October 2024.
 - the first State of Australia's Regions report (EC24-001550), drawing together data and qualitative insights to provide a snapshot of some of the priority contemporary issues for regional Australia, and supporting evidence based and locally informed decisions under the Framework – released on 6 February 2024.
 - a revised Regional Development Australia (RDA) Charter (**SB24-000144**), refocusing the network's local engagement and support around the Framework's priority focus areas – released on 28 July 2023.
 - an updated Regional Australia Impact Statement process, embedding the principles and priorities of the Framework in regional investment proposals – released in July 2023.

BackgroundThe Regional Investment Framework

- The Framework's guiding principles and focus areas for regional investment reflect the government's priorities.
 - the Framework was informed by current evidence that indicates coordinated and place-based investment delivers better outcomes in regional development¹, as well as intelligence through existing regional networks, such as RDA committees.
- The Framework does not seek to prioritise the type, scale, location or timing of regional investments across government.
 - in recognition of the broad scope and diverse intentions of government investment in regional Australia, it provides guiding principles that can be applied across a spectrum of investment sizes and objectives delivered by various government agencies across all regions.
 - it complements other government frameworks that have a more targeted approach to specific issues or region types.

¹ OECD (2022), "Making the most of public investment to address regional inequalities, megatrends and future shocks", OECD Regional Development Papers, No. 29, OECD Publishing, Paris, <https://doi.org/10.1787/8a1fb523-en>.

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-
- In order to ensure maximum flexibility, the Framework does not prescribe a definition of 'regional'.
 - agencies are encouraged to continue to apply the most suitable definition from the suite of government statistical boundaries that best achieves their policy and program objectives. This is consistent with long standing and current practice.
 - Each agency remains responsible for appropriate monitoring and evaluation processes to ensure regional initiatives and investments are effective and meeting government objectives as defined under the relevant policy/program.

Regional Development IDC

- The IDC brings together senior executives from across government to consider regional priorities for an upcoming Budget or MYEFO context.
 - agencies represented on the IDC are listed at **Attachment B**. Attendance is primarily at the Deputy Secretary and First Assistant Secretary levels.

DSOM

- DSOM brings together senior officials (Deputy Secretary level) with responsibility for regional development from across jurisdictions, along with the President of the Australian Local Government Association, to support collaboration across the 3 levels of government. (DSOM membership at **Attachment C**).

State of Australia's Regions report

- The first State of Australia's Regions report was released on 6 February 2024. It reflects the government's approach to regional development – as set out in the Framework – including the commitment to listen to local voices and priorities, and support informed and evidence based decision making. (Key insights from the report at **Attachment D**).

Regional Australia Impact Statements

- Regional Australia Impact Statements are a long-standing part of the Budget process, used to inform the government of policy proposals' regional impacts. The guidance and template provided to agencies for these Statements has been updated so they further support agencies to align policy proposals with the Framework and ensure they are developed consistent with the government's approach, outlined through the Framework's principles.
- Updated guidance was released in July 2023 and circulated to government departments and made available on the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' website.

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Attachments:

- A: Regional Investment Framework
- B: IDC membership
- C: DSOM membership
- D: State of Australia's Regions Key Insights

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Transport, Regional Development, Communications and the Arts**Contact:** Joe Castellino**Cleared by:** Katrina Kendall, A/g First Assistant Secretary**Phone:** 0408 101 535**Version Number:** 1.0**Date:** 30/09/2024

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Australian Government

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

Regional Investment Framework

The Australian Government's approach to supporting strong and sustainable regions.

Purpose





The Framework is a new approach to how the Australian Government delivers regional investment – valuing local voices and priorities, being informed by and building the evidence, operating with flexibility, integrity and transparency, and coordinating across governments to make investments work better for regions. It provides an integrated and coordinated framework for regional development regardless of a region's economic circumstances.

Guiding Principles – applied across all Australian Government investments in all regions


- ✓ Realising the Government's ambition of "no one held back and no one left behind" requires specific regional investment across all portfolios.
- ✓ Australia's regions and their economies are diverse, with each having unique strengths and challenges.
- ✓ Delivering on the potential of regional Australia requires building on each region's unique strengths, including helping regions undergoing significant economic change to transition or adapt to specific structural challenges.
- ✓ Place-based decision making that draws on the experience of local government alongside regional bodies must guide investment in our regions.

Priority Focus Areas – our investments in regions will have key objectives across all Australian Government portfolios

- ✓ Meeting the needs of, and providing opportunities for, First Nations people.
- ✓ Supporting the transformation to a net zero economy and decarbonisation.
- ✓ Achieving gender equality.

Investing in People 	Investing in Places 	Investing in Services 	Investing in Industries and Local Economies 
<i>Putting people at the forefront of growth, with local voices influencing decision making.</i>	<i>Targeted and place-based investment that enables communities to thrive.</i>	<i>Investment in regional services with a focus on improving quality and accessibility.</i>	<i>Ensuring regional industries and economies are positioned for sustainable growth.</i>
<ul style="list-style-type: none"> ✓ Listening to local voices and partnering with communities. ✓ Targeted investment in skills, education, training and local leadership capacity. 	<ul style="list-style-type: none"> ✓ Supporting adaptive, accessible, sustainable and liveable regions. ✓ Delivering infrastructure where and when it is needed. 	<ul style="list-style-type: none"> ✓ Enhancing connectivity, accessibility and equity of services. ✓ Investment including across communications, health, water, and transport. 	<ul style="list-style-type: none"> ✓ Investment to help activate economic and industry growth. ✓ Supporting the conditions needed for industries to diversify and grow.

Implementation

 The Framework guides the Government's approach to design and delivery of regional initiatives. It will influence decision making in Budget processes, drive meaningful collaboration across and between governments, embed data and evidence to support better outcomes, and ensure local voices are heard and influence responses.

- | | | |
|--|--|--|
| <h4>Informed Investment</h4> <ul style="list-style-type: none"> • The Commonwealth's Budget and Mid-Year Economic and Fiscal Outlook processes will ensure the Framework is influencing Government decision making. • Agencies across the Commonwealth will embed the Framework's principles and priorities in their proposals, with the support of a refreshed Regional Australia Impact Statement process. | <h4>Coordination and Collaboration</h4> <ul style="list-style-type: none"> • A new and regular forum for engagement and collaboration between Australian Government agencies will ensure investments are complementary and coordinated. • The Commonwealth will work in genuine partnerships with local and state and territory governments through refreshed, regular forums - supporting joined-up outcomes. | <h4>Insights and Intelligence</h4> <ul style="list-style-type: none"> • Local insights, data and intelligence will be central to decision making, drawing on a broad range of groups and networks, such as local government and Regional Development Australia committees. • Local insights, data and intelligence will contribute to evidence-based decision making and delivery of regular State of the Regions reports. |
|--|--|--|

2024-25 Budget Estimates**Rural and Regional Affairs and Transport****Lead/Support contact: Clare Chapple / Joe Castellino****SB24-000143****Attachment B****REGIONAL DEVELOPMENT IDC AGENCIES**

- Department of the Prime Minister and Cabinet
- Net Zero Economy Agency
- National Indigenous Australians Agency
- Department of Finance
- Treasury
- Australian Bureau of Statistics
- Attorney-General's Department
- Austrade
- Department of Agriculture, Fisheries and Forestry
- Department of Climate Change, Energy, the Environment and Water
- Department of Education
- Department of Employment and Workplace Relations
- Department of Defence
- Department of Health and Aged Care
- Department of Home Affairs
- Department of Industry, Science and Resources
- Department of Social Services
- Department of Veterans' Affairs
- National Emergency Management Agency
- Bureau of Meteorology

2024-25 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple / Joe Castellino

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Attachment C

DSOM MEMBERSHIP

Jurisdiction	Member Name	Title / Department
NSW	Jonathan Wheaton	Acting Deputy Secretary Regional Development & Programs Department of Regional NSW
VIC	Beth Jones	Deputy Secretary Regional and Suburban Development Department of Jobs, Skills, Industry & Regions
QLD	Bernadette Zerba	Deputy Director-General Regional Economic Development Department of Regional Development, Manufacturing & Water
WA	Paul Isaachsen	Deputy Director General Industry and Economic Development Department of Primary Industries and Regional Development
SA	Prof Peter Appleford	Executive Director South Australian Research and Development Institute - SARDI - and Major Programs Primary Industries and Regions SA
TAS	Jenna Cairney	Deputy Secretary Business and Jobs Department of State Growth
ACT	Leesa Croke	Deputy Director General Policy and Cabinet Chief Minister, Treasury and Economic Development Directorate
NT	Dorrelle Anderson	Deputy Chief Executive Officer Territory Regional Growth Department of the Chief Minister and Cabinet
ALGA	Amy Crawford	Chief Executive Officer Australian Local Government Association
Australian Government	David Mackay	Deputy Secretary Regions, Cities and Territories Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Key Insights

People

- All types of regions experienced population growth in 2021-22, with the long-term trend showing regional population growth is concentrated to coastal cities.
- While there are significant opportunities for work, many regions are finding it difficult to meet their local workforce demands. Job advertisements in regional Australia more than doubled over the four years to October 2023.
- Close to 60 per cent of First Nations people live outside of Australia's major cities, with 43.8 per cent living in inner or outer regional areas, and 15.4 per cent living in remote or very remote areas.

Places

- Targeted infrastructure investment is required to respond to trends and opportunities. For example, freight transported on regional roads has grown each year over the past decade, from 154.2 billion tonne-kilometres in 2012-13 to 187.7 billion tonne-kilometres in 2022-23.
- While for most of the past two decades households in regional Australia were able to save a housing deposit faster than those in capital cities, it now takes 9.7 years in regional Australia, only slightly less than the 10 years it takes in capital cities.
- The severity and frequency of droughts, and natural hazards including bushfires, heatwaves, storms and floods, are increasing as a result of climate change. In 2023, 43 disasters were declared across Australia, impacting 137 Local Government Areas.

Services

- The metro-regional gap in digital inclusion is narrowing, down from a score of 5.5 in 2021 to 5.0 in 2023, as measured by the Australian Digital Inclusion Index.
- Access to high-quality health, aged care, disability and community services is an ongoing challenge, particularly as remoteness of a region increases. New models of service delivery and innovative approaches are helping to address these challenges
- The availability of quality Early Childhood Education and Care is lower in regional and remote communities compared to major cities. Estimates suggest four in five children in remote Australia live in areas with fewer than one centre-based day care place per three children.

Industries and local economies

- Occupations key to the clean energy workforce will need to increase by around 30 per cent, or around 213,000 workers, by 2033. Growth in employment from the net zero transformation is likely to be stronger in regional Australia than metropolitan Australia.
- The value of agriculture, fisheries and forestry production has increased substantially in the past three years. 2020-21 to 2022-23 together present the three highest production value years on record.
- There are more than 100,000 tourism-related businesses across the regions. Tourism in regional Australia surged following the COVID-19 pandemic, offering opportunities for regional businesses to harness interest from travelers.

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Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple / Michael Gregory

SB24-000144

SUBJECT: Regional Development Australia Committees**Talking Points**

- The role of the Regional Development Australia Committees (RDA) is set out in a Ministerial Charter. The current Charter (**Attachment A**) came into effect on 27 July 2023.
- The Charter focuses RDA activities on supporting the successful implementation of the Australian Government's Regional Investment Framework (RIF), which guides investment in people, places, services, and industries and local economies.
- Changes were made to RDA boundaries in New South Wales (NSW), Queensland, the Australian Capital Territory (ACT) and Jervis Bay Territory (JBT), which were informed by a review completed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. These involve the merger of some RDAs in south east Queensland and across south east NSW and the ACT, and some minor realignment of councils.
 - mergers took effect from 1 April 2024. Minor boundary realignments were implemented during November 2023.
 - these changes have resulted in a reduction of RDAs from 53 to 50.
- Each RDA has a Funding Agreement covering the period 1 January 2021 to 30 June 2025 and the appointment terms of current RDA Committee Chairs run to 30 June 2025.
 - The Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories, is expected to announce at the RDA National Forum on 29 October 2024 that the Australian Government intends to offer RDAs a new Funding Agreement for the period 1 July 2025 to 30 June 2030.
 - The Government is currently considering changes to improve the operation of the next Funding Agreements and processes for the renewal of Chair terms.

Key PointsNew RDA Charter

- A new RDA Charter was launched by the Minister McBain on 27 July 2023 at the RDA National Forum. RDAs are delivering the outcomes set out in the document.
- The Charter states that RDAs will:
 - focus their activities and strategy on delivery of the RIF in their region, including investment in people, places, services, and industries and local economies;
 - support regional stakeholders, including local government and the not-for-profit-sector, to seek grant opportunities that advance strategic regional priorities;

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- support decarbonisation efforts and the transformation to a net zero economy and enable regional linkages between sectors to achieve these aims;
 - build the evidence for economic development, including innovation and diversification strategies;
 - facilitate meaningful engagement across the 3 levels of government to ensure investments deliver better outcomes for regions; and
 - contribute relevant data and local intelligence to support the evidence base to inform regional development strategies, program design and policy responses.
- It also requires that RDAs:
 - collaborate with integrity, transparency, respect and accountability;
 - engage with diverse communities, especially First Nations people;
 - support the government's ambition of 'no one held back and no one left behind'; and
 - support gender equality opportunities in their regions.

Changes to RDA boundaries

- The department conducted a review in mid-2023 of the effectiveness of RDA boundaries in NSW, the ACT, JBT and Queensland. The approach undertaken for the review involved significant consultation with key stakeholders, including RDAs and state and local governments. The review was limited to these jurisdictions given:
 - the relatively high number of RDAs in NSW and Queensland when compared to other jurisdictions;
 - differences in NSW between state government regional development and RDA boundaries, and instances where some local governments are being serviced by multiple RDAs; and
 - potential opportunities to improve the efficiency and effectiveness of service delivery in the ACT and JBT, given that these boundaries border, and are closely tied, to NSW.
- Consultation with stakeholders strongly demonstrated two themes:
 - stakeholders support RDA boundaries being aligned with state, territory and local government boundaries, including organisations of councils where relevant; and
 - more consistent equity of coverage is needed, relative to factors such as the geographic size and population of regions.

Background

- RDAs are incorporated associations responsible for their own activities and employment arrangements, in line with their funding obligations and Rules of Association. The exception is the 6 Victorian RDAs, which are independent non-incorporated advisory bodies of the Victorian Government.

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- RDAs receive funding via agreements with the government which run from 1 January 2021 to 30 June 2025. The Victorian RDAs receive their funding via a single agreement with the Victorian Government.
- RDA Chairs are appointed by the responsible government minister. Victorian appointments are made in conjunction with the responsible state minister, and South Australian (SA) appointments are made in conjunction with the responsible state minister and the President of the Local Government Association of SA.
- Current RDA Chair terms run from 1 January 2021 to 30 June 2025. The Victorian RDA Chairs have a shorter term, from 1 January 2022 to 30 June 2025. Appointments following mid-term resignations are made, as required, to 30 June 2025.
- The RDAs of Sydney, Melbourne, Brisbane, Perth and Adelaide play a supporting economic development role for their regional RDAs.
- Each RDA is funded by the department to have a paid Director of Regional Development (DRD) or Chief Executive Officer (CEO), and administrative support.

Financial Information as at 31 August 2024

Program Start Date:	July 2009					
Program End Date:	Ongoing					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	19.9	21.0	21.9	22.4	22.9	108.1
Less:						
Actual Expenditure YTD at 31 August 2024	19.8	20.9	6.3			
Total Committed Funds at 31 August 2024	0.0	0.0	14.7	0.0	0.0	14.7
Total Uncommitted Funds (balance)	0.1	0.1	0.9	22.4	22.9	46.4

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

Attachments

A: Key governance responsibilities of the Government and RDAs

Contact: Michael Gregory

Cleared by: Katrina Kendall, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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Attachment A

Key governance responsibilities of the Government and RDAs are summarised below:

Ministerial Responsibilities	Australian Government Responsibilities	RDA Responsibilities
Appointment, extension and removal of Chair. ¹	Directing an RDA to remove a staff member from working on Funding Agreement activities.	Appointment, extension and removal of Deputy Chair after seeking Minister's agreement.
Agreement to the appointment, extension and removal of Deputy Chairs.	Reviewing information provided by RDAs to validate performance and acquit program funding.	Abiding by the Code, and enforcing disciplinary action against the Deputy Chair (after consulting the Minister), members and staff if necessary.
Enforcing disciplinary action against a Chair for breaches of the Code of Conduct and Ethics for Committee Members and Personnel (the Code).	Conducting audits where necessary.	Engagement and management of staff, including a Director of Regional Development.
Agreeing to disciplinary action against a Deputy Chair for breaches of the Code.	Acting to terminate the Funding Agreement with or without default by an RDA, if required.	Appointment, extension and removal of members.
	Making payments to RDAs when milestones are met.	Management of day-to-day affairs, including ensuring there are effective governance arrangements.
		Provision of certain information to the department, including an annual business plan and budget, an annual report, audited financial statements and a funding acquittal.
		Ensuring compliance with relevant laws.

¹ In SA and Victoria, appointment decisions are made in conjunction with the State Minister for Regional Development. In SA, decisions are made also in conjunction with the President of the Local Government Association of SA.

Contact: Michael Gregory

Cleared by: Katrina Kendall, A/g First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

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An Australian Government Initiative



Regional Development Australia Charter

The Albanese Government's vision for regional Australia is one of strong, connected regions that shape our economic growth and wellbeing; are resilient and responsive to economic and environmental shocks; are inclusive, vibrant and diverse. Regions that our First Nations people have every opportunity to engage in and shape, and where people, businesses and investments thrive.

Regional Development Australia Committees (RDAs) are critical to the delivery of this vision, including supporting the successful implementation of the Australian Government's Regional Investment Framework (RIF), which will guide a more coordinated approach to regional development, underpinned by local engagement.

RDAs play a role in helping to drive economic growth, innovation and entrepreneurship in regions through facilitating investment in community, industry and the environment. RDAs assist to bridge the regional development gaps in regions by working with a broad range of stakeholders across sectors and supporting the delivery of identified Australian Government strategic priorities.

As representatives of their local communities, RDAs will:

- focus their activities and strategy on delivery of the RIF in their region, including investment in people, places, services, and industries and local economies
- support regional stakeholders, including local government and the not-for-profit-sector, to seek grant opportunities that advance strategic regional priorities
- support decarbonisation efforts and the transformation to a net zero economy and enable regional linkages between sectors to achieve these aims
- build the evidence for economic development, including innovation and diversification strategies
- facilitate meaningful engagement across the three levels of government to ensure investments deliver better outcomes for regions, and
- contribute relevant data and local intelligence to support the evidence base to inform regional development strategies, program design and policy responses.

RDAs use their local, cross-sector expertise and regional voice to:

- collaborate with integrity, transparency, respect and accountability
- engage with diverse communities, especially First Nations people
- support the Government's ambition of 'no one held back and no one left behind', and
- support gender equality opportunities in their regions.

Minister for Regional Development, Local Government and Territories

28 July 2023

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Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple / Michael Gregory

SB24-000145

SUBJECT: Local Government – Engagement and Financial Assistance**Talking Points**Funding

- The Australian Government supports local governments through multiple portfolios.
- Through the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, the government's key direct investment in local government in 2024-25 includes:
 - \$3.3 billion through the Financial Assistance (FA) Grant program.
 - this includes the \$2.8 billion that was brought forward and paid to jurisdictions on 28 June 2024
 - \$650 million through the Roads to Recovery program.
- This is in addition to the \$750.0 million made available to local government for roads and community infrastructure through Phase 4 of the temporary Local Roads and Community Infrastructure Program.

Engagement

- The Australian Council of Local Government (ACLG) was re-established, with local and federal government leaders meeting in Canberra on 5 July 2024 following the success of last year's event on 16 June 2023 (**EC24-001561** refers).
- The Australian Local Government Association (ALGA) is invited to participate once a year in both National Cabinet and the Council on Federal Financial Relations.
- The Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP chairs the Local Government Ministers' Forum, where ALGA joins state, territory and Australian Government ministers for local government to discuss the challenges facing councils.
 - the Forum last met on 12 April 2024 in Brisbane, with the next meeting planned for 1 November 2024 in Melbourne. The Forum workplan is currently focussed on supporting local government financial sustainability.
- The department provides guidance to other government departments on the needs, priorities and challenges of local government across portfolios.
- The department has strong collaborative relationships with local government associations, and state and territory colleagues at the Ministerial, senior executive and officer levels.

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SB24-000145

Parliamentary Inquiry

- On 21 March 2024 (following a referral from the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government), the House of Representatives Standing Committee on Regional Development, Infrastructure and Transport announced that it will inquire into and report on local government sustainability (the Inquiry).
 - the Inquiry will provide an opportunity for all perspectives on the issues affecting local government to be heard, and help inform how the government can strengthen councils' capacity to deliver better outcomes in our communities.
- Issues raised with the inquiry through submissions or hearings are best assessed by the Committee which may access the totality of the evidence presented to draw appropriate conclusions. The department is assisting the Committee by providing written and verbal evidence as required.
- The period for public submissions to the Inquiry closed on 31 May 2024. The department made an initial submission to the Inquiry on 14 May 2024 which described Commonwealth support for the local government sector.
- The department also attended a public hearing on 30 May 2024.
- The Committee has agreed to the department's proposal to make a supplementary submission, to provide reflections as observed by the department, including through its diverse engagement with state, territory and local governments, on the key issues identified by submissions to the Inquiry.

BackgroundFinancial Assistance Grant Program

- The FA Grant program is an ongoing, untied investment the government makes annually to local governments, through their state and territory jurisdictions.
- The total commitment through the FA Grant over the Forward Estimates (from 2024-25 to 2027-28) is \$14.0 billion.
- From 1974-75 to 2024-25, the government has invested over \$70.0 billion through the FA Grant program.
- FA Grant funding is provided under the *Local Government (Financial Assistance) Act 1995* (Act) and consists of two components:
 - a general purpose component (approximately 70% of the total), distributed according to population and CPI; and

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- a local road component (approximately 30% of the total), distributed according to fixed historical shares.
- Funding is provided to all 547 local governing bodies as defined under the Act.
- Under the Act, both the Treasurer and the Australian Statisticians determine the following:
 - the Treasurer is responsible for calculating the Treasurer's Determination annually, which determines whether the FA Grant allocation changes and if so by how much; and also gives effect to any government decisions in relation to bring forward payments; and
 - The Australian Bureau of Statistics (ABS) provides population estimates which determine the breakdown of the general-purpose component to calculate each jurisdiction's allocation.

Supplementary Local Roads Funding for South Australia

- In the 2023-24 Budget, the government recommitted \$20.0 million (annually to 2025-26) to South Australia as supplementary funding for local roads.
 - the 2023-24 payment was made on 29 August 2023.
 - the 2024-25 payment was made on 30 August 2024.
- The supplementary funding is to address an anomaly in the allocation of fixed historical road shares for the FA Grant. South Australia is provided with only 5.5% of funding total even though it manages 11.7% of the local road network.
- The government has provided this funding in each year since 2004-05, except during the indexation pause period from 2014-15 to 2016-17.

Infrastructure Investment Sub-programs – Relates to Outcome 1

- Infrastructure Investment Subprogram relate to outcome one and questions are best directed to Targeted Infrastructure Programs Branch, Roads and Vehicle Safety Division.
- Programs include:
 - Roads to Recovery;
 - Black Spot;
 - Safer Local Roads and Infrastructure; and
 - Active Transport Fund.
- Detailed information on these programs is available in **SB24-000206**

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Financial Information as at 31 August 2024**FINANCIAL ASSISTANCE GRANT PROGRAM**

Program/Project Start Date:	1 July 1974					
Program/Project End Date:	Ongoing					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	3,944.4	8.7	3,271.0*	3,425.7	3,557.6	14,207.2
Less:						
Actual Expenditure YTD at 31 August 2024	3,944.4	2,796.2*	124.2			6,864.8
Total Committed Funds at 31 August 2024	0	0	359.2	3,425.7	3,557.6	7,342.5
Total Uncommitted Funds (balance)	0	0	0	0	0	0

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
*\$2.78 billion was bought forward from 2024-25 and paid to jurisdictions on 28 June 2024.

SUPPLEMENTARY FUNDING FOR SOUTH AUSTRALIAN ROADS

Program/Project Start Date:	1 July 2004					
Program/Project End Date:	Currently 30 June 2026					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	20.0	20.0	20.0	20.0	0	80.0
Less:						
Actual Expenditure YTD at 31 August 2024	20.0	20.0	20.0			60.0
Total Committed Funds at 31 August 2024	0	0	0	20.0	0	20.0
Total Uncommitted Funds (balance)	0	0	0	0	0	0

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

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Lead/Support contact: Clare Chapple / Jennie Hood

SB24-000146

SUBJECT: Growing Regions Program**Talking Points**

- The Growing Regions program (the program) is a \$600.0 million commitment delivering community and economic benefits through investment in community-focused infrastructure that revitalises regions and enhances amenity and liveability throughout regional Australia.
- The program provides project funding of between \$500,000 and \$15.0 million to eligible local government entities and incorporated not-for-profit organisations.
- The program is being delivered through two rounds, as an open competitive process.
 - on 16 May 2024, 40 successful projects from Growing Regions Round 1 were announced, with approximately \$207.0 million in Australian Government funding.
 - \$393.0 million in Australian Government funding is available for Round 2. Round 2 opened for applications on 5 September 2024 and closed on 10 October 2024. Applications under Round 2 are currently undergoing assessment.
- All eligible applications are merit assessed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts and a multi-party Parliamentary panel.
 - The Minister for Infrastructure, Transport, Regional Development and Local Government is the decision maker for the program and will approve the final successful projects.
- Project funding will be provided to successful proponents through state and territory governments, in line with the terms and conditions set out in the program guidelines and the Growing Regions Federation Funding Agreement Schedule (the FFA Schedule).
 - under the FFA arrangements, state and territory governments will be responsible for executing funding agreements with the successful proponents in their jurisdiction.

Key Issues

- In the October 2022-23 Budget, the government announced a total of \$600.0 million over 3 years from 2023-24 to deliver the Growing Regions Program with \$300.0 million allocated to two rounds.
 - on 27 July 2024, the Prime Minister provided authority for \$93.0 million from the Round 1 allocation to be reallocated to Round 2, bringing the total available funding for Round 2 to \$393.0 million.
 - the program timeframe was also extended by 12 months, moving the program end date from 30 June 2026 to 30 June 2027.

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Rural and Regional Affairs and Transport

Lead/Support contact: Clare Chapple / Jennie Hood

SB24-000146

- Growing Regions is an open competitive program, with applications merit assessed against selection criteria outlined in the published guidelines.
- Program funding must be used to construct new community infrastructure or expand or upgrade existing infrastructure for wider community benefit.
- Only projects located outside of the Greater Capital City Statistical Areas (GCCSAs) as defined by the Australian Bureau of Statistics are eligible under the program.
- Across the Growing Regions and Thriving Suburbs programs (refer **SB24-000148**), all areas of Australia have access to this funding opportunity to construct new community infrastructure or expand or upgrade existing infrastructure for wider community benefit.
- There is a minimum co-funding requirement of 50% of total project costs unless certain exemption requirements are met:
 - First Nations community-controlled organisations, projects located in very remote areas and project sites directly impacted by natural disasters from 1 May 2022 onwards (Round 1 only) may be eligible to receive up to 90% of the funding for their project.
 - if the project is located in a remote location, or in an identified low rate-based Council area, the applicant may be eligible to receive up to 70% of the funding for their project.
 - Under Round 2, an additional 25 low rate-based Councils were made eligible for up to 70% Commonwealth co-funding toward eligible project costs, totalling 47 councils under this co-funding group for Round 2.

Round 1: two-stage application and assessment process – (EC24-001566)

- **Stage one** - EOIs were open from 5 July to 1 August 2023.
- The Business Grants Hub assessed EOI applications for eligibility and against assessment criterion 1: *“To what extent is your project ready to proceed and how does it align to the program objectives?”*
- A 6-member multi-party Parliamentary panel comprised of regional Members of Parliament and Senators assessed eligible applications against EOI criterion 2: *“how does your project align with regional priorities for the area?”*
- **Stage two** – EOI applicants were invited to submit a full application from 27 November 2023 to 15 January 2024.
- On 1 March 2024, the Business Grants Hub provided their merit assessment of all full applications to the department.

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- The department then reviewed this assessment to ensure geographic equity across the projects and recommended 54 projects to the Minister on 6 May 2024.
- On 13 May 2024, the Minister of Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP advised the department of her decision to approve funding for 40 projects valued at \$207 million.
- Project funding will be provided to successful proponents through state and territory governments, in line with the terms and conditions set out in the Program Guidelines and the Growing Regions Program Federation Funding Agreement (FFA) Schedule.
 - under the FFA arrangements, state and territory Governments will be responsible for executing funding agreements with the successful proponents in their jurisdiction.
 - as at 30 September 2024, FFA Schedules had been executed with Queensland, Western Australia and South Australia.

Round 2: single-stage application process – (EC24-001567)

- Round 2 has a single stage application process, with no EOI stage. This redesign provides a less administratively burdensome application process for applicants and a more streamlined assessment timeframe.
- The Business Grants Hub accepted applications and conducted initial eligibility checks for all applications received.
- The department conducted an initial merit assessment of eligible applications against the 3 assessment criteria outlined in the Program Guidelines:
 - contribution to social and community inclusion;
 - alignment with Government and regional strategic priorities; and
 - Capacity, capability and resources to deliver and sustain the project.
- All eligible applications are also merit assessed by the multi-party Parliamentary panel (the panel) against the same three assessment criteria.
 - the panel will be provided with access to all eligible applications as well as the department's summary and assessment of each application.
- The department will make recommendations to the minister on the projects found suitable and recommended for funding, with regard to total program funding available.
- The minister is the final decision maker for the program.
- Once successful projects are approved and announced, they will be added to the FFA Schedule to enable relevant state and territory governments to enter into funding agreements with successful proponents to deliver the projects.

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ANAO Audit of the Growing Regions Program

- On 29 May 2024, the Auditor-General Report No 31 2023-24 Performance Audit on the Design of the Growing Regions Program was tabled in Parliament. The report found the design of the program was largely effective and provided two recommendations.
- The second report for this audit, on the implementation and award of funding of the Growing Regions Program is due to be tabled in November 2024.
- Further information on the report is as at **EC24-001568**.

Financial Information as of 31 August 2024

Program Start Date:	2023-24					
Program End Date:	2025-26					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0		210.0	375.0	15.0	600.0
Less:						
Actual Expenditure YTD at 31 August 2024	0	0				
Total Committed Funds at 31 August 2024	0	0	0	0	0	0
Total Uncommitted Funds (balance)	0		210.0	375.0	15.0	600.0

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

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SB24-000147

SUBJECT: Delivery of Legacy Regional Programs**Talking Points**

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is continuing to implement 8 regional programs initiated under the previous Australian Government:
 - **Building Better Regions Fund (BBRF)** - supports investment-ready long-term projects in regional communities.
 - The **Community Development Grants Programme (CDG)** - supports infrastructure that promotes stable, secure and viable regional communities.
 - **Regional Recovery Partnerships (Partnerships)** - coordinated investments with other levels of government to support recovery and growth in 9 regions.
 - **Building Resilient Regional Leaders Initiative (BRRLi)** - delivers place-based leadership training in regional communities to allow regional leaders to develop leadership and resilience skills to support their local communities .
 - **Rebuilding Regional Communities (RRC)** - a stream within the Strengthening Rural Communities program, managed by the Foundation for Rural and Regional Renewal.
 - **Securing Raw Materials (SRM)** - provides businesses with up to \$5 million to relocate or expand into regional Australia and partner with a regional university or research organisation to research or develop innovative and locally sourced raw materials.
 - **Regional Cooperative Research Centres Projects (RCRC-P)** - supports short-term (up to 3 years) industry-led collaborations.
 - **Stronger Communities Programme (SCP)** - provides grants to community organisations and local governments for small capital projects that deliver social benefits for local communities.
- In addition, implementation of a further 3 regional programs initiated under the previous Government has now been completed:
 - **Regional Growth Fund (RGF)** - supported major transformational projects, which in turn supports long-term economic growth and the creation of jobs in regions.
 - **Regional Jobs and Investment Packages (RJIP)** - provided matched funding for projects that helped grow regional economies.
 - **National Stronger Regions Fund (NSRF)** – supported funding investment-ready projects particularly disadvantaged regions.

Contact: Jennie Hood**Cleared by:** Katrina Kendall – A/g First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 1.0**Date:** 30/09/2024

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SB24-000147

Key Points

- Many individual grantees across all programs have had difficulties completing their projects within the timeframe due to factors including supply chain issues, labour shortages, cost escalations in the current inflationary environment and natural disasters.
- The department and/or the relevant Grants Hubs are working with grantees to ensure projects can be delivered within their program appropriation period.
- Key program information across the life of each program is set out in the table below.

Program data as at 31 August 2024

Program	Program Start	Program End	Number of Approved Projects (all rounds)	Total funding \$m	Total expenditure to date \$m
BBRF	2016-17	2024-25	1,292	1,050.0	926.2
CDG	2013-14	2025-26	1,481	2,420.2	1,880.8
Partnerships	2020-21	2024-25	22	90.0	90.0
BRRLi	2021-22	2024-25	1	5.0	5.0
RRC	2021-22	2024-25	1	5.7	5.7
SRM	2020-21	2024-25	8	35.0	20.7
RCRC-P	2020-21	2024-25	2	5.8	5.7
SCP	2015-16	2023-24	17,487	166.3	165.2
RGF	2017-18	2023-24	17	224.7	223.5
RJIP	2017-18	2022-23	233	184.2	184.2
NSRF	2015-16	2020-21	225	581.4	581.4

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Financial Information as at 31 August 2024

BUILDING BETTER REGIONS FUND (BBRF)

Program/Project Start Date:	2017-18					
Program/Project End Date:	2024-25					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	142.9	175.0	140.5	0.0	0.0	458.5
Less:						
Actual Expenditure YTD at 31 August 2024	142.9	167.5	24.3			334.7
Total Committed Funds at 31 August 2024	0.0	0.0	87.1	0.0	0.0	87.1
Total Uncommitted Funds (balance)	0.0	7.5	29.1	0.0	0.0	36.6

Notes: Total Committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances. Table data does not cover full life of program.

Financial Information as at 31 August 2024

COMMUNITY DEVELOPMENT GRANTS (CDG)

Program/Project Start Date:	2013-14					
Program/Project End Date:	2025-26					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	294.0	263.4	340.0	177.3	0.0	1,074.6
Less:						
Actual Expenditure YTD at 31 August 2024	294.0	221.5	19.7			535.2
Total Committed Funds at 31 August 2024	0.0	0.0	363.8	70.3	0.0	434.1
Total Uncommitted Funds (balance)	0.0	41.9	-43.5	107.0	0.0	105.3

Notes: Total Committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances. Table data does not cover full life of program.

Contact: Jennie Hood

Cleared by: Katrina Kendall – A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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REGIONAL RECOVERY PARTNERSHIPS (Partnerships)

Partnerships Program Start Date:	2020-21					
Partnerships Program End Date:	2024-25					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	0.0	0.0	0.0	0.0	0.0	0.0
Less:						
Actual Expenditure YTD at 31 August 2024	0.0	0.0	0.0			0.0
Total Committed Funds at 31 August 2024	0.0	0.0	0.0	0.0	0.0	0.0
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Notes: There are 22 projects, funded a total of \$90m, with all payments already made to the states (NSW, Qld, SA, Tas, WA).

Financial Information as at 31 August 2024

BUILDING RESILIENT REGIONAL LEADER INITIATIVE (BRRLI)

BRRLi Program Start Date:	2021-22					
BRRLi Program End Date:	2024-25					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	2.0	0.0	0.0	0.0	0.0	2.0
Less:						
Actual Expenditure YTD at 31 August 2024	2.0	0.0	0.0			2.0
Total Committed Funds at 31 August 2024	0.0	0.0	0.0	0.0	0.0	0.0
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Notes: There is one grantee (Australian Rural Leadership Foundation) delivering this program.

Contact: Jennie Hood

Cleared by: Katrina Kendall – A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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REBUILDING REGIONAL COMMUNITIES (RRC)

RRC Program Start Date:	2021-22					
RRC Program End Date:	2024-25					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	2.3	0.0	0.0	0.0	0.0	2.3
Less:						
Actual Expenditure YTD at 31 August 2024	2.3	0.0	0.0			2.3
Total Committed Funds at 31 August 2024	0.0	0.0	0.0	0.0	0.0	0.0
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Notes: There is one grantee (Foundation for Rural and Regional Renewal) who is delivering eight rounds of RRC as a stream of the Strengthening Rural Communities program. Projects in Rounds 1-8 are in progress. All projects are due to complete by 30 June 2025.

Financial Information as at 31 August 2024

SECURING RAW MATERIALS (SRM)

SRM Program Start Date:	2020-21					
SRM Program End Date:	2024-25					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	5.1	10.5	10.0	0.0	0.0	25.6
Less:						
Actual Expenditure YTD at 31 August 2024	4.8	6.7	0.0			11.5
Total Committed Funds at 31 August 2024	0.0	0.0	2.0	0.0	0.0	2.0
Total Uncommitted Funds (balance)	0.3	3.8	8.0	0.0	0.0	12.1

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Cleared by: Katrina Kendall – A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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REGIONAL COOPERATIVE RESEARCH CENTRES PROJECTS (RCRC-P)

RCRC-P Program Start Date:	2020-21					
RCRC-P Program End Date:	2024-25					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	2.8	0.4	0.2	0.0	0.0	3.4
Less:						
Actual Expenditure YTD at 31 August 2024	2.8	0.4	0.0			3.2
Total Committed Funds at 31 August 2024	0.0	0.0	0.2	0.0	0.0	0.2
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Financial Information as at 31 August 2024

STRONGER COMMUNITIES PROGRAM (SCP)

Program/Project Start Date:	2015-16					
Program/Project End Date:	2023-24					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	3.84	18.81	0.00	0.00	0.00	22.65
Less:						
Actual Expenditure YTD at 31 August 2024	3.84	17.87	0.00			21.71
Total Committed Funds at 31 August 2024	0.00	0.00	0.00	0.00	0.00	0.00
Total Uncommitted Funds (balance)	0.00	0.94	0.00	0.00	0.00	0.94

Notes: Total Committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances. Table data does not cover full life of program.

Contact: Jennie Hood

Cleared by: Katrina Kendall – A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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REGIONAL GROWTH FUND (RGF)

Program/Project Start Date:	2018-19					
Program/Project End Date:	2023-24					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	102.1	8.1	0.0	0.0	0.0	110.1
Less:						
Actual Expenditure YTD at 30 June 2024	102.1	6.8				108.9
Total Committed Funds at 30 June 2024	0.0	0.0	0.0	0.0	0.0	0.0
Total Uncommitted Funds (balance)	0.0	1.3	0.0	0.0	0.0	1.3

Notes: Total Committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances. Table data does not cover full life of program.

Financial Information as at 31 August 2024

REGIONAL JOBS AND INVESTMENT PACKAGES (RJIP)

Program/Project Start Date:	2017-18					
Program/Project End Date:	2022-23					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	4.1	0.0	0.0	0.0	0.0	4.1
Less:						
Actual Expenditure YTD at 31 August 2024	3.9	0.0				3.9
Total Committed Funds at 31 August 2024	0.2	0.0	0.0	0.0	0.0	0.2
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Notes: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total column may contain rounding variances. Table data does not cover full life of program.

Contact: Jennie Hood

Cleared by: Katrina Kendall – A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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SB24-000148

SUBJECT: Thriving Suburbs**Talking Points**

- In the 2023-24 Federal Budget the Australian Government committed funding to establish the Thriving Suburbs Program, to enhance livability, bolster social cohesion and support local amenity in urban, suburban and peri-urban communities across Australia.
- The Thriving Suburbs Program has been allocated \$350.0 million over 3 years from 2024-25 to 2026-27 and provides project funding of between \$500,000 and \$15.0 million to eligible incorporated not-for-profit organisations and local government entities.
- Selection of projects is being conducted through an open, competitive process.
- Applications for funding opened on 27 July 2024 and closed on 2 September 2024. The Business Grants Hub managed the application submission process and conducted an initial eligibility assessment for all applications received.
- All eligible applications were merit assessed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts and a multi-party Parliamentary panel.
 - The Minister for Infrastructure, Transport, Regional Development and Local Government (the Minister) is the decision maker for the program and will approve the final successful projects.
- Project funding will be provided to successful proponents through state and territory governments, in line with the terms and conditions set out in the Program Guidelines and the Thriving Suburbs Federation Funding Agreement (FFA) Schedule.
 - under the FFA arrangements, state and territory Governments will be responsible for executing funding agreements with the successful proponents in their jurisdiction.

Key issues

- In the 2023-24 Federal Budget, the government announced administered funding of \$200 million over 2 years from 2024-25 for the Thriving Suburbs Program (the program).
 - on 3 July 2024, the minister announced an additional \$150.0 million for the program, bringing the total program allocation to \$350.0 million.
 - the program timeframe was also extended by 12 months and will now be delivered over 3 years from 2024-25 to 2026-27.

Contact: Jennie Hood**Cleared by:** Katrina Kendall – A/g First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 1.0**Date:** 30/09/2024

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- The Thriving Suburbs Program Forecast Funding Opportunity was released on 16 May 2024 to provide potential applicants with program information to assist with the planning and development of applications before the program opening.
- The Program Guidelines were released on 27 July 2024 and the application period closed on 2 September 2024.
- Program funding must be used to construct new, expanded or upgraded capital works projects in urban, suburban and peri-urban communities inside the Greater Capital City Statistical Areas (GCCSAs) as defined by the Australian Bureau of Statistics.
- Across the Thriving Suburbs program and the Growing Regions program (**SB24-000146**), all areas of Australia have access to a funding opportunity to construct new community infrastructure or expand or upgrade existing infrastructure for wider community benefit.
- Applicants are required to contribute a minimum of 50% of total project costs, unless they meet certain exemption requirements:
 - projects run by First Nations Community Controlled Organisations (10% co-funding contribution required); and
 - projects run by identified 'low rate-based' councils determined using the ratio of Financial Assistance Funding to Net Rate Income (30% co-funding contribution required).

Application and Approval Process

- The Business Grants Hub in the Department of Industry, Science and Resources accepted applications and conducted initial eligibility checks for all applications received.
- The department conducted an initial merit assessment of eligible applications against the 3 assessment criteria outlined in the Program Guidelines:
 - contribution to social and community inclusion;
 - alignment with government strategic priorities; and
 - capacity, capability and resources to deliver and sustain the project.
- All eligible applications are also merit assessed by the multi-party Parliamentary panel (the panel) against the same three assessment criteria.
 - the panel was provided with access to all eligible applications as well as the department's summary and assessment of each application.
- The department will make recommendations to the Minister on the projects found suitable and recommended for funding, with regard to total program funding available.

Contact: Jennie Hood**Cleared by:** Katrina Kendall – A/g First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 1.0**Date:** 30/09/2024

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- The minister is the final decision maker for the program.
- Once successful projects are approved and announced, they will be added to the FFA Schedule to enable relevant state and territory governments to enter into funding agreements with successful proponents to deliver the projects.

Financial Information as at 31 August 2024

Program/Project Start Date:	2024-25					
Program/Project End Date:	30 June 2027					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0	0	125.0	210.0	15.0	350.0
Less:						
Actual Expenditure YTD at 31 August 2024	0					
Total Committed Funds at 31 August 2024	0	0	0	0	0	0
Total Uncommitted Funds (balance)	0	0	125.0	210.0	15.0	350.0

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Appropriation Budget includes additional funding of \$150 million which was announced in July 2024 and will be reflected in the 2024-25 MYEFO published figures.

Contact: Jennie Hood

Cleared by: Katrina Kendall – A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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SB24-000149

SUBJECT: Investing in Our Communities**Talking Points**

- The Investing in Our Communities (IIOC) program is 1 of 2 programs established by the Australian Government as part of the October 2022-23 Budget, to deliver its 2022 Election Commitments for community and sporting infrastructure projects.
- The IIOC program delivers projects with an government contribution of up to \$5.0 million.
- The IIOC program is being delivered as a one-off, closed, non-competitive round. Only applicants nominated by the government were invited to apply for funding.
- The IIOC program opened on 8 February 2023 and closed to applications on 30 November 2023.
- Under the published guidelines, applicants had up to 6 months from receiving an invitation to apply, or until 30 November 2023 (whichever was earlier), to submit an application.
- As at 31 August 2024, of the 356 projects under the IIOC program:
 - 55 projects were complete;
 - 290 projects were contracted and underway;
 - 5 projects were not yet contracted; and
 - 6 projects were not approved for funding or had funding withdrawn.
- As at 31 August 2024, expenditure to date under the IIOC program was \$51.3 million.

Key Points

- The IIOC program funds election commitment projects with an government contribution of up to \$5.0 million.
 - this includes some projects committed by the previous government under the Community Development Grants (CDG) programme during the 2022 Pre-Election Economic and Fiscal Outlook (PEFO).
 - other election commitments over \$5.0 million are funded under the Priority Community Infrastructure Program (PCIP) (refer **SB24-000150**).
- Projects range in value from \$10,000 to \$5 million and include community infrastructure, open space improvements and sporting infrastructure, and other community priorities.
- Applicants include not-for profit entities and state, territory and local governments.

Contact: s22(1)(a)(ii)**Cleared by:** Katrina Kendall, A/g First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 1.0**Date:** 28/09/2024

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- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has no role in the identification of government election commitments, including the nominated organisation or commitment value.
- An Assistant Secretary within the department (currently the Assistant Secretary, Major Projects and Governance) is the Decision Maker under the program.
- Assessment and delivery of the IIOC program is being undertaken by the department.
- The assessment of eligible IIOC projects was undertaken against 3 criteria as set out in the IIOC Program guidelines:
 - project benefit;
 - project viability and sustainability; and
 - grantee viability and capacity.

BackgroundKey dates and program timeframes:

Guidelines approved	January 2023
Guidelines released and Program opens	8 February 2023
Invitation to apply sent to applicants	From 9 February 2023
Applications closed	6 months from invitation to apply, or 30 November 2023, whichever is earliest
<i>Expected processing timeframes per published guidelines:</i>	
Applications assessed	Allow 4 weeks
Recommendation and approval by delegate	Allow 4 weeks
Applicants advised of decision	Within 3 weeks of decision
Contracting of successful projects	Within 10 weeks of funding approval

Contact: s22(1)(a)(ii)

Cleared by: Katrina Kendall, A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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Financial Information as at 31 August 2024

Program/Project Start Date:	2022-23					
Program/Project End Date:	2026-27					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	2.3	67.5	145.2	83.5	14.4	313.0
Less:						
Actual Expenditure YTD as at 31 August 2024	2.3	38.5	10.5			51.3
Total Committed Funds as at 31 August 2024	0.0	29.0	134.7	83.5	7.5	254.8
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	6.9	6.9

Notes: Total Committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances.

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Contact: s22(1)(a)(ii)

Cleared by: Katrina Kendall, A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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Lead/Support contact: Clare Chapple / Katrina Kendall

SB24-000150

SUBJECT: Priority Community Infrastructure Program**Talking Points**

- The Priority Community Infrastructure Program (PCIP) is 1 of 2 programs established by the Australian Government as part of the October 2022-23 Budget, to deliver its 2022 Election Commitments for community and sporting infrastructure projects.
- PCIP primarily delivers projects with an government contribution of \$5.0 million or more.
 - some smaller value commitments are also delivered under the program, including those for feasibility studies and business cases.
- The program is being delivered as a one-off, closed, non-competitive round. Only applicants nominated by the government were invited to apply for funding.
- PCIP opened on 8 February 2023 and closed to applications on 30 November 2023.
- Under the published guidelines, applicants had up to 6 months from receiving an invitation to apply, or until 30 November 2023 (whichever was earlier), to submit an application.
- As at 31 August 2024, of the 93 projects under PCIP:
 - 3 projects were complete;
 - 86 projects were contracted and underway;
 - 3 projects were not yet contracted; and
 - 1 project was withdrawn.
- As at 31 August 2024, expenditure to date for PCIP was \$79.5 million.

Key Points

- PCIP funds election commitment projects with an government commitment of \$5.0 million or more, and select commitments with a lower dollar value.
 - some eligible commitments made by the former government under the Community Development Grants (CDG) programme are also being delivered through PCIP.
 - other election commitments under \$5.0 million are funded under the Investing in Our Communities (IIOC) program (refer **SB24-000149**).
- Projects include sporting infrastructure, cultural facilities and other community priorities intended to assist communities to build their strengths and improve liveability.
- Applicants include not-for profit entities and state, territory and local governments.

Contact: s22(1)(a)(ii)

Cleared by: Katrina Kendall, A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has no role in the identification of government election commitments, including the nominated organisation or commitment value.
- The Minister for Infrastructure, Transport and Regional Development and Local Government, the Hon Catherine King MP, is the Decision Maker under the program guidelines.
- An Assistant Secretary in the department has some delegated functions in support of the program's administration, as set out in the published guidelines. This includes approving a change in project sponsor, approving an exemption from ineligible grant expenditure and approving minor changes to projects on a case-by-case basis.
- Assessment and delivery of the program is being undertaken by the department.
- The assessment of PCIP projects was undertaken in 2 stages:
 - Stage 1 – a Desk Top Review (DTR); and
 - Stage 2 – a formal value with relevant money assessment.
- In Stage 1, the DTR stage considered organisation and project eligibility, co-funding arrangements and the suitability of financial arrangements in place to sustain the organisation during the grant period.
- In Stage 2, projects were assessed against 4 criteria, as set out in the program guidelines:
 - economic benefits of the project;
 - social benefits of the project;
 - project viability and sustainability; and
 - grantee viability and capacity.

BackgroundKey dates and program timeframes:

Guidelines approved	December 2022
Guidelines released and program opens	8 February 2023
Invitation to apply sent to applicants	From 10 February 2023
Applications closed	6 months from invitation to apply, or 30 November 2023, whichever is earliest
<i>Expected processing timeframes per published guidelines:</i>	
Applications assessed (Stage 2 assessment)	Allow 4 weeks
Recommendation and approval by delegate	Allow 4 weeks
Applicants advised of decision	Within 3 weeks of decision
Contracting of successful projects	Within 10 weeks of funding approval

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Financial Information as at 31 August 2024

Program/Project Start Date:	2022-23					
Program/Project End Date:	2026-27					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	0.0	62.4	292.7	382.8	206.0	943.8
Less:						
Actual Expenditure YTD as at 31 August 2024	0.0	52.7	26.8			79.5
Total Committed Funds as at 31 August 2024	0.0	9.7	265.9	382.8	206.0	864.3
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Notes: Total Committed funds relate to remaining funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total Committed funds does not include payments already made as they are reflected separately (Actual Expenditure YTD). Total column may contain rounding variances.

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SB24-000151

SUBJECT: Major Projects**Talking Points**

- The Australian Government has committed funding to a range of projects to be delivered under the regional development outcome across various states and regions (see also **EC24-001541**). This includes:
 - \$180.0 million towards Cairns Marine Precinct expansion;
 - \$100.0 million to support the Port of Newcastle and the Hunter region to become hydrogen-ready;
 - \$50.0 million towards the construction of a Central Queensland University (CQU) campus in the Cairns CBD; and
 - \$50.0 million towards the Perth Aboriginal Cultural Centre.
- Funding will be provided through project-specific Federation Funding Agreement (FFA) Schedules between the government the relevant state or territory government.
- As at 31 August 2024, FFA Schedules had been executed for the Port of Newcastle and Hunter Region commitment and the CQU Cairns CBD commitment.
 - these FFA Schedules set out the agreed project milestones and the funding and delivery arrangements for each project and are available on the Federal Financial Relations website.
- Settlement of the FFA Schedules for the remaining projects is progressing, with negotiations at different stages with the respective state governments.
 - it is expected that arrangements for these projects will be settled by the end of 2024.

Key PointsCairns Marine Precinct expansion

- The Australian and Queensland Governments have each committed \$180.0 million to the project, to construct a new Common User Facility including a ship-lift, wharf for in-water maintenance, blast and paint sheds, and hardstand areas to accommodate vessels up to 120-metres long for repairs and maintenance.
- The Australian and Queensland Governments are currently negotiating the funding arrangements for the project.
- Project design and early site works are progressing while these negotiations are ongoing.

Contact: s22(1)(a)(ii)

Cleared by: Katrina Kendall, A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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- The majority of the Australian Government funding is committed in the later years of the project's delivery schedule, with main construction not expected to start until 2025.

Hunter Region/Port of Newcastle – supporting clean energy

- The government has committed \$100.0 million to support the development of a new Clean Energy Precinct at the Port of Newcastle, including the delivery of engineering and design studies, and enabling works for the precinct.
 - when fully constructed, the Clean Energy Precinct is expected to facilitate clean energy production, storage, transmission, and domestic and international export for clean energy products including hydrogen and green ammonia.
- An FFA Schedule for the project was executed by the Australian and NSW Governments in December 2023, and a project funding deed between the NSW Government and the Port of Newcastle was executed in July 2024.
- As part of the first stage of works, the Port has engaged consultants to complete engineering and design studies, and studies to support an Environmental Impact Statement. These works are expected to take around 18 months.

Central Queensland University – Cairns CBD campus

- The government has committed \$50.0 million towards a new, purpose-built Central Queensland University (CQU) campus in the Cairns CBD.
- A Federation Funding Agreement (FFA) Schedule between the Australian and Queensland Governments was executed in March 2024.
- The project is currently in the planning and design stage, with these activities expected to be completed by mid-2025.

Perth Aboriginal Cultural Centre

- The government has committed \$50.0 million to support the delivery of an Aboriginal Cultural Centre in Perth, Western Australia.
- The Aboriginal Cultural Centre will be a place of cultural celebration and significance that will provide spaces for art, performance, education, research and community.
- This commitment was previously included in the Priority Community Infrastructure Program, but is now expected to be delivered through an FFA Schedule with the WA Government.
- Discussions are ongoing between the Department of Infrastructure, Transport, Regional Development, Communications and the Arts and WA officials in order to progress the project as soon as possible.

Contact: s22(1)(a)(ii)

Cleared by: Katrina Kendall, A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

Version Number: 1.0

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Financial Information as at 31 August 2024Cairns Marine Precinct expansion

Program/Project Start Date:	2023-24					
Program/Project End Date:	2027-28					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0.0	5.0	15.0	53.3	53.3	126.6
Less:						
Actual Expenditure YTD at 31 August 2024	0.0	0.0	0.0			
Total Committed Funds at 31 August 2024	0.0	5.0	15.0	53.3	53.3	126.6
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Note: Reprofile of unspent 2023-24 committed funds to be sought in 2024-25 MYEFO. Funding of \$53.4m is allocated in 2027-28 not shown in the table above.

Financial Information as at 31 August 2024Hunter Region - Supporting Clean Energy

Program/Project Start Date:	2023-24					
Program/Project End Date:	2025-26					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0.0	11.9	63.1	25.0	0.0	100.0
Less:						
Actual Expenditure YTD at 31 August 2024	0.0	0.0	0.0			
Total Committed Funds at 31 August 2024	0.0	11.9	63.1	25.0	0.0	100.0
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Note: Reprofile of unspent 2023-24 committed funds to be sought in 2024-25 MYEFO

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Phone: s22(1)(a)(ii)

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SB24-000151

Financial Information as at 31 August 2024Central Queensland University – Cairns CBD campus

Program/Project Start Date:	2023-24					
Program/Project End Date:	2026-27					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0.0	4.0	16.0	20.0	10.0	50.0
Less:						
Actual Expenditure YTD at 31 August 2024	0.0	2.5	0.0			2.5
Total Committed Funds at 31 August 2024	0.0	1.5	16.0	20.0	10.0	47.5
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Note: Reprofitting of unspent 2023-24 committed funds to be sought in 2024-25 MYEFO

Financial Information as at 31 August 2024Perth Aboriginal Cultural Centre

Program/Project Start Date:	2024-25					
Program/Project End Date:	2024-25					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0.0	0.0	50.0	0.0	0.0	50.0
Less:						
Actual Expenditure YTD at 31 August 2024	0.0	0.0	0.0			
Total Committed Funds at 31 August 2024	0.0	0.0	50.0	0.0	0.0	50.0
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

Contact: s22(1)(a)(ii)

Cleared by: Katrina Kendall, A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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Lead/Support contact: Clare Chapple / Katrina Kendall

SB24-000152

SUBJECT: Community Infrastructure FFAs**Talking Points**

- Each year, the Australian Government provides significant funding for communities to plan for and deliver their local priorities, such as community infrastructure and open space improvements.
- Provision of this funding includes a focus on strong partnerships to deliver investment that is aligned to local plans and strategies.
- To ensure a strong legal underpinning for expenditure under its programs, the Australian Government has decided to partner with state and territory governments to deliver some community infrastructure grant programs through Federation Funding Agreements (FFAs).
 - the government is committed to delivering funding to our communities through these programs in the most efficient way possible.
- This partnership arrangement will ensure that the government's community infrastructure funding for these programs is delivered appropriately and efficiently to successful project proponents across urban and regional Australia.
- New program-specific Schedules to the Infrastructure FFA have been executed to deliver funding under the Growing Regions program (see **SB24-000146**), Thriving Suburbs program (see **SB24-000148**), and the regional and urban Precincts and Partnerships programs (see **SB24-000169**).
 - as at 16 October 2024, these Schedules had been signed by the Western Australian, South Australian, Queensland, Tasmanian, NSW and Victorian governments.
 - the government continues to engage with remaining jurisdictions (ACT and NT) to seek their agreement to the Schedules.
- Under these arrangements, the Australian Government will fund state and territory governments to work with approved applicants to execute funding agreements and make payments of Commonwealth funding based on agreed milestones.
- These arrangements will ensure that the government's investment continues to support Australia's urban, regional and remote communities by helping to create jobs, unlock economic opportunities and improve liveability.

Contact: s22(1)(a)(ii)

Cleared by: Katrina Kendall, A/g First Assistant Secretary

Phone: s22(1)(a)(ii)

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Key Points

- The FFA Framework provides for the Government and states and territories to agree funding and delivery arrangements across a range of portfolios to meet shared policy objectives.
- Under the FFA arrangements for the community infrastructure programs, the government retains accountability for the program policy parameters and assesses and approves the projects in line with published program guidelines.
- The state and territory governments are then responsible for entering into funding agreements with successful applicants to facilitate the funding and delivery of the approved projects.
- The FFA Schedules are published on the Federal Financial Relations website and set out the details of the arrangements for each program.

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Transport, Regional Development, Communications and the Arts**Contact:** s22(1)(a)(ii)**Cleared by:** Katrina Kendall, A/g First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 2.0**Date:** 16/10/2024

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Lead/Support contact: Kim Forbes/§22(1)(a)(ii)

SB24-000153

SUBJECT: Indian Ocean Territories Key Issues**Talking Points**

- The Australian Government is considering a draft Coastal Hazard Risk Management and Adaptation Plan (CHRMAP), developed in partnership with the Western Australian Government and the Shire of Cocos (Keeling) Islands (CKI), in response to the increasing vulnerability of CKI to coastal erosion and inundation.
- The government is considering options to support the structural transition of Christmas Island to a post-mining economy.
- The government subsidises airline services to the Indian Ocean Territories (IOT) as regular services are not commercially viable on this costly and complex route.
- The government extended its Energy Bill Relief to the Indian Ocean Territories in 2024-25, with an additional \$300 for households and \$325 for businesses.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has commenced enterprise bargaining to replace the Indian Ocean Territories Administration Enterprise Agreement 2018 and negotiations are underway with the Union of Christmas Island Workers.
- An underpayment of IOT Administration staff (impacting shift-working nurses, cleaners and cooks) has been proactively advised to the Fair Work Commission and a solution is being negotiated with unions.

Key PointsCI Resort – Soft Star Pty Ltd Lease

- The CI Resort site was first leased to Christmas Island (CI) Pty Ltd for a term of 99 years from May 1989 to May 2088.
- A casino operated from 1993 to 1998 at the site of the Resort. Following the cancellation of the casino licence, the Resort was sold to Soft Star Pty Ltd in 2000.
- On 23 March 2024, the department terminated the lease by giving written notice of the termination to Soft Star Pty Ltd and by taking possession of the CI Resort premises. This followed the department issuing two notices of default on Soft Star Pty Ltd on 16 May 2023 and 22 December 2023 respectively.
- The department is now directly managing the former CI Resort site. For people's safety and wellbeing, public access to the land is not allowed.

Contact: §22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: §22(1)(a)(ii)

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- Given commercial and legal considerations, it is not appropriate to comment further on matters relating to the resort leasehold at this stage.
- Further information on management and future options for the site will be shared by Government in due course.

Cocos (Keeling) Islands Coastal Risk Management Project

- CKI is affected by coastal erosion and inundation, with vulnerability of land use and development expected to increase in the future.
- In response, the Australian Government, in partnership with the WA Government and the Shire of CKI, is undertaking a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) Project.
- Phase 1 of the project, from 2018 and 2020, involved a Coastal Vulnerability Assessment.
- Phase 2 will deliver the Coastal Hazard Risk Management and Adaptation Plan.
 - a draft CHRMAP and recommended actions are under consideration.
- Phase 3 will use the Coastal Hazard Risk Management and Adaptation Plan to inform the Local Planning Scheme and the Government's response to identified risks.
- Stakeholder and community consultations were undertaken in 2022 and 2023.

Structural transition of the Christmas Island Economy

- The CI economy is currently reliant on phosphate mining and government services.
- The current phosphate mining leases are held by the PRL Group and expire in 2034.
- Without further environmental approvals, the future of phosphate mining on CI is uncertain.
- The cessation of mining operations is expected to result in a contraction of the economy and a related decline in population.
- On 13 June 2023, the government paused the whole-of-environment CI Strategic Assessment (CISA) under Part 10 of the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act).
- The complexity of the assessment and identification of over 100 protected matters made the cost of implementation of the CISA prohibitive at a whole-of-island level.
- The department will work with development proponents to leverage the data gathered as part of the CISA project to inform land use management and planning on CI.

Contact: s22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii)

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- Proponents can continue to access environmental approval pathways under Part 7 (decision for referral), Part 8 (assessing impacts of controlled impacts) and Part 9 (approval of actions) of the EPBC Act.
- The department is investigating options to support the structural adjustment of the CI economy through good governance (i.e. planning, administration, procurement, contract management and decision making at the appropriate level), quality services and priority infrastructure investments that promote sustainability.
- The CI Economic Future Working Group (EFWG) will identify practical solutions to the economic challenges facing CI. The EFWG will bring industry, business, and community representatives together to discuss ideas in order to reach consensus positions and develop a shared voice on the community's vision for the future of CI. The EFWG is not a decision making body, but the Group can provide advice to the Australian Government through the Administrator of CI and CKI.

IOT Air Services

- The government subsidises airline services to the Indian Ocean Territories (IOT) as regular services are not commercially viable.
- Virgin Australia is currently contracted to provide a twice-weekly passenger service and a fortnightly freight service. This contract ceases in late 2025.
- Additional services are scheduled subject to demand, budget and operational availability. An additional 31 passenger and 31 freight flights have been provided since 27 September 2020.
- An open tender for airline services to the IOT was advertised in April 2024.

IOT Administration Staffing – Cleaners and Nurses

- Underpayments for IOT Administration staff including nurses, health workers and ancillary staff have been identified, relating to rostering of working hours with paid meal breaks, and the entitlement to casual loading during periods of overtime.
- KPMG was engaged as a forensic financial services provider to undertake a comprehensive audit of payments made to relevant current and former staff.
- Potentially affected staff, relevant unions and the Fair Work Ombudsman have been informed and steps are being taken to rectify the discrepancies as quickly as possible.
- The cost of back-payments is expected to be approximately \$1.8 million.
- The department's HR area is managing this work and has been liaising with the Fair Work Commission.

Contact: §22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: §22(1)(a)(ii)

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SB24-000153

Energy Bill Relief Fund Extension to the Indian Ocean Territories

- The electricity bill relief was rolled out to CI and CKI households and businesses in the January 2024 billing cycle.
- All residential households were eligible for a single rebate of up to \$350, and all businesses were eligible for a single rebate of \$650, in line with Western Australia.
- Funding of \$1.16 million was allocated for the non-self-governing territories (CI, CKI, NI and JBT), from the \$1.5 billion allocated for the Energy Bill Relief package.
- The relief measures have been extended in Budget 2024-25, with an additional \$300 for households and \$325 for businesses. These figures were based on advice on 1 May 2024 from the Treasury's Office to bring the external territories payments in line with the Commonwealth payments to all other states and territories of \$300 for households and \$325 for small businesses.

IOT (Administration) Enterprise Agreement bargaining

- Bargaining has commenced, with the first meeting held on 16 August 2024, and is being conducted in accordance with the Australian Government Public Sector Workplace Relations Policy 2023 (for non-APS organisations).
- Bargaining is being led by a departmental senior executive as Agency Lead Negotiator, supported by a small taskforce team of 1 EL1 and 1 contractor with expertise in workplace relations matters.
- The department's intention is to renegotiate the IOT (Registered Nurses) Enterprise Agreement, which covers a small number of registered nurses and nominally expires in December 2024, after substantive issues regarding the IOT (Administration) Enterprise Agreement, have been negotiated. This will streamline the negotiation process by leveraging improved conditions offered to other IOTA employees.
- The department remains in contact with the Australian Nursing and Midwifery Federation, which declined to participate in bargaining for the IOT (Administration) Enterprise Agreement.

BackgroundService Delivery Arrangements and contracts

- As at 31 August 2024, the department has 38 arrangements with the WA Government to deliver 54 state-type services to CI and CKI.
- The department directly delivers power, health, housing, emergency management and minor maintenance services.

Contact: §22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

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-
- The department contracts private sector organisations to manage infrastructure such as the ports and airports on both islands, and deliver community services such as a recreation centre and school bus on CI, and ferry on CKI.
 - The Shires of CI and CKI deliver local government-type services to their communities.

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Transport, Regional Development, Communications and the ArtsContact: s22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii)

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Financial information as at 31 August 2024

	Financial Information as at 31 August 2024					
Program/Project End Date:	Ongoing					
	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget	158.1	124.7	126.3	129.5	131.7	670.3
Less:						
Actual Expenditure YTD at 30 June 2024/31 August 2024	168.9	28.6				
Total Committed Funds at 30 June 2024/31 August 2024	168.9*	89.6	46.4	6.1	1.1	312.4
Total Uncommitted Funds (balance)	0	6.5	79.9	123.1	130.6	340.1

Note* The Territories Special account for the Services to Indian Ocean Territories has an opening balance at 1 July 2023 of \$11.2 million which was used to fund the 2023-24 operating expenses.

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

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SB24-000154

SUBJECT: ACT, NT and Jervis Bay Territory Key Issues**Talking Points**Jervis Bay Territory (JBT)

- The Australian Government has committed \$6.1 million in the 2024-25 financial year for the delivery of services and infrastructure to JBT.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts facilitates state and local government-type services to JBT residents through agreements with the ACT and NSW governments, Shoalhaven City Council and non-government providers.
- The department owns and manages the majority of critical infrastructure across the JBT, including water, wastewater, some roads and the power network.
- The department collects revenue from users of JBT's essential services including power and water, and rent from Australian Government properties. This revenue is paid into the Territories Special Account and is used to deliver essential services and infrastructure in JBT. The JBT share of this account is \$1.2 million in the 2024-25 financial year.
- The government has committed \$15.8 million to fund the connection of JBT to the Shoalhaven City Council's water system and is exploring options to improve wastewater processing in JBT for the future. This includes construction of a 11.2km water pipeline between Vincentia in Shoalhaven to Stoney Creek in JBT.
- There are low levels of *per- and poly-fluoroalkyl substances* (PFAS) in the JBT, likely to be from the historical use of firefighting equipment at the Jervis Bay Range Facility. The Department of Defence (Defence) has the lead on this matter, and questions should therefore be directed to them.

Australian Capital Territory*National Capital Authority (NCA) – Appointments*

- Following a merit-based selection process, Ms Karen Doran was appointed for a 5-year term as Chief Executive of the NCA, commencing on 2 April 2024.
 - Ms Doran replaces Ms Sally Barnes who served in the role for 6 years.
- 3 appointments to the NCA board are due to expire in 2025. The department will arrange to fill these upcoming vacancies prior to expiry.
 - A list of current NCA board members and Chief Executive are at **Attachment A**.

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Cleared by: Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii)

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NCA - Statement of Expectations/Intent

- On 21 August 2024, the Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP published a media release containing the NCA Statement of Expectations (SOE) and Statement of Intent (SOI).
- Both SOE and SOI have been published on the department and NCA's websites.
- As the NCA is responsible for the SOI, questions relating specifically to the SOI should be referred to the NCA.

Northern Territory*Northern Territory (NT) Administrator - Appointment*

- Professor Hugh Heggie PSM started a 3-year term as the NT Administrator on 31 January 2023.
- Consistent with convention, Professor Heggie was nominated by the NT government, and appointed on recommendation of the Government.

Key PointsJervis Bay Territory*Water discolouration*

- The department is aware of issues relating to water discolouration. During and following heavy rain, water may appear brownish in colour. The discolouration is due to tannins in the raw water from prolonged rain events.
- Shoalhaven Water is contracted to provide water maintenance services including repairs and treatments to the water supply in JBT. When discolouration occurs, steps are taken including flushing main pipes, replacing water filters and laboratory testing of the water supply.
- JBT residents are also provided with guidance on how to flush the water pipes at their properties to clear the discolouration.

Water network

- In the 2021-22 MYEFO, the government committed \$15.8 million to connect JBT to the Shoalhaven City Council water supply. This will create a sustainable, long-term solution to provide high quality potable water to JBT.
- The detailed design for the pipeline construction was completed in August 2023. The department is progressing the procurement process for the construction phase. Once a contract is in place, the construction phase is expected to take approximately 10 months. The project is due to be completed in late 2025.

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Wastewater treatment

- The department is exploring long-term solutions for managing wastewater generated in the JBT. The current wastewater treatment plant is costly to maintain and carries the risk of an adverse environmental event if it fails.

Telecommunications

- At the 2022 Federal election, the government committed to improve mobile coverage in Wreck Bay Village, JBT.
- On 19 October 2023, the Minister for Communications, the Hon Michelle Rowland MP, announced grants totalling \$37.2 million to deliver improved mobile coverage and quality of service through the Improving Mobile Coverage Round (IMCR) of the Mobile Black Spot Program.
 - Wreck Bay Village is one of the target locations of the IMCR. Telstra was the successful applicant chosen to deliver a macrocell in Wreck Bay Village.
- Detailed questions on this work should be directed to the department's Communications and Media Group, before the Environment and Communications Legislation Committee.

Wreck Bay housing

- In the 2023-24 Budget, the government announced \$23.3 million over 4 years from 2023–24 (total of \$45.1 million over eight years to 2031–32) to remediate residential housing in Wreck Bay Village, JBT.
- As the department has responsibility for providing state and local government-type services and related infrastructure in JBT, we are working closely with the National Indigenous Australian Agency (NIAA) and the Wreck Bay Aboriginal Community Council (WBACC) to deliver these services.
- Questions about Wreck Bay housing should be directed to WBACC and the NIAA.

PFAS (per- and poly-fluoroalkyl substances) in the JBT drinking water

- Defence has detected low levels of PFAS in JBT. These levels are many times lower than the levels prescribed by the Australian Drinking Water Guidelines.
- Since September 2020, monthly testing of JBT drinking water has been conducted by an independent laboratory, accredited by the National Association of Testing Authorities and funded by the department.
- The results are released to the community monthly as a newsletter and uploaded onto the department's website.

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- On 22 August 2024, a Senate Select Committee on PFAS was appointed by resolution of the Senate. The committee is due to report on or before 5 August 2025. Interested parties have until 19 December 2024 to make submissions.
- Chair of the Committee, Senator Lidia Thorpe, is reported in media as saying the Wreck Bay community will be invited to give evidence to the inquiry. Articles note Senator Thorpe as saying her meeting with Wreck Bay traditional owners at Parliament House in June this year was what reinforced the critical need for the inquiry. The Committee is expected to travel to Wreck Bay to hear from the community.
- Detailed questions on this matter should be directed to the Department of Defence.

Joint Standing Committee on the National Capital and External Territories

- On 21 March 2023, Minister McBain referred an inquiry into fostering and promoting the significance of Australia's National Capital to the Joint Standing Committee on the National Capital and External Territories.
- The inquiry was announced on 22 March 2023 and submissions closed on 5 May 2023. 9 public hearings were held between June and September 2023 and the Committee received 47 submissions.
- The Committee's report, *A Capital for All Australians*, was tabled on 6 May 2024. The Committee made 21 recommendations. Senator David Pocock provided an additional 9 recommendations.
- The government is considering the report. The department anticipates that the response will be tabled by the end of the year or early 2025.

Attachments

A: National Capital Authority – Board members and Chief Executive

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Attachment A

National Capital Authority – Board members and Chief Executive

Appointment	Role	Appointment Start Date	Appointment End Date	Tenure
Karen Doran	Chief Executive	02/04/2024	01/04/2029	5 years
Terry Weber	Chair	13/06/2022	12/06/2025	3 years
James Wilson	Member	01/10/2020	30/09/2025	5 years
Jenny Smithson	Member	11/06/2020	10/06/2025	5 years
Helen Lochhead	Member	27/04/2023	26/04/2028	5 years

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Lead/Support contact: Kim Forbes, s22(1)(a)(ii)

SB24-000155

SUBJECT: Norfolk Island Key Issues**Talking Points**

- The Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP, is currently considering a proposal for a new, bespoke model of local government for Norfolk Island by the Norfolk Island Governance Committee (NIGC).
 - the NIGC was established by the minister, in line with her commitment to give the Norfolk Island community an avenue to provide input into Australian Government decisions directly affecting the island's community while the Norfolk Island Regional Council remains under administration (**SB24-000157** refers).
- Freight security remains a key priority. A dedicated commercial sea freight service began in July 2023 and the freight situation is currently stable.

Key PointsNorfolk Island governance model

- On 12-13 June 2024 the NIGC convened in Brisbane for workshops to settle a proposal for the new model of local governance for Norfolk Island.
- The NIGC agreed to a range of elements providing the framework for the proposal, this was captured in an Agreement Log during the course of the workshop.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts received Freedom of Information (FOI) applications for documents relating to these workshops. On 26 and 29 August 2024, documents were released to the applicants in accordance with these requests.
 - these documents are available on the department's FOI Disclosure Log.
- These documents include the Agreement Log, the meeting agenda, supporting information, and notes and draft proposals submitted by committee members for the consideration of the whole committee. All committee members were consulted on the release of the documents.

Reinstating a Preamble to the *Norfolk Island Act 1979*

- In November 2023, the Joint Standing Committee on the National Capital and External Territories (JSCNCET) published its report into its inquiry into local government on Norfolk Island. One of the recommendations in the report was to re-instate a preamble to the *Norfolk Island Act 1979* (Cth) (the Norfolk Island Act).
- The government responded to the report in April 2024, agreeing to this recommendation.

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- The NIGC has recently undertaken consultation on a new preamble across the Norfolk Island community. The consultation received a high level of engagement, with over 750 submissions.
- The views of the community were extremely diverse. The range of proposals included:
 - retaining the previous wording as closely as possible to recognise the governance and legislative history of the island;
 - drafting entirely new wording to deliver a vision for the island's future;
 - recognising the Pitcairn Island descendants' connection to the island;
 - recognising Norfolk Island is home to a diverse community; and
 - rejecting the premise that Norfolk Island is part of the Commonwealth of Australia.
- The NIGC's proposed approach is being considered by the minister.

Air Services

- The Australian Government subsidises air freight services and underwrites passenger flight services from Australia to Norfolk Island.
- The air freight and passenger services ensure that essential transport and supply links are maintained for the benefit and health of the Norfolk Island community and visitors.
- There are 6 air passenger services a week, and 4 air freight services every 3 weeks.
- The current contracted provider for air freight is Toll Remote, until January 2026.
- The current contracted provider for passenger air services is Qantas, until March 2026.

Bird flu (Highly Pathogenic Avian Influenza (HPAI))

- A highly infectious strain of avian influenza (bird flu) is spreading around the world. It is likely to reach Norfolk Island through migratory birds.
- The department has responsibility for the state level management of new diseases beyond the border of Norfolk Island.
- The department is a member of the HPAI Interdepartmental Committee dedicated to planning for a response to an outbreak.
- The department is working with Parks Australia and the Department of Agriculture, Fisheries and Forestry (DAFF) to design surveillance and response processes for Norfolk Island. Further questions on this topic should be directed to DAFF.

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SB24-000155

Live Ruminant Imports

- There are ongoing concerns from the Norfolk Island Cattle Association as well as sheep and goat farmers on Norfolk Island about the genetic health and diversity of their livestock.
- The department is in ongoing discussions with stakeholders, particularly the Cattle Association, including on-island meetings to explore concerns and options.
- Under the *Biosecurity Act 2015* (Cth), movements of live ruminants between Norfolk Island and mainland Australia are managed as international movements.
- The Department of Agriculture, Fisheries and Forestry's position is that due to the nature of various ruminant diseases, the biosecurity risks associated with importing live ruminants cannot be effectively managed. However, permits can be obtained to import ruminant reproductive material (semen and embryos) as it presents a sufficiently low risk.
- The Mid-North Coast RDA has begun an artificial breeding program to support the local cattle industry while the import restrictions can be reviewed, to which the department has contributed \$50,000.
- The program results to date are promising. Initial estimates are a 65% success rate for embryo transplants and 40% success rate for artificial insemination. Results will be confirmed in March 2025.
- The RDA is now considering how to support the island's diminishing sheep population with a similar program, if feasible.

Sea freight

- In recent years, Norfolk Island's shipping service has not met demand for sea freight, with voyages heavily dependent on weather and vessel commitments elsewhere.
- Neptune Pacific Direct Line (NPDL) purchased a new vessel (the MV Norfolk) that has been providing a regular shipping service between Norfolk Island, Brisbane, and Auckland since June 2023.
 - this service is delivered without any government financial support, and meets the demand of the Norfolk Island community subject to infrastructure limitations.
- Freight allocations and tariff rates for sea freight are managed by NPDL's subsidiary, Transam Argosy. The allocations and rates are managed through commercial agreements with importers and freight agents. Importers and freight agents then sell portions of their wholesale allocations to retail customers.
 - the department has no access to the schedules of rates.

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State service delivery

- The Australian and Queensland Governments signed the Intergovernmental Partnership Agreement on State Service Delivery to Norfolk Island (IGA) on 22 October 2021.
- Under the IGA, the Queensland Government is currently responsible for providing education services on Norfolk Island, as well as health support, apprenticeships and traineeships support and corrective services for Norfolk Island.
- Discussions remain ongoing on the identification and design of additional future services to be delivered by the Queensland Government, including:

Worker Screening Checks

- the department is working with Queensland to explore the feasibility of introducing Worker Screening Checks, including Working with Children Checks (WWCC) and National Disability Insurance Scheme Worker Screening Checks on Norfolk Island.
- a Norfolk Island Criminal Records Working Group was established to bring Norfolk Island criminal history records management into alignment with other jurisdictions to support a potential worker screening regime on Norfolk Island.
 - this group includes representatives from the department, Queensland Government and the Australian Federal Police (AFP).
- the department and Queensland Government currently are progressing a business case, including options analysis, to explore the feasibility of Queensland delivering a worker screening regime on Norfolk Island.

Early childhood education and care regulation (ECECR)

- the Queensland Department of Education (DoE) in consultation with the department, have developed a draft service schedule for Queensland to take on the responsibility for the regulation of early childhood education and care (Banyan Park) on Norfolk Island.
 - this work is currently on hold, subject to the outcome of the feasibility analysis for Queensland to deliver Worker Screening Checks on Norfolk Island.

Vocational Education and Training (VET) delivery

- the department and the Queensland Government are in the final stages of negotiating a new service delivery agreement for Queensland TAFE to deliver vocational education and training services to Norfolk Island residents.

Corrective Services

- the department and Queensland Government are currently working on a draft business case for Queensland to further enhance the recently implemented Custodial Services Schedule through the delivery of parole and non-custodial sentencing provisions for Norfolk Island prisoners.

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- from 1 July 2024, Queensland became responsible for providing corrective services to Norfolk Island.
- the full implementation of the Custodial Services Schedule is expected to be complete by the end of 2025.

Norfolk Island Central School support staff

- The department has contract arrangements in place with Effective People Pty Ltd for the procurement of labour hire services, to deliver non-teaching staff resources to Norfolk Island Central School (NICS) as there are currently no provisions for workers on Norfolk Island to apply for Working with Children Checks (WWCC).
 - it is a requirement for all school-based staff employed by DoE to have and maintain a WWCC, known as a Blue Card in Queensland
 - Effective People currently engages approximately 30 school support staff at NICS, subject to a National Police Check
 - the current agreements for the school support staff are for a 6-month period, running through until 13 December, which is the end of the current school year
 - cleaning and grounds staff sit under a separate sub-contracting agreement between Norfolk Island Cleaners and Effective People Pty Ltd.
- The department continue to work with the Queensland Government to explore ongoing employment of the support staff by DoE, which is dependent on appropriate worker screening checks.
- The department provided an update to the school support staff on Friday 13 September, with further updates anticipated in early Term 4.

Water Quality

- Water quality in Emily Bay is a long-standing issue. The government, through the department and Parks Australia, is working closely with Norfolk Island Regional Council to improve water quality.
- Key projects and initiatives funded by the government include:
 - extension of the sewer system which will connect government buildings in KAVHA;
 - conversion of septic tanks in KAVHA to holding tanks, and installation of alarms, to enable management of sewage while the sewer is constructed;
 - ongoing repair and maintenance of government septic tanks while transitioning to the sewer;
 - development of an extensive water quality monitoring program to understand key sources of pollution and inform future interventions;
 - installation of leaky weirs in the Kingston catchment to reduce the flow of surface waters into the reef; and

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- maintenance and improvement work to Watermill Dam and the wash bay in Kingston to reduce erosion and pollution.
- These measures have cost over \$7 million to date and will reduce the contamination of both surface and ground water in the Kingston catchment, and ultimately the reef.
- Community awareness and education initiatives will be instrumental in making further improvements to water quality.
- In October, the CSIRO will be on Norfolk Island to present the findings of a comprehensive water quality study. They will work with community and multiple government agencies to identify ways to reduce contamination.

Background

- Since 1 July 2016, Norfolk Island residents have had access to government support payments and services including Medicare, the age pension, disability pension, child support and Newstart Allowance (now Jobseeker).
- The government has responsibility for delivering state-type services to Norfolk Island:
 - policing Services are provided by the Australian Federal Police;
 - the Queensland Government, on behalf of the Australian Government, provides education services, health support, registration of apprenticeships and traineeships support and corrective services under the IGA. The IGA establishes an enduring partnership to give stability and certainty in essential service delivery on Norfolk Island;
 - child protection and family wellbeing services, workers' compensation, ambulance and education support services are provided under contract with private sector organisations;
 - health and aged care services are delivered through a Service Delivery Agreement with the Norfolk Island Health and Residential Aged Care Service;
 - coronial and tribunal services are delivered by a statutory office holder; and
 - a number of state-type services are provided through an Agreement with the Council, including courts, legal services and port management.
- The government has made significant progress since 2016 on improving infrastructure and delivering essential services to the Norfolk Island community.

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SB24-000156

SUBJECT: Norfolk Island Regional Council**Talking Points**Norfolk Island Regional Council (council) governance

- Following 2 independent audits in 2020 and a Public Inquiry in 2021, the councillors were dismissed and an administrator, Mr Mike Colreavy, was appointed for a 3-year term to December 2024.
- The Australian Government has committed to developing and implementing a bespoke local government model for Norfolk Island following recommendations from the JSCNCET in its 2023 report into local governance on Norfolk Island.
- The administrator has all the functions of the council, including all the functions of a councillor and the mayor. During the administration period, the council is expected to undertake reforms to address the 2020 independent audit recommendations and strengthen its operations, performance and financial sustainability.
- Mr Colreavy submitted his final report to the Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP in July 2024. This report confirms completion of the implementation of all recommendations, except 21 requiring a government decision, or injection of significant additional funding.
- The government and council remain committed to working together for the long-term, sustainable governance of Norfolk Island.

Rates and waste management charges

- The government provided \$1 million (\$200,000 for rates & \$800,000 for waste management) of additional funding in 2022-23, 2023-24 and 2024-25 financial years, to support the staged introduction of rates and waste management charges.
- The administrator reported in the 2023-24 Annual Report that more than 25% of the community has ceased paying rates and charges, and council has commenced debt recovery.

Key PointsThe council and its responsibilities

- The council provides a broad range of local government services, including road maintenance and waste management.
- The council also provides some state-type services, such as the operation of the Norfolk Island international airport, telecommunications services, ports management and the electricity generation and distribution service.

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- The council expects to run an operating surplus of \$500,000 in 2024-25. This will assist in restoring working capital of \$8.0 million, as recommended in the 2020 independent audit of the council's financial performance.

Council annual report

- The council adopted its 2023-2024 Annual Report on 10 July 2024, which provides an overview of the activities and achievements of the council during the financial year and its progress towards achieving the Island's vision through the "Our Plan for the Future" strategy.
- This is the final report with Mr Colreavy as the independently appointed administrator.
- Mr Colreavy is appointed by the minister to independently administer the council and is therefore not directed by the minister or Department of Infrastructure, Transport, Regional Development, Communications and the Arts in the way he performs his role or in any of the decisions that he makes.

Rates and waste management charges

- On 5 July 2022, and in response to community feedback, the minister and the council administrator agreed to stagger increases in rates and waste management charges over multiple financial years.
- The council released its 2023-24 Operational Plan, including rates and waste management charges for public display and held a seven-week consultation period which ended on 1 June 2023.
- The draft 2024-25 Operational Plan was endorsed by council on 8 May 2024 and placed on public exhibition for comment until 14 June 2024.
- The council levy ordinary rates using a structure comprising of a base amount to which an ad valorem (rate in the dollar) component is added by multiplying the land value of a property. The overall increase in ordinary rates revenue for 2023-24 has been set in line with the Retail Price Index.
 - the 2023-24 residential category rate structure is:

Category	Base	Ad Valorem
Residential – Small	\$134.07	0.00117301
Residential – Medium	\$211.40	0.00117301
Residential – Large	\$334.38	0.00117301

- The council include a waste management charge across all rate notices, which applies a differential charge per property. The 2023-24 residential rating category ranges from \$299 to \$614, reflecting an 11% increase in revenue from the previous year:

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Category	Fee
Residential – Small	\$299.00
Residential – Medium	\$409.00
Residential – Large	\$614.00

External Audit Findings (EAFs)

- On 22 July 2024, the council wrote to the department to advise that they consider the External Audit Findings Program has been progressed as far as practicable within the term of the Administration, and that the remaining findings as listed in this report be closed as at 31 March 2024 and transferred to the new governing body
 - the council considers that the remaining 21 EAFs to have been progressed as far as practicable within the term of the Administration, and will be deferred to the new incoming governing body.
 - the list of remaining EAFs is at **Attachment A**.
- The recommendations presented in the 2 External Audit Reports were wide ranging and involve many areas of Council operations, including service delivery and commercial operations; legislative, regulatory and policy frameworks; and the short, medium and long term financial and environmental sustainability of the Council and the Island.

New cruise ship landing fees

- In 2024 the council imposed cruise ship landing fees calculated on a per passenger basis for visitors to Norfolk Island. The introduction of the new fee was approved at the council meeting on 1 November 2023. The \$10 per passenger fee is reflected in the 2024-25 Operational Plan to help offset infrastructure and other cost impacts.

BackgroundDismissal of elected members and appointment of administrator

- In late 2020, the government received independent audit reports from Nexia Australia and Grassroots Connections Australia which made over 100 recommendations related to the council's governance, financial performance, financial sustainability, and operations.
- On 3 February 2021, with regard to the two audit reports and submissions made by council, the then Assistant Minister for Regional Development and Territories suspended the elected members.
- On 9 February 2021, Ms Carolyn McNally was appointed as commissioner to conduct a public inquiry into the council. The public inquiry report, presented on 4 November 2021, identified significant instances where the council did not manage its finances in accordance with the principles of effective financial and asset management.

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- On 6 December 2021, having regard to the public inquiry report, the then Assistant Minister for Regional Development and Territories dismissed the elected councillors.
- On 6 December 2021, Mr Michael Colreavy was appointed as council administrator until December 2024.
 - Mr Colreavy, has served in local government and financial management roles for more than 37 years, including 12 years as a council general manager and 20 years as a member of a council executive management team.
- In December 2022, Minister McBain committed to establishing the Norfolk Island Governance Committee (NIGC) to provide opportunities for civic participation by the local community while the council is under administration. The NIGC includes democratically elected Norfolk Island community representatives and provides a formal avenue for local community input into government decisions. The NIGC held its inaugural meeting on 18 October 2023.
- On 7 February 2023, following a referral from the minister the Joint Standing Committee on the National Capital and External Territories (JSCNCET) commenced an inquiry into local government models and equitable revenue sources to support the Norfolk Island Regional Council.
- In accordance with the JSCNCET's recommendation, the government has agreed to implement a bespoke local government model for Norfolk Island. The NIGC was tasked with developing the new model. The government is expected to make a decision on the proposed model by the end of 2024.
- The community has expressed a strong desire for NIRC to remain under administration until the new local governance model is established. To allow enough time for this, the Minister is currently considering transitional arrangements for the period from December 2024.
- A detailed timeline relating to events between the council and the department is at **Attachment B**.

Council rates and waste charges

- Until 2016-17, Norfolk Island property owners were not charged land rates. Initially, rates were introduced as non-value-based property levies, from 2018-19 an ad valorem component was added.
- Rates and waste charges are increasing from a very low base and the additional revenue is critical for the ongoing financial sustainability of the council. A review of land values under the *Land Valuation Act 2012 (NI)* was undertaken in early 2022.

Contact: s22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes / s22(1)(a)(ii)

SB24-000156

- Some in the Norfolk Island community are opposed to generating council revenue through rates. There are also concerns about the fairness of the allocation methodology.
- Due to the high levels of rates arrears, council initiated debt collection activities and issued civil summons in March 2024.
- \$258,000 in arrears was collected in the last month of the 2023-24 financial year.
- By the end of 2023-24 a total of \$970,538 in rates and waste charges remained outstanding:
 - pre-2024: \$458,530
 - first instalment 2024: \$76,779
 - second instalment 2024: \$121,945
 - third instalment 2024: \$138,370
 - fourth instalment 2024: \$174,914
- Court proceedings to recover arrears commenced in July 2024 and arrears reduced to \$781,839 (as at 22 August 2024).
- Council supports payment plans for those experiencing hardship, and provides rebates for eligible pensioners.

Attachments

A: External Audit Findings to Be Deferred to New Governing Body

B: Norfolk Island Regional Council / DITRDCA timeline

Contact: s22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii)

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Attachment A

EXTERNAL AUDIT FINDINGS TO BE DEFERRED TO THE NEW INCOMING GOVERNING BODY

EAF No	Finding No	EAF description
9	3.1.2	009 - That the compilation of Procedure Manuals for key operational functions be progressed on a risk assessment basis to ensure areas of high staff turnover do not suffer from loss or dilution of corporate knowledge.
19	3.2.2	019 - That the Norfolk Island Plan be comprehensively reviewed with timing that integrates with the amendments to the Planning Act 2002 (NI) – and funding and professional resources allocated to enable this to occur.
24	2.2.10	024 - That the Local Government Act 1993 (NSW) (NI) be amended to insert the relevant provisions for On-Site Sewage Management including the initiative of a register of septic tanks / onsite sewage management and the requirement for annual inspections and ensuring proper maintenance and compliance.
25	2.1.2	025 - That DITRDC work with NIRC to resolve wastewater disposal and treatment issues by: <ul style="list-style-type: none"> the endorsement of the option recommended in the Balmoral Report funding the detailed design and capital construction of that option.
35	3.2.7	035 - That NIRC and DITRDC collaboratively: <p>Work with National Archives (NAA) to develop a retention schedule and coordinate the delivery of solutions for records and archiving.</p> <ul style="list-style-type: none"> Develop a concept design for appropriate, purpose-built facilities (air-conditioned and with moisture control) to sustain the life of records, artworks, documents etc. Finalise a records digitisation plan. DITRDC support funding proposals for the construction of purpose-built record storage facilities.
45	3.2.11	045 - That NIRC consider phasing in increases in the sewerage charge to more appropriate levels to ensure increased scheme cost recovery.
50	2.1.7	050 - That the Commonwealth consider the transfer of responsibility for the infrastructure-based, non-traditional business enterprises out of NIRC given the significant financial sustainability risks placed on NIRC from their ongoing operation.
57	2.2.16	057 - That NIRC and the Commonwealth consider alternative arrangements for the airport that reduce the financial exposure of NIRC to the airport's reliance on revenue from tourist visitation and high fixed operating costs, which may involve one of the following (noting a preference for airport ownership at a minimum to be transferred to the Commonwealth given associated financial sustainability risks): <ul style="list-style-type: none"> Transfer of ownership and management of the airport to the Commonwealth Transfer of ownership of the airport to the Commonwealth, with NIRC retaining management and operational control for a nominated annual lease fee and the Commonwealth having input into decisions impacting on its assets.

EAF No	Finding No	EAF description
58	2.1.12	<p>058 - That NIRC and the Commonwealth consider alternative arrangements for the electricity, telecom and sewerage utilities, which may involve one or more of the following:</p> <ul style="list-style-type: none"> • Establishment of a utilities arm covering electricity, telecom and/or sewerage (and potentially water supply if more centralised management and/or provision is required) that is the joint responsibility of NIRC and the Commonwealth but where the assets are not owned or funded in any way by NIRC. Governance of the utilities arm could be via a Board arrangement with representatives from both NIRC and the Commonwealth in addition to potential representation by industry experts (subject to a cost-benefit assessment given the limited scale and scope of operations on the Island). Commonwealth funding would be required to cover capital funding requirements and operational shortfalls on an ongoing basis to ensure affordability • Transfer of responsibilities for electricity and/or sewerage to a State partner or similar, with the Commonwealth responsible for funding any operational shortfall on an ongoing basis to ensure service affordability and service charges comparable to other Australian jurisdictions • Divestment of the telecom function to Telstra, with the Commonwealth ensuring appropriate service provision at an affordable price under a universal service obligation arrangement.
61	2.1.15	061 - That responsibility for the waste function remain with NIRC, but with the necessary capital and operational funding assistance provided by the Commonwealth to ensure that NIRC can meet its environmental and public health obligations.
63	3.2.13	063 - That the Commonwealth and NIRC consider the most appropriate option for the ARFFS to ensure that NIRC and the local community are not subsidising the service, noting that NIRC's financial sustainability position would be enhanced if it were not responsible for funding the service at all and any risks associated with fluctuating passenger fee revenues are removed altogether and transferred to the Commonwealth and/or ASA. The alternative options may be to integrate service provision with ASA and/or extend Commonwealth SDA funding to include ARFFS.
65	3.1.10	065 - That the Commonwealth and NIRC – in conjunction with the appropriate representative group/s – develop an action plan to address known barriers to economic development and accepted opportunities for industry growth.
66	3.1.11	066 - That the Commonwealth and NIRC – in conjunction with the appropriate representative group/s – develop business cases to explore the economic viability of identified opportunities to expand the economic base of Norfolk Island.
73	3.1.12	<p>073 - NIRC identify critical business processes and design workflows to streamline the collection, processing and storage of data. The core area where workflows were found to be inadequate relate to planning and development. Although this is not the only area where improved workflow capability is required, it is recommended that development of the following workflows is prioritised to immediately improve operational efficiency. Suggested workflows include:</p> <ul style="list-style-type: none"> • Building Applications • Development Applications
79	2.2.20	079 - That a detailed review be undertaken of human resource related policies and procedures to identify any gaps and update if necessary, clearly differentiating policies requiring Council endorsement as opposed to administrative procedures.

EAF No	Finding No	EAF description
80	2.2.21	080 - That NIRC conduct a comprehensive review of its investment in organisational development, informed by input from the first round of performance appraisals and a focused training needs analysis.
81	2.2.22	081 - That a report be prepared for Council evaluating the implementation of the Performance Appraisal system and identifying any areas for improvement, particularly in relation to its integration with the organisational development strategy.
83	3.1.14	083 - That Departments and Business Units be encouraged to prepare an annual Business Plan for their own areas of responsibility, incorporating performance indicators based on key business outcomes and service levels.
84	3.3.1	084 - That Departments produce monthly 'Dashboard' reports of performance against project targets and service levels to help condense status reports.
94	2.2.28	094 - Programs should be developed and costed for asset rehabilitation/renewal and maintenance over both the short and long term to ensure Council can meet industry benchmarks for buildings and infrastructure renewals and infrastructure backlog.
108	2.2.36	108 - Consideration should be given to utilising the fleet maintenance sub system, ensuring all plant is correctly recorded in the system before enforcing a process for employees to record use and maintenance of the fleet. This would enable Council to allocate the use of plant across work orders and to keep track of maintenance incurred on each asset, aiding with planning for renewing the fleet and managing maintenance schedules.
21 Total		

Attachment B

TIMELINE - NORFOLK ISLAND REGIONAL COUNCIL / DITRDCA EVENTS

Date	Activity
3 Feb 2021	Norfolk Island Regional Council (council) councillors were suspended following the completion of two independent audits of the financial position and operations of the council. An interim administrator, Michael Colreavy was appointed pending the outcome of a Public Inquiry.
7 Dec 2021	Following release of the Public Inquiry report, the councillors were dismissed and the administrator was appointed for three years, ending December 2024.
16 Dec 2022	Minister McBain committed to establishing the Norfolk Island Governance Committee (NIGC) to provide opportunities for civic participation by the local community while the council is under administration.
7 Feb 2023	Minister McBain referred an inquiry to the Joint Standing Committee on the National Capital and External Territories (JSCNCET), asking the committee to inquire into and report on local government models and equitable revenue sources to support the council.
18 Oct 2023	<p>NIGC established. Members include:</p> <ul style="list-style-type: none"> ▪ Three Norfolk Island democratically elected community representatives ▪ The Norfolk Island Administrator ▪ An Australian Government representative ▪ A Queensland Government representative
27 Nov 2023	The JSCNCET released its report, <i>Restoring Democracy</i> . The report contained seven recommendations including the recommendation to establish a new bespoke model of local governance for Norfolk Island. The report proposed NIGC take the lead in the foundational design of statutory and operational frameworks of the new governance model for Norfolk Island.
12 Apr 2024	The Australian Government published its response to the JSCNCET report, which agreed with the recommendation to establish a bespoke local governance model for Norfolk Island and tasked the NIGC with developing a proposed model.
7 Aug 2024	Minister McBain agreed to extend the period of NIRC's administration until 31 December 2025 following community feedback indicating a preference for NIRC to remain in administration until the new model is implemented.

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Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/§22(1)(a)(ii)

SB24-000157

SUBJECT: Norfolk Island Governance Committee**Talking Points**

- The Norfolk Island Governance Committee (NIGC) has met regularly since it was established on 18 October 2023, both in person on Norfolk Island and by videoconference.
- The NIGC is a formal avenue for the Norfolk Island community to provide input into Australian Government decisions directly affecting the community.
- The primary role of the NIGC is to design a new bespoke model of local governance for Norfolk Island.
- The Joint Standing Committee on the National Capital and External Territories (JSCNCET) released *Restoring Democracy: Report of the Inquiry into local governance on Norfolk Island* on 27 November 2023.
- The JSCNCET recommended that the recommendations contained in the report be referred to the NIGC for further consultation and refinement.
- The government response to the JSCNCET report was tabled in Parliament on 11 April 2024 and is available on the Senate web page.
- In July 2024, the NIGC provided key elements of the proposed local government model to the Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP, for her consideration.

Key PointsNIGC

- The NIGC comprises 6 members:
 - the Norfolk Island Administrator: Mr George Plant (Chair);
 - a senior representative from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts: currently Ms Kim Forbes, First Assistant Secretary, Territories Division;
 - a senior representative from the Queensland Department of the Premier and Cabinet: currently Ms Rachel Welch, Executive Director, Norfolk Island Taskforce; and
 - 3 community representatives: Mr Chris Magri, Ms Alma Davidson, and Ms Chelsea Evans.
- The NIGC community representatives were selected through an election held on 11 October 2023.
- The election was a non-statutory community election and voting was not compulsory.

Contact: §22(1)(a)(ii)**Cleared by:** Kim Forbes, First Assistant Secretary**Phone:** §22(1)(a)(ii)**Version Number:** 01**Date:** 27/09/2024

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Lead/Support contact: Kim Forbes/s22(1)(a)(ii)

SB24-000157

- The NIGC agreed that the community representatives would nominate a single proxy to participate in meetings should any one of the community members not be available.
 - the community representatives agreed Ms Anita French would be the proxy.
- Queensland is represented on the NIGC as the Australian Government's primary state services delivery partner for Norfolk Island.

Joint Standing Committee Inquiry into local governance on Norfolk Island

- The JSCNCET report made 7 recommendations for re-establishing local democracy on Norfolk Island. Recommendations from the report are at **Attachment A**.
- Key recommendations include the development of a new, bespoke model of local governance for Norfolk Island and reinstating a preamble into the *Norfolk Island Act 1979*.
- The Australian Government's Response to the JSCNCET report, tabled in Parliament on 11 April 2024, undertakes to work with the NIGC on the development of a new preamble and a proposal for a new model of local governance for Norfolk Island.
- The NIGC made recommendations for a local government model to Minister McBain in early July 2024, for consideration and decision by the government.
- The NIGC Community Representatives undertook community consultation on a draft preamble in September 2024, with a high degree of community engagement on the draft due to its cultural sensitivities.
- The department is currently seeking legal advice on the proposed wording.

Elements of the proposed local government model

- The NIGC have proposed the new body be called the Norfolk Island Assembly.
- The NIGC propose the Norfolk Island Assembly be able to make local government type laws, to deliver a more direct and simplified approach to law-making for Norfolk Island.
- Work continues on developing a revenue model tailored to the island's needs and circumstances.
- The proposal setting out the overarching framework for the model is currently being considered by Government.
- Pending Government agreement to the proposal, the department will begin to develop drafting instructions for the legislation to implement the new model.

Contact: s22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/s22(1)(a)(ii)

SB24-000157

Reinstating a Preamble to the *Norfolk Island Act 1979*

- In November 2023, the Joint Standing Committee on the National Capital and External Territories (JSCNCET) published its report into its inquiry into local government on Norfolk Island. One of the recommendations in the report was to re-instate a preamble to the *Norfolk Island Act 1979* (Cth) (the Norfolk Island Act).
- The government responded to the report in April 2024, agreeing to this recommendation.
- The NIGC has recently undertaken consultation on a new preamble across the Norfolk Island community. The consultation received a high level of engagement, with over 750 submissions.
- The views of the community were extremely diverse. The range of proposals included:
 - retaining the previous wording as closely as possible to recognise the governance and legislative history of the island;
 - drafting entirely new wording to deliver a vision for the island's future;
 - recognising the Pitcairn Island descendants' connection to the island;
 - recognising Norfolk Island is home to a diverse community; and
 - rejecting the premise that Norfolk Island is part of the Commonwealth of Australia.
- The NIGC has considered all of the submissions and has put a proposal for a new Preamble for the Norfolk Island Act to the Minister for her consideration.

Background

- In October 2022, Minister McBain made a commitment to the Norfolk Island community to establish the NIGC.

NIGC election

- The department engaged the Australian Election Company (AusElect) to manage the election for the community representative roles. The total contract value was \$122,124.
- A specific electoral roll was established for the NIGC community election.
 - enrolment was not compulsory.
 - enrolment was open to all Norfolk Island community members over the age of 18 who had been normally resident on the island for one month prior to polling day (11 October 2023).
 - Australian residency was not a requirement to enrol.
- 12 candidates nominated to stand for election to the 3 positions.
- 1,129 formal ballots (in person and online voting) were made.

Contact: s22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii)

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NIGC administrative arrangements

- The 3 NIGC community representatives have been appointed to the committee by the minister. These are paid, part-time roles.
 - NIGC community representatives receive a remuneration package of up to \$49,863 per annum.
 - remuneration for community representatives is being funded from the department's existing administered appropriation for services to Norfolk Island.
 - community representatives have received conflict of interest training.
- Community representatives will serve until a governance body is re-established on Norfolk Island, or for a maximum of 3 years.
 - this timeframe will be confirmed once government has made a decision on the model.

Joint Standing Committee Inquiry into local governance on Norfolk Island

- The JSCNCET received over 40 written submissions, including many from Norfolk Island community members.
- The department made a submission, which is available on the Committee web page.
- The JSCNCET held public hearings in Canberra on 28 March and 25 July 2023, and on Norfolk Island on 4-5 April 2023. The department appeared in Canberra on 28 March.

Attachments

A – Recommendations in the Restoring Democracy Report

Contact: s22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Kim Forbes/§22(1)(a)(ii)

SB24-000157

Attachment A

Recommendations in the Restoring Democracy Report

1. The Committee recommends that the Norfolk Island Governance Committee incorporate into its terms of reference consideration of the development of a preamble for the establishing legislation that:
 - recognises the culture, traditions, heritage and history of Norfolk Island;
 - defines the nature of the relationship between Norfolk Island and Australia; and
 - sets out the shared aspirations for the future direction of the relationship.
2. The Committee recommends a new bespoke model of local governance for Norfolk Island, to be enacted through Commonwealth legislation after thorough community consultation to define some key aspects of the model.
3. The Committee recommends that the new governing body include both democratically elected and appointed members with specific expertise in public administration, and that:
 - the governing body consist of at least six members;
 - a majority of members be elected, with elected members holding the balance of power on the body;
 - the appointed positions be reserved for individuals with expertise in relevant matters of public administration, selected via a merit-based process that preferences qualified local community members where possible; and
 - capacity building be a key responsibility of the governing body to ensure that more Norfolk Islanders are qualified to hold future governance positions either in the governing body or local administration, and in the procurement of goods and services by the administration.
4. The Committee recommends that the Norfolk Island community have a say in the governing body, including that:
 - the recommendations contained in this report be referred to the Norfolk Island Governance Committee for further consultation and refinement;
 - this consultation and refinement result in a model that includes a clearly defined preamble for the establishing legislation, the size of the governing body, the specific expertise required by this governing body, and the revenue models to be incorporated into the establishing legislation; and
 - a binding, compulsory vote of registered voters on Norfolk Island is required to approve the final model determined by the Norfolk Island Governance Committee.

Contact: §22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: §22(1)(a)(ii)

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SB24-000157

-
5. The Committee recommends that the first elections for the new governing body should be held prior to December 2024.
 6. The Committee recommends that the governing body be adaptive and supportive of the unique local history and identity of Norfolk Island, and that:
 - the new Commonwealth legislation contain the form of the preamble developed by the Norfolk Island Governance Committee; and
 - the legislation contain provisions for periodic review to ensure that the governing body is adaptable and can meet the future needs and interests of both Norfolk Island and Australia.
 7. The Committee recommends that the responsibilities of the new governing body and the mechanism for local input into Commonwealth and State responsibilities be clearly defined following the restoration of local democracy on Norfolk Island, including that:
 - to ensure Commonwealth and State services meet local needs—the governing body should have a formal advisory role in relation to education, health, population strategy, heritage management, biosecurity, sea-freight and tourism;
 - the management of key historical sites of cultural importance to the local community be subject to joint management between the Commonwealth and the local community; and
 - these matters be incorporated into the terms of reference of the Norfolk Island Governance Committee for further local consultation and refinement.

Contact: s22(1)(a)(ii)

Cleared by: Kim Forbes, First Assistant Secretary

Phone: s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: Fiona Yule

SB24-000158

SUBJECT: City and Regional Deals**Talking Points**

- City and Regional Deals are a model of place-based investing in partnership between the 3 levels of government.
- The Australian Government is investing \$9.3 billion in 12 places through the City and Regional Deal model. This investment has leveraged an additional \$11.3 billion in co-investment from Deal partners.
- As at 31 August 2024, over \$4.8 billion (51%) of the government's contribution has been expended. Approximately \$4.5 billion (49%) remains.
- The Deals are made up of multiple commitments, each tailored to the unique needs of specific places. In total, across all 12 locations, there are 259 commitments which are made up of over 400 different projects.
- Of the 259 commitments, 113 commitments (43%) have been completed, 60 commitments (23%) are in progress¹ and 86 commitments (33%) are ongoing².
- The majority of Deals and commitments are progressing well toward delivery, with a minority experiencing issues and delays that partners are working collaboratively to resolve.

NOTE

1. *In progress: Construction (or equivalent) has commenced and is currently active.*

2. *Ongoing: Commitment is designed to be enduring and has no specified or measurable end date.*

Key Points

- There are 11 Deals currently in place, plus the Albury Wodonga Regional Projects.
- The 11 Deals are located in: Adelaide, the Barkly (Tennant Creek and surrounds), Darwin, Geelong, Hinkler (Bundaberg and Hervey Bay), Hobart, Launceston, Perth, Townsville, South East Queensland (SEQ) and Western Sydney.
- Deal commitments are funded and administered in a variety of ways, including through other government programs, state or territory governments, local governments and other organisations.
- Of the 259 Deal commitments, the City and Regional Partnerships Branch directly administers funding for 79 commitments (31%) under outcomes 3.1 and 3.3.
- Of the \$1.8 billion directly administered by the City and Regional Partnerships Branch, \$813.7 million (45%) has been spent.
- The Deals are all in different stages of delivery:

Contact: Fiona Yule**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 16/10/2024

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Lead/Support contact: Fiona Yule

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- 4 Deals signed between 2016 and 2018 (for Townsville, Launceston, Western Sydney and Adelaide) are well progressed with more than half of commitments complete.
- 6 Deals signed between 2018 and 2020 (Darwin, Hobart, Geelong, Barkly, Hinkler and Perth) are well into their implementation with between 20% and 40% of commitments complete.
- 2 have only recently entered into the implementation phase: SEQ and Albury Wodonga. Between SEQ and Albury Wodonga, two projects are complete, 23 in planning and 13 in progress.

- Some key issues related to the Deals include:

Barkly Regional Deal

- on 30 August 2024, Senator the Hon Anthony Chisholm, Assistant Minister for Regional Development wrote to members of the Governance Table and the Review Steering Committee agreeing to support a Governance Review of the Barkly Regional Deal.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has commenced drafting the Governance Review procurement documentation, and is working with Barkly Regional Deal government partners and key stakeholders to finalise the package to engage a suitably qualified and experienced independent consultant to conduct the Review. It is expected that the Review will be completed in first quarter 2025, noting that the availability of relevant community members during the December 2024 to February 2025 period may impact the completion date.
- on 27 June 2024, the then NT Minister for Local Government decided to dismiss elected members of the Barkly Regional Council. Council affairs are being managed by an Official Manager, Mr Jeff MacLeod, until the election of a new Council to be held 2 November 2024. Council staff continue their role under the leadership of the new CEO, Mr Chris Kelly, who commenced on 1 July 2024.

Funding for Townsville Concert Hall

- a business case for a Townsville Concert Hall was completed in October 2023. Since its completion the government has been consulting with both City Deal partners prior to publishing the business case.
- on 16 August 2024, Townsville City Council announced its preference that government funding of \$100.0 million currently allocated under the Townsville City Deal should be committed to the rebuild of Reef HQ.
- on 23 August 2024, the Prime Minister announced that an additional \$100.0 million of government funding will be provided to Reef HQ under the Deal.

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Albury-Wodonga Regional Projects

- on 10 October 2024, the Hon Kristy McBain, Minister for Regional Development, Local Government and Territories, signed variations to both the NSW and Victoria Schedules to the Federation Funding Agreement – Infrastructure. The variations add 3 new projects under the Gateway Island/Murray River Experience and the Advanced Manufacturing commitments. The projects are:
 - Wodonga Creek precinct development (Aust Govt \$2.5 million): the precinct development against the Murray River will provide a range of natural and built areas, an upgraded road connection to enhance pedestrian/bike safety and access, as well as developing public art installation.
 - Oddies Creek Water Play Area in Albury (Aust Govt \$2.5 million): the project will provide a free and safe waterplay area close to the Murray River.
 - Phase 1 of an Advanced Manufacturing Centre of Excellence at Wodonga TAFE (Aust Govt \$2.0 million): the project will provide introductory programs and prototyping capabilities that will develop the skills to support advanced manufacturing technologies.
- The department is working with the Intergovernmental Steering Committee to finalise project proposals for the final 3 commitments before seeking government approval:
 - Housing and Accommodation for Essential Workers, including Health Workers.
 - Enabling or other infrastructure projects to support better health outcomes.
 - Supporting First Nations.

Background*Departmental resourcing for Deal administration*

- Through the 2024-25 Budget, the government provided \$12.6 million over 4 years to deliver the government's Urban Agenda. This includes funding to support the continuing administration and delivery of City and Regional Deal commitments and Albury-Wodonga Regional projects to their completion. These funds also support appropriate governance and oversight to the Macquarie Point and Launceston urban renewal projects.

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Lead/Support contact: Fiona Yule

SB24-000158

Financial Information as at 31 August 2024

Program/Project Start Date:	2016					
Program/Project End Date:	2042					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	170.0	178.6	578.7	347.8	280.2	1555.2
Less:						
Actual Expenditure YTD at 31 August 2024	169.8	159.5	1.0			
Total Committed Funds at 31 August 2024	0	0	578.5	347.8	280.2	1206.5
Total Uncommitted Funds (balance)	0	0	0.2	0	0	0.2

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

Financial Information – Full program envelope	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Opening Appropriation	185.6	571.7	347.8	280.2	1555.2
Movements/decisions	-7.0	7.0			7.0
Current Appropriation	178.6	578.7	347.8	280.2	1555.2

Attachments

A: Deal Facts and Figures

B: Media Coverage Summary

Contact: Fiona Yule**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 16/10/2024

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SB24-000066

Attachment A

DEAL FACTS AND FIGURES

Funding contributed to Deals by partner or DITRDCA program

Partner/Program	Commitment (\$)	% of total
Infrastructure Investment Program	6,623,357,333	31.5%
New South Wales Government	5,513,590,000	26.2%
City and Regional Partnerships	1,795,863,598	8.5%
Queensland Government	1,191,366,020	5.7%
Tasmanian Government	897,144,338	4.3%
West Australian Government	811,800,000	3.9%
Queensland Councils	704,762,121	3.4%
DCCEEW	518,051,057	2.5%
South Australian Government	512,000,000	2.4%
Victorian Government	465,270,000	2.2%
Edith Cowen University	360,000,000	1.7%
Northern Territory Government	326,575,000	1.6%
TasWater	133,200,000	0.6%
DEWR	131,445,000	0.6%
Community Development Grants Program	118,085,000	0.6%

Partner/Program	Commitment (\$)	% of total
University of Tasmania	114,742,735	0.5%
Tasmanian Councils	103,277,563	0.5%
NSW Councils	100,300,000	0.5%
Port of Townsville Limited	71,800,000	0.3%
National Housing Finance and Investment Corporation	59,870,000	0.3%
Department of Defence	45,969,000	0.2%
City of Perth	45,000,000	0.2%
Curtin University	20,000,000	0.1%
Other - Industry	245,207,855	1.2%
Other – Australian Government	48,024,172	0.2%
Other - Councils	43,241,000	0.2%
Other – Tertiary Institutions	5,486,888	0.0%
Grand Total	21,005,428,680	100.0%

Deal timeframes

Earliest Announced (Townsville)	Earliest Signed (Townsville)	Latest End Date (SEQ)
Jun-2016	Dec-2016	Mar-2042

Commitment status

As at 31 August 2024

Commitment status	CRP funded	Not CRP funded	Total
Complete	20	93	113
Ongoing	9	33	42
In-progress	25	35	60
In Planning	25	19	44
Total	79	180	259

Australian Government expenditure

At 31 August 2024

Paid to date (\$)	Yet to pay (\$)	Total (\$)	Percent expended
4,813,372,972	4,527,292,187	9,340,665,160	51.44%

Note: Figures may not include payments by other Government departments/agencies and programs.

Australian Government budget over the forward estimates

As at 31 August 2024

2024-25	2025-26	2026-27	2027-28 on	Total
2,011,518,255	1,095,971,949	388,493,402	138,990,000	3,634,973,606

Note:

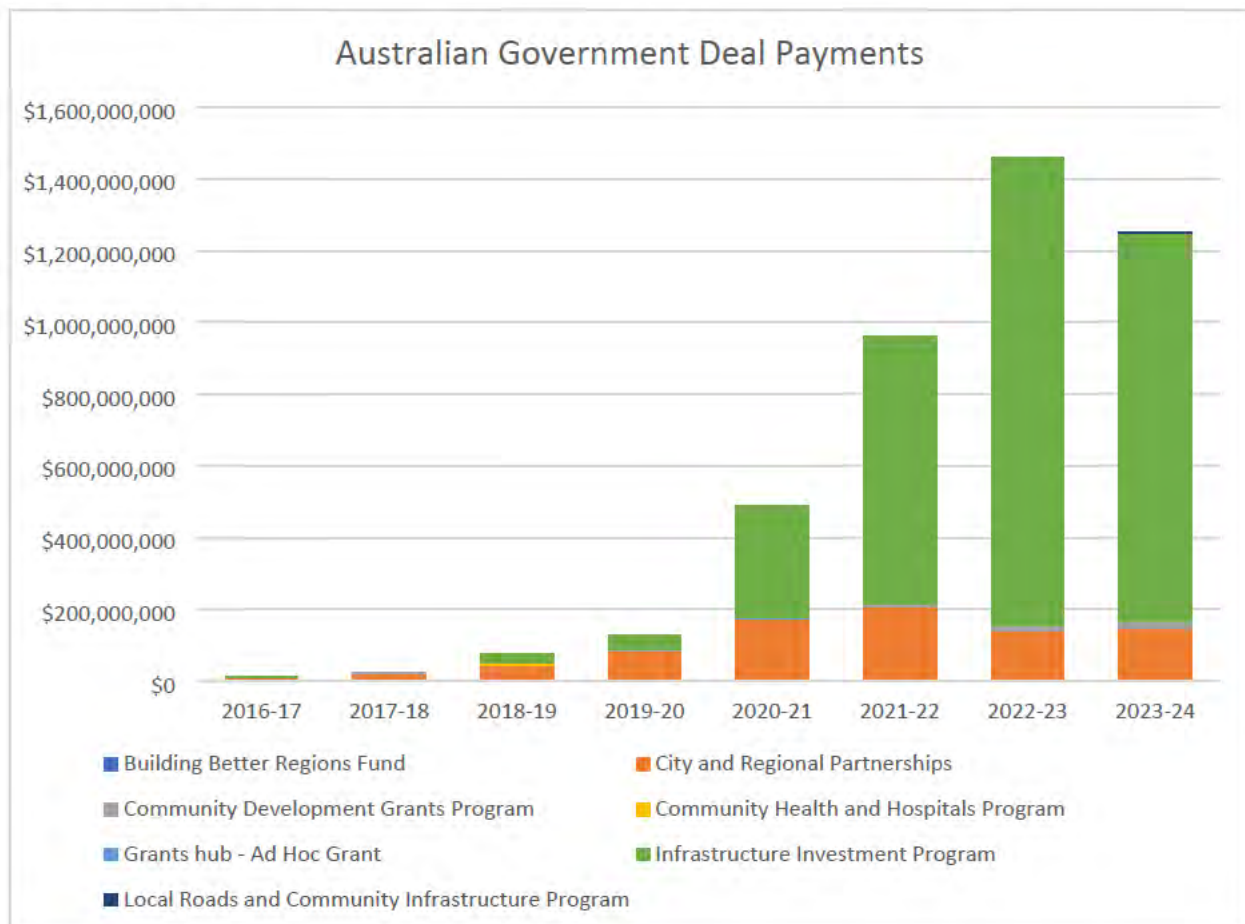
The Total budget does not equal the amount yet to pay from the Australian Government expenditure table. Reasons the two figures are not the same include:

1. Pending movement of funds from the 2023-24 financial year; and
2. Where other Australian Government agencies have not provided information on their budget.

Australian Government Deal Payments by Financial Year

Note: As at 31 August 2024

Note: Information is as provided by other Departments or other programs within the Department. It may not be complete.



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

Click or tap here to enter text.

Attachment B

Media Coverage Summary

Townsville City Deal

- [Albanese Government saves Reef HQ | Prime Minister of Australia \(pm.gov.au\)](#) | 23 August 2024 | Prime Minister
Joint Media Release from the Hon. Anthony Albanese MP, Prime Minister for Australia, the Hon. Tanya Plibersek MP, Minister for the Environment and Water and Senator Nita Green, Senator for Queensland and Special Envoy for the Great Barrier Reef, announcing an additional \$100 million investment to Reef HQ.
- [Albo Reefs Open His Chequebook](#) | 23 August 2024 | Townsville Bulletin (syndicated)
Article regarding the Prime Minister's decision to allocate an additional \$100 million to Reef HQ.
- [North Queensland arts community calls for #Artsban as Council pulls \\$150 million funding \(artshub.com.au\)](#) | 23 August 2024 | Artshub.com.au
Article expressing disappointment that the concert hall project will not proceed.

SEQ City Deal

- [Kangaroo Point Bridge enters home stretch](#) | 23 July 2024 | Minister for Infrastructure
Joint Media Release from the Hon. Catherine King MP announcing final piece of concrete decking has been laid along the length of the highly anticipated Kangaroo Point Bridge, as the project reaches 90 per cent completion.
- [Multi-million-dollar boost to liveability in South East Queensland](#) | 1 August 2024 | Minister for Infrastructure
Joint Media Release from the Hon. Catherine King MP and South East Queensland (SEQ) City Deal partners announcing the first tranche of projects funded under the SEQ Liveability Fund.
- [Gabba station scrapped as Brisbane Metro expanded to 22 new locations](#) | 28 August 2024 | The Courier Mail (syndicated)
Media outlets reported plans for a Brisbane Metro *Gabba Station* have been scrapped, with funds from the \$450m project to now be used for the project's extension to the airport and deep into South East Queensland suburbs under a major new proposal.

This commitment is being delivered through the Infrastructure Investment Program under Outcome 1.

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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

SB24-000159

SUBJECT: Macquarie Point Precinct**Talking Points**

- The Australian Government has made a capped commitment of \$240.0 million for urban redevelopment at the Macquarie Point precinct in Hobart.
- The government's funding commitment requires the Tasmanian Government to meet the conditions and expectations set out in the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP's letter to the Tasmanian Premier, Jeremy Rockcliff on 28 April 2023.
- On 3 September 2024, the Tasmanian Government provided the final version of the Macquarie Point Precinct Plan (Precinct Plan) to Minister Catherine King for her acceptance. The Precinct Plan was developed by the Macquarie Point Development Corporation (MPDC). The minister formally accepted the Precinct Plan on 16 September 2024. A joint media release in relation to the acceptance of the Precinct Plan was published on 18 September 2024.
- To aid its consideration of the Precinct Plan, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts engaged a technical advisor to undertake a comprehensive review of the document.
- The next stage in the redevelopment of the Macquarie Point site will be the creation of a master plan.
- The proposed stadium at Macquarie Point has been designated a Project of State Significance (PoSS), with the aim of providing all Members of the Tasmanian Parliament an opportunity to participate in the planning process.
- On 17 September 2024, the MPDC provided its PoSS submission to the Tasmanian Planning Commission (the Commission).
- In addition to the investment in the Macquarie Point precinct, the government has also committed \$65.0 million to deliver upgrades as part of the University of Tasmania (UTAS) Stadium Redevelopment Project in Launceston.
- 2 separate schedules to the Federation Funding Agreement (FFA)—Infrastructure (FFA schedules) to enable funding of the Macquarie Point Urban Redevelopment and the UTAS Stadium Redevelopment Project were signed by Minister King on 16 May 2024.
 - both FFA schedules were counter-signed by the Tasmanian acting Minister for Sport and Events, the Hon Nick Duigan MLC, on 17 May and 5 June 2024 respectively.

Contact: s22(1)(a)(ii)

Cleared by: Lisa Rauter, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

Version Number: 01

Date: 24/09/2024

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SB24-000159

- Both FFA schedules are published on the Federal Financial Relations website.

Key pointsMacquarie Point Precinct

- In a letter to the Tasmanian Premier, the Hon Jeremy Rockliff, dated 28 April 2023, Minister Catherine King stipulated the funding of the Macquarie Point precinct is conditional on the following requirements:
 - the Tasmanian Government will upgrade Macquarie Wharf, with the immediate priority being Wharf 6, as well as delivering upgrades to Wharves 4 and 5 in due course. Additional questions in relation to wharf upgrades should be directed to the Department of Climate Change, Energy, the Environment and Water (DCCEEW); and
 - the Tasmanian government will ensure the delivery of housing at Macquarie Point, including a portion set aside as affordable, essential worker or social housing.
- In addition, the government expects the Tasmanian Government will:
 - produce a refreshed Precinct Plan for the site;
 - consider transport connectivity and accessibility in and around the site;
 - engage with community groups and all affected stakeholders including First Nations groups, RSL Tasmania and Hobart City Council;
 - maintain and enhance existing amenity of the site; and
 - ensure upgrades to UTAS Stadium are progressed as a priority.
- Funding for Macquarie Point is profiled from 2025-26 to 2027-28. The above conditions and expectations are reflected as non-financial milestones in the signed FFA schedule for Macquarie Point. Following completion of detailed design and master planning by the Tasmanian Government, the FFA schedule will be renegotiated to include additional financial milestones. No funds have been expended to date.

UTAS Stadium Redevelopment Project

- Project works include:
 - upgrades to the ribbon board and light towers around the stadium;
 - matchday upgrades;
 - new Centre-West Stand; and
 - new Eastern Stand.
- The Tasmanian Government has established a Steering Committee to oversee the upgrades at UTAS Stadium.
- The project is expected to be completed in 2027.

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SB24-000159

Funding

- The government's investment in the Macquarie Point Urban Redevelopment and UTAS Stadium Redevelopment Project is being delivered to the Tasmanian Government through FFA schedules.
- The department has not received any requests from the Tasmanian Government seeking additional funding for either project. The detailed cost estimates and management of any cost escalations is the responsibility of the Tasmanian Government.
- The government's \$65.0 million funding of the UTAS Stadium Redevelopment Project is being matched by the Tasmanian Government.

The Macquarie Point Precinct Plan Project Steering Committee (the Committee)

- The purpose of the Committee is to provide a forum for delivery partners and related officials to oversee and monitor progress to develop a draft precinct plan for Macquarie Point, which will include interaction with the Port of Hobart.
 - the Committee has met on 4 August, 29 August, 21 September, 13 October 2023 and 12 March 2024.
 - at the most recent meeting, the Committee noted updates to the Precinct Plan that were made following consultation at the end of 2023, internal review and intergovernmental discussions.
 - the Committee has agreed to consider amending its remit to include oversight of the upcoming master planning process for Macquarie Point.
- A second steering committee for a mixed-use stadium at Macquarie Point has been established, comprising senior representatives of the Tasmanian Government, MPDC, Stadiums Tasmania and the Australian Football League. The department is represented on this committee. The 9th meeting of this committee was held on 22 August 2024.

Project of State Significance (PoSS) – Macquarie Point Stadium

- The 'Project of State Significance' process is a Tasmania-specific process, and the Commonwealth is not involved. Questions relating to the project being declared a project of state significance should be directed to the Tasmania Government.
 - on 20 May 2023, the Tasmanian Premier announced the Tasmanian Government would request that the Governor declare the proposal for a multipurpose stadium at Macquarie Point to be a PoSS.
 - on 16 October 2023, the Tasmanian Governor made this declaration in the State Policies and Projects Order 2023. On 8 November 2023, the Tasmanian Parliament approved the Order.

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SB24-000159

- as a PoSS, the Commission will undertake an integrated, independent assessment of the stadium component of the Macquarie Point precinct. The Commission has created a Macquarie Point Multipurpose Stadium Panel to perform this assessment.
- on 16 February 2024, the Commission published guidelines for delivery of the Macquarie Point Multipurpose Stadium PoSS process.
- on 22 February 2024, the Commission contacted the MPDC seeking the preparation of reports which address the requirements of these guidelines. Once the required reports are submitted, the Commission will have 12 months to deliver its integrated assessment report to the relevant Minister.
- the MPDC submitted the requisite reports on 17 September 2024, including the final Precinct Plan.

Technical Advice

- On 2 November 2023, the department published a request for quote for the procurement of expert technical advice related to Macquarie Point precinct. This procurement process closed on 15 November 2023.
- On 8 December 2023, the department entered into a contract with SGS Economics and Planning Pty Ltd for \$99,330 (ex GST) to provide expert technical advice on the Precinct Plan and all other relevant planning documents, to support the commitment of Government funding to the Macquarie Point redevelopment.
- The contract with SGS ended on 30 June 2024 with the full contracted amount expended.

BackgroundWharf Upgrades at Macquarie Point

- DCCEEW has the lead on matters relating to wharf upgrades, and detailed questions should be directed to DCCEEW.
 - The Australian Antarctic Division (AAD) of DCCEEW is continuing to work collaboratively with TasPorts and the Tasmanian Government in relation to wharf upgrades at Macquarie Point.
 - the department understands that commercial negotiations between AAD and TasPorts are continuing in relation to upgrades to Wharf 6, which is where RSV Nuyina is berthed.

Questions on Notice

- Following Budget Estimates held in May 2024, Senators Tammy Tyrrell and Nick McKim asked a number of questions in relation to urban redevelopment at Macquarie Point . These questions and the Department's answers are included at **Attachment A**.

Contact: s22(1)(a)(ii)**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 24/09/2024

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Rural and Regional Affairs and Transport

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SB24-000159

Financial Information as at 31 August 2024

Program/Project Start Date:	May 2024					
Program/Project End Date:	June 2028					
	2023-24	2024-25	2025-26	2026-27	2027-28	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget: UTAS Stadium	5.0	8.0	15.6	36.4	0	65.0
Appropriation Budget: Macquarie Point	0	0	80.0	100.0	60.0	240.0
Appropriation Budget: Total	5.0	8.0	95.6	136.4	60.0	305.0
Less:						
Actual Expenditure YTD at 31 August 2024	5.0	0				
Total Committed Funds at 31 August 2024		8.0	15.6	36.4		60.0
Total Uncommitted Funds (balance)	0	0	80.0	100.0	60.00	240.0

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

Attachments

A: Questions on Notice and responses: SQ24-000720 and SQ24-000969

Contact: s22(1)(a)(ii)

Cleared by: Lisa Rauter, First Assistant Secretary

Phone: (02) s22(1)(a)(ii)

Version Number: 01

Date: 24/09/2024

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Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Budget Estimates 2024 - 2025

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 180

Departmental Question Number: SQ24-000720

Division/Agency Name: DIV - Partnerships and Projects

Hansard Reference: Written (14 June 2024)

Topic: Macquarie Point Urban Redevelopment in Tasmania

Senator Tammy Tyrrell asked:

The Department of Infrastructure has committed \$240m to the Macquarie Point Urban Redevelopment in Tasmania.

- a. We know that the Tasmanian State Government will only receive the Commonwealth funds once certain milestones have been reached. But those milestones weren't in the agreement published last week. Why weren't they included in last week's agreement?
 - i. Are there any particular sticking points and that's why it's taking so long?
 - ii. When do you expect the negotiations will be finished and the agreement updated?
 - iii. The State Government is supposed to receive \$8m this financial year as part of this funding. Will they still receive that even if these milestones haven't been ironed out yet?
- b. In an interview on ABC Hobart on May 2nd 2023, Infrastructure Minister Catherine King spoke about some of the conditions that would be imposed on the State Government to access the \$240m. One thing that was repeatedly mentioned was a transport corridor. But there's no mention of a transport corridor in the signed agreement - why's that?
 - i. Is the Northern Suburbs transit corridor and light rail intended to be part of this Urban Renewal Plan?
- c. During the 2024-25 Senate Budget Estimates, the Department said that the Commonwealth will need to sign a second agreement with the Tasmanian State Government. This agreement will have detailed milestones for the Tasmanian State Government to receive the Commonwealth funds. Will that agreement be made public?

Answer:

- a. The Federation Funding Agreement schedule (FFA schedule) for the Macquarie Point urban redevelopment will be delivered in two steps:
 - a) the FFA schedule signed in May 2024 is structured to provide maximum assurance that the conditions and expectations set out by the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, in relation to the Macquarie Point Urban Redevelopment will be satisfied.
 - b) following completion of detailed design and site planning by the Tasmanian Government, but prior to any payment of funding, the Macquarie Point FFA

schedule will be updated to include additional milestones and associated funding amounts.

- i. the urban redevelopment of Macquarie Point is occurring within expected timeframes.
 - ii. refer to answer above.
 - iii. funding for the Macquarie Point urban redevelopment is bundled with funding for the University of Tasmania (UTAS) Stadium redevelopment in Launceston as a single Budget measure: *Hobart and Launceston – urban renewal co-investments*. The \$8 million profiled for the 2024-25 financial year is for the UTAS Stadium redevelopment, not the Macquarie Point urban redevelopment.
- b. Minister King’s letter to Premier Rockliff includes the expectation that the Macquarie Point precinct plan “should consider transport connectivity and accessibility in and around the precinct”. This expectation is mirrored in the Macquarie Point FFA schedule, which also requires that Minister King accept the precinct plan before funding will flow.
- c. Yes. All FFA schedules are published on the Australian Government’s Federal Financial Relations website.

Committee Question Number: 286

Departmental Question Number: SQ24-000969

Division/Agency Name: DIV - Partnerships and Projects

Hansard Reference: Written (20 June 2024)

Topic: Macquarie Point Urban Renewal Project status update

Senator Nick McKim asked:

On 16 May, Minister King and Acting Tasmanian Sports Minister Nick Duigan signed a deal regarding the Macquarie Point Urban Renewal project. The document didn’t mention the proposed Hobart AFL stadium but did mention upgrades to Macquarie Wharf and urban redevelopment of the Macquarie Point precinct.

- a. What costings have been done on the delivery of non-stadium components of the agreed Macquarie Point Urban Renewal project, and by whom (i.e. internal or external, state or Commonwealth)?
 - i. What will the quantum cost of delivering the agreed non-stadium components of the Macquarie Point Urban Renewal project be?
 - ii. Please provide a cost breakdown by deliverables and milestones under the agreement.

Answer:

The urban redevelopment of Macquarie Point, including costings, is the responsibility of the Tasmanian Government and Macquarie Point Development Corporation. Detailed information about all proposed elements of the site will be developed through a master planning process.

- a. The Australian Government's obligation in relation to Macquarie Point is to provide funding to the Tasmanian Government in arrears subject to the satisfactory completion of the milestones agreed under a schedule to the Federation Funding Agreement—Infrastructure (FFA schedule). These milestones will be negotiated with the Tasmanian Government following the completion of master planning.
 - i. the currently published FFA schedule does not include costs against individual precinct components. The FFA schedule will be amended to include additional milestones with associated funding amounts following the completion of master planning.
 - ii. refer response above.

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Andrew Burke/s22(1)(a)(ii)

SB24-000160

SUBJECT: Northern Australia Infrastructure Facility (including Review)**Talking Points**

- On 19 August 2024, the Minister for Northern Australia, the Hon Madeleine King MP announced an Independent Review of the *Northern Australia Infrastructure Facility Act 2016* (the Review):
 - the Review is being conducted by the Honourable Warren Snowdon, Professor Peter Yu and Dr Lisa Caffery.
 - the Review is a requirement under the Act.
 - the 2024-25 Budget provides \$1.9 million to undertake the Review.
 - the Review will leverage existing work to date by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts including stakeholder engagement undertaken by the Office of Northern Australia in the development of the Northern Australia Action Plan.
 - the Review is planned to be completed before the end of 2024 and tabled within 15 sitting days of receipt by the Minister.
 - any response to the Review's recommendations is a matter for government.
- Members of the NAIF Board are appointed by the minister.
 - during 2024 the department convened an open EOI process to identify potential nominees or re-nominees for NAIF Board vacancies emerging in 2024.
 - on 24 June 2024, the minister approved a short-term extension to the terms of Ms Tracey Hayes (Chair) and Ms Kate George and Mr Stephen Margetic (Members) from 30 June to 30 September 2024.
 - on 27 September 2024, the minister announced the NAIF Board reappointments of Ms Hayes (Chair), Ms George, Mr Margetic, Ms Lisa Hewitt, and Mr Grant Cassidy (Members).
 - on 27 September 2024, the minister also announced Mr Robert Edel was appointed as a new member of the NAIF Board from 30 November, replacing the retiring Mr Mark Gray.

Key Points

- Questions on the following should be referred to the NAIF:
 - NAIF projects (including troubled and impaired loans and composition of the investment pipeline); and
 - NAIF staffing and operations.

Contact: Andrew Burke**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 01**Date:** 06/10/2024

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Rural and Regional Affairs and Transport

Lead/Support contact: Andrew Burke, s22(1)(a)(ii)

SB24-000160

NAIF Act Review

- On 19 August 2024, the minister announced an Independent Review of the NAIF Act (the Review).
- Section 43 of the NAIF Act mandates that the minister must commission a review of the Act as soon as possible after 30 June 2024.
- The minister has appointed an Independent Panel (the Panel) comprised of the Hon Warren Snowdon (Chair), Professor Peter Yu, and Dr Lisa Caffery to undertake the Review.
- The work of the Panel is expected to be completed within this calendar year.
 - the NAIF Act requires the Minister to table the report within 15 parliamentary sitting days of receipt of the report.

Panel selection process

- The minister has chosen a Panel model to ensure the Review draws on a range of expertise and is underpinned by transparency, integrity and fairness, while remaining impartial and independent.
- Panel members were selected by the minister.
 - The department provided the minister a shortlist of potentially suitable reviewers considering connection to and experience in the north, skills, and diversity, including geographic, culture and gender.

Terms of Reference

- The Terms of Reference accord with the requirements of the Act and seek advice from the Panel as to:
 - whether the time limit of 30 June 2026 for making decisions to provide financial assistance should be extended; and
 - appropriate governance arrangements for the facility after that date.
- The Terms of Reference were a decision of the minister.

Panel Remuneration

- Remuneration rates for the Reviewers are in accordance with similar reviews listed in the *Remuneration Tribunal (Remuneration and Allowances for Holders of Part-time Public Office) Determination 2024*.
 - as Chair of the Review, Mr Snowdon will receive \$1,108/day (plus a 15.4% superannuation supplement), Tier 2 travel and \$214.75 per day for meals and incidentals for any day (or part day) of work travel, aligned with the ATO Taxation Determination 2024/3 Table 3.

Contact: Andrew Burke**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 01**Date:** 06/10/2024

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SB24-000160

- Professor Yu and Dr Caffery will receive \$886/day, Tier 2 travel and \$214.75 per day for meals and incidentals for any day (or part day) of work travel, aligned with the ATO Taxation Determination 2024/3 Table 3.
- The department has agreed to meet reasonable costs (travel and incidentals) associated with a Senior Advisor for Professor Yu throughout the Review.
 - Professor Yu's Senior Advisor is not receiving remuneration from the department.

Review Costs

- The 2024-25 Budget provides \$1.9 million to undertake the Review – covering Panel remuneration, stakeholder engagement and small Departmental secretariat Taskforce.

NAIF Board Appointments

- During 2024 the terms of 6 NAIF Board members were scheduled to expire with 3 (including the Chair) expiring on 30 June 2024 and a further 3 expiring in late November 2024.
- The government conducted an open and transparent merit-based selection process, facilitated through an executive recruitment agency, Directors Australia.
- Directors Australia undertook an open merit EOI process.
 - the EOI was opened between 1 March 2024 and 2 April 2024.
 - the minister wrote to the current Chair and eligible Board members encouraging them to reapply. One Board Member wrote to the Minister to advise their intention to not reapply to the Board.
 - a total of 318 applications were received.
- The department established a Review Panel to consider advice from Directors Australia.
 - the Review Panel included 3 Senior Executives (2 from DITRDCA and one from the Department of Finance).
 - Departmental officials nominated as Secretary Delegates were not involved in making recommendation to the Minister due to a potential conflict of interest as a result of their positions as Board members.
- On 24 June 2024, the minister approved the extensions of the Chair and 2 members for a further 3 months to 30 September 2024.
 - These extensions ensured continuity of the current NAIF board while government finalised consideration of the recruitment process.
 - Under Section 115(e) of the Cabinet Handbook the Minister can make temporary appointments to the NAIF Board for a period of up to three months, without requiring further consideration by the Prime Minister or Cabinet.

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SB24-000160

- On 27 September 2024, the minister announced the following NAIF Board reappointments:
 - Ms Tracey Hayes (Chair), commencing 1 October 2024 and expiring 30 June 2026;
 - Mr Stephen Margetic (Member), commencing 1 October 2024 and expiring 30 June 2026;
 - Ms Kate George (Member), commencing 1 October 2024 and expiring 31 December 2025;
 - Ms Lisa Hewitt (Member), commencing 21 November 2024 and expiring 30 June 2027; and
 - Mr Grant Cassidy (Member), commencing 1 December 2024 and expiring 31 December 2025.
- As part of the announcement, Mr Robert Edel was also appointed as a new member of the NAIF Board, commencing 1 December 2024 and expiring 30 June 2027.
 - Mr Edel brings 35 years of experience as a commercial lawyer, where he specialised in the acquisition and development of mining, renewable energy and infrastructure projects.

Background*The NAIF*

- The NAIF came into being on 1 July 2016 as a Corporate Commonwealth Entity under the NAIF Act.
- The duties of the minister are set out in the NAIF Act, including:
 - under Part 4 of the NAIF Act, all NAIF financing proposals are subject to the consideration of the minister;
 - under section 11(3) of the NAIF Act, the receipt of a proposal notice triggers the 21-day consideration period, which may be extended to 60 days by issuing a written notice to the NAIF;
 - during the legislated consideration period the minister may issue a rejection notice (also known as a “veto”), allow the consideration period to lapse, or advise the NAIF that the Minister is not issuing a rejection notice;
 - under section 11(5) of the NAIF Act, a proposal can be rejected only if the minister is satisfied providing financial assistance would be inconsistent with the objectives and policies of the government; have adverse implications for Australia’s national and domestic security; or have an adverse impact on Australia’s international reputation or foreign relations;
 - should the minister decide financial assistance should not be provided the minister must provide written reasons for the rejection notice, and must table the rejection notice in each House of the Parliament.

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SB24-000160

- NAIF is not directly appropriated as it is a Corporate Commonwealth Entity. Appropriations are made to the Department, which are then paid to NAIF and are considered 'departmental' for all purposes.
 - resourcing from the Government for NAIF in 2024-25 is approximately \$22 million.
 - the Average Staffing Level for NAIF within the Portfolio Budget Statement is 1.0 (representing the CEO).
- The NAIF Board is defined within the NAIF Act as consisting of Chair, 4-6 members and the Secretary or identified alternate(s) of the department.
- Under the NAIF Act, the minister is responsible for NAIF Board appointments.
 - these appointments are also significant appointments and so are considered in accordance with the Cabinet handbook (s116b).

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

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Rural and Regional Affairs and Transport

Lead/Support contact: Andrew Burke / s22(1)(a)(ii)

SB24-000161

SUBJECT: Middle Arm and Regional Logistics Hubs**Talking Points**

- The 2022-23 October Budget included:
 - \$1.5 billion in planned equity to support common-user marine infrastructure at the Middle Arm Sustainable Development Precinct (Middle Arm); and
 - \$440.0 million in planned equity to support Regional Logistic Hubs (RLH) along key transport links in the Northern Territory, including in Katherine, Alice Springs and Tennant Creek.
- Australian Government investment in these projects is provisioned in the Contingency Reserve and will remain there until the government has made a final equity investment decision. The government's planned investments will be considered in line with the Commonwealth Investment Framework.
- The projects are led by the Northern Territory (NT) Government as the project proponent. Planning by the NT Government is ongoing. Strategic Environmental Assessments under the NT *Environmental Protection Act 2019* and the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* is being undertaken.
- The NT Government is working with Infrastructure Australia (IA) to progress business cases for evaluation under Stage 3 of the Infrastructure Australia Assessment Framework (IAAF).
- The government is not in negotiations nor discussions with proponents interested in Middle Arm.

Key pointsStatus of the Australian Government's planned investments

- In the October 2022-23 Budget, the government provisioned funding in the Contingency Reserve to make planned equity investments into these projects.
 - this decision does not constitute a final investment decision and the government continues to consider its investment in line with the Commonwealth Investment Framework (RMG308).
 - this process requires the NT Government, as the project proponent, to progress the projects through Stage 3 of the IA Assessment Framework. It also requires subsequent due diligence and work to structure final investment options and support implementation of the government's planned equity investments.
- It was a decision of government, given the scale of investment, that determined it would be appropriate to provide an equity investment into the Middle Arm project.

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- this approach allows the Australian Government to work in partnership with the NT Government to manage commercial interests, as well as deliver key policy objectives, such as supporting clean energy and lowering carbon emissions.

Status of Middle Arm

- Investment and development plans for Middle Arm are at early stages.
- The NT Government is working with IA to progress a Stage 3 business case evaluation under IA's Assessment Framework.
 - common user infrastructure at the Middle Arm Precinct is currently (listed in August 2023) a Stage 2 proposal on IA's Infrastructure Priority List.
 - on 16 February 2024, the NT Government submitted a Stage 3 business case for evaluation by IA.
 - the Department of Infrastructure, Transport, Regional Development, Communications and the Arts understands IA continues to discuss additional information required for the Stage 3 business case with the NT Government.
 - Questions on IA's engagement with the NT Government should be referred to IA.
- The project is currently undergoing a 'Strategic Assessment' under the Commonwealth *Environmental Protection Biodiversity Conservation Act 1999* (EPBC Act) and the NT *Environmental Protection Act 2019*.
 - questions regarding the environmental assessment should be referred to the Department of Climate Change, Energy, the Environment and Water (DCCEEW).

*Senate Environment and Communications References Committee Inquiry into the Middle Arm Industrial Precinct (the full text of the recommendations is available at **Attachment A**)*

- The department notes the Environment and Communications Committee report on their Inquiry into Middle Arm, tabled on 21 August 2024.
- The Committee's report reflects that planning for the project by the NT Government remains at an early stage, and notes a range of matters that will be considered through ongoing regulatory and assurance processes.
- The department is coordinating a Government response to the report, which is due to be tabled in the Senate by 21 November 2024.

Status of Regional Logistics Hubs

- Investment and development plans for the Regional Logistics Hubs also remains at an early stage.

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- NT freight rail and logistics capacity improvements are currently listed (listed in April 2023) as a Stage 1 Early Stage Proposal on IA's Infrastructure Priority List.
- the NT Government is working with IA to progress Stage 2 and Stage 3 business case evaluations under IA's Assessment Framework.
 - on 16 February 2024, the NT Government submitted a Stage 2 and Stage 3 business case for evaluation by IA. This was not formally accepted for evaluation. IA provided proponent feedback on information gaps to be addressed in a future submission.
 - this engagement is a matter for IA.

Public integrity concerns in relation to the Australian Government's planned investment

- The department encourages any individual with evidence of corrupt behaviour to refer these matters to the National Anti-Corruption Commission.
- The department has previously advised in previous Senate Estimates Hearings that it has not attended meetings with Dragoman Global relating to Middle Arm.

Engagement with Traditional Owners and about free, prior and informed consent

- Questions in relation to engagement to date on work to identify cultural and historical significance of Middle Arm are best directed to the NT Government.
- Further questions about potential cultural heritage legislation should be referred to DCCEEW.
- The NT Government has committed to full and proper consultation with the NT community including the Larrakia community.
- Planning for Middle Arm is in the early stages, and the NT Government has stated that this work is ongoing.

Planned equity investment is claimed to be a petrochemical subsidy (and the role of gas)

- Questions concerning onshore gas production should be directed to the Department of Industry, Science and Resources (DISR) or the Minister for Resources.
- The government's investment in common-use enabling infrastructure is not targeted at one industry or company over another. It will give all potential users in the market the opportunity to develop.
- The department notes the release of the government's Future Gas Strategy on 9 May 2024. However, the department does not have a view on the potential role of gas within the Middle Arm precinct and is not party to discussions with any proponents that may ultimately seek access to Middle Arm.

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Potential tenants of Middle Arm and the 'do not deal' agreements

- Questions about tenants are best directed to the NT Government.
- The Australian Government is not party to discussions between the NT Government and tenants that may ultimately seek access to Middle Arm.
- The government's engagement on the \$1.5 billion planned equity investment is with the NT Government as the project proponent.

Anticipated total costs for the projects

- Total anticipated costs for the projects will be informed through ongoing business case development work.
- The extent of the government's financial commitment is as per the 2022-23 October Budget commitment.
- Questions about broader funding are best directed to the NT Government.

Potential perceived gaps between the Australian Government's planned commitment and project costings contained in Stage 2 business case

- The government has made a capped commitment of \$1.5 billion towards the project.
- Identification of alternate and additional funding sources to ensure the project is fully funded is a matter for the NT Government.

Attachment

A – Recommendations presented in the final report tabled by the Senate Inquiry into the Middle Arm Industrial Precinct

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Cleared by: Lisa Rauter, Frist Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 01**Date:** 19/09/2024

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Final Report Recommendations - Senate Inquiry into the Middle Arm Industrial Precinct

ATTACHMENT A

Rec. #	By	Recommendation	Response – lead/ relevant Cth Agency
Rec. 1	Australian Greens	<p>That the proposed Middle Arm Industrial Precinct and its \$1.5 billion federal subsidy be redirected to support clean technology industries, and:</p> <ul style="list-style-type: none"> Fossil fuel based industries including gas and petrochemicals are not directly or indirectly funded; Free, prior and informed consent is obtained from Larrakia people; A health impact assessment is undertaken and published by the Australian Government and incorporated into decision-making. This must use robust methodologies approved by a panel of independent public health experts and include consideration of health risks from climate change; Development scenarios used for strategic environmental assessments are publicly disclosed, and methodologies incorporated into the EIS are peer reviewed and open for public comment; and The Australian and NT governments disclose all economic and climate modelling conducted on the precinct, including those by EY, Deloitte and the CSIRO. 	<p>FPIC: NIAA, DCCEEW</p> <p>Environmental impact assessment: DCCEEW</p> <p>Health impact assessment: Department of Health</p> <p>Fossil Fuel industry funding DISR, DCCEEW</p> <p>Climate and economic modelling DCCEEW, CSIRO</p> <p>Clean technology industries DISR, DCCEEW</p>

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Rec. #	By	Recommendation	Response – lead/ relevant Cth Agency
Rec. 2		That the 'economic resilience stream' in the Future Made in Australia framework be prohibited from subsidising fossil fuel industries or petrochemical production.	Treasury
Rec. 3		That the Federal Environment Minister urgently use her powers under the water trigger to call in Tamboran Resources and Empire Energy's proposed Beetaloo fracking wells for assessment under the EPBC Act.	DCCEEW
Rec. 4		That the NT and Australian governments fund independent baseline research and ongoing environmental monitoring of species and ecosystems in the Northern Territory to ensure availability of adequate data to protect species and ecosystems into the future.	DCCEEW
Rec. 5		That the NT Government and NT EPA impose stricter air pollution conditions on all fossil fuel facilities, including mandatory monitoring of volatile organic compounds and clear consequences for breach of licences.	NT Gov
Rec. 6		That the NT Government revise the role of the NT EPA to create a strong, independent regulator with a clear mandate to enforce strict conditions, investigate infringements and facilitate pathways for community members to raise concerns about potential breaches	NT Gov
Rec. 1		Senator David Pocock	Any investment by the Commonwealth into the proposed development of the Middle Arm precinct should be structured in a way that prevents benefit from the investment flowing to any gas or petrochemical processing facility.
Rec. 2	(Independent)	Commonwealth funding for the Middle Arm precinct should not proceed until the results of the human health impact assessment, covering each operation proposed to operate at the precinct, are known. The assessment must be conducted under the supervision of a qualified public health physician and must be made available for genuine public scrutiny and critique before being accepted.	DITRDCA

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Rec. #	By	Recommendation	Response – lead/ relevant Cth Agency
Rec. 3		The circumstances in which \$1.5 billion in Commonwealth funding was committed for the Middle Arm precinct should be investigated. Any investigation should determine the role of lobbying firms, and Commonwealth and Northern Territory Government members and officials, and ascertain how the decision to spend such a significant sum of taxpayer money was made without a clear articulation of the cost and benefit.	DITRDCA
Rec. 4		Federal Government funding commitments for the Middle Arm precinct should be withdrawn or put on hold, pending a completed environmental impact assessment and approval by Infrastructure Australia in accordance with its Assessment Framework.	DITRDCA
Rec. 5		Free, prior and informed consent of Larrakia Traditional Owners must be obtained before any development of the Middle Arm precinct commences	DCCEEW
Rec. 1	Senator Lidia Thorpe (Independent)	In line with the clear demands of Larrakia Custodians, the life threatening and ecocidal Middle Arm Industrial Precinct must not proceed, and colonial governments should instead divert the allocated funding and resources into projects that promote the health of Country and its people rather than threaten it.	DITRDCA
Rec. 2		The federal government's support for the Middle Arm Industrial Precinct must be contingent upon the Northern Territory Government obtaining the Free, Prior and Informed Consent of the Larrakia people.	DITRDCA
Rec. 3		The Northern Territory Government must not proceed with the Middle Arm Industrial Precinct until it has obtained the Free, Prior and Informed Consent of the Larrakia people.	NIAA
Rec. 4		In developing a cultural values framework for engagement with Larrakia Peoples, the Northern Territory Government must engage in a broad consultation process that adheres to the principles of Free, Prior and Informed Consent and engage on a grassroots level with all nine Larrakia families and appropriate knowledge-holders.	NIAA
Rec. 5		Implement the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) into domestic law to have full domestic effect and enshrine in law First Peoples' rights to Free, Prior and Informed Consent.	NIAA

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Rec. #	By	Recommendation	Response – lead/ relevant Cth Agency
Rec. 6		Implement all recommendations from the 2023 Inquiry into the application of UNDRIP in Australia, including establishing a process for auditing existing legislation and policies against the principles of UNDRIP and developing a National Action Plan for the implementation of UNDRIP.	NIAA
Rec. 7		Northern Territory and federal governments must strengthen transparency and accountability obligations within Northern Territory Land Councils, with particular reference to: <ul style="list-style-type: none"> governance arrangements and relations with mining companies; proper management of conflicts of interest; inequalities in the negotiating position of Traditional Owners; and adherence with the principles of Free, Prior and Informed Consent. 	NIAA
Rec. 8		The federal parliament must conduct an inquiry into First Nations representative bodies, to inquire into the governance of Northern Territory Land Councils, Native Title Representative Bodies (NTRBs) and Prescribed Body Corporates (PBCs), with particular reference to: <ul style="list-style-type: none"> the effectiveness of the Native Title Act 1993, and related state and federal institutional and policy frameworks, in addressing inequalities in the negotiating position of First Peoples, and alignment with the principles of Free, Prior and Informed Consent; and opportunities for reforming existing institutional, legislative and policy frameworks, including new accountability or governance arrangements, to better advance the rights and economic, social, environmental and cultural aspirations of First Peoples. 	N/A – a matter for Parliament

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Rec. #	By	Recommendation	Response – lead/ relevant Cth Agency
Rec. 9		The Albanese Government must immediately begin a process of Truth-telling, so that we can tell the history of this place, learn about the ravages and destruction that has occurred to our lands and waterways, understand the exploitation of First Peoples and our natural resources and allow us all to heal.	NIAA
Rec. 10		Defence Housing Australia must immediately stop their ecocidal development at binybara/Lee Point and commence a process of returning control of this land to the custodianship of Larrakia peoples.	Defence Housing Australia
Rec. 11		Urgent reform is needed to restore trust in government decision making by removing the influence of the fossil fuel industry from politics, including electoral reforms, banning political donations from fossil fuel companies, and proper investigation and recourse into conflicts of interest relating to all politicians and their staff	DoF
Rec. 12		Governments must ensure that First Peoples' perspectives and ecological knowledge are given at least equal weight to Western science so that the cultural authority of First Peoples can be embedded in all environmental policy, practices and approaches to nature protection, including ecological surveys, evaluations and decision making.	DCCEEW
Rec. 13		The Albanese Government must immediately begin a Treaty process with all Sovereign First Peoples, which will enable all language groups to uphold their cultural authority over Country and self-determine their own aspirations.	NIAA
Rec. 14		The federal government must withdraw the \$1.5 billion it has committed to this destructive project and reinvest it into lifesaving housing, health, and other much needed lifesaving services.	DITRDCA
Rec. 15		Current and future governments must not approve any new fossil fuel projects if we are to meet our emissions reduction obligations under the Paris Agreement.	DISR

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Rec. #	By	Recommendation	Response – lead/ relevant Cth Agency
Rec. 16		Current and future governments must ensure that all proposed energy projects, including fracking in the Beetaloo Basin, offshore gas projects and carbon capture and storage projects, undergo rigorous environmental assessments that include: <ul style="list-style-type: none"> a requirement to obtain the Free, Prior and Informed Consent of First Peoples whose lands are impacted; proper consideration of climate impacts, including Scope 1, 2 and 3 emissions of projects; and ensuring that new environmental and cultural heritage laws, once introduced, apply to all proposals that have not yet received final approval. 	DCCEEW
Rec. 17		The federal Minister for Environment and Water must call in Tamboran and Empire Energy's gas fracking wells for assessment under the EPBC water trigger	DCCEEW
Rec. 18		The federal government must use all the tools at its disposal to ensure the Northern Territory Government adheres to all recommendations of the Pepper Inquiry, particularly addressing non-compliance with Recommendation 9.8 that requires all Scope 1, Scope 2 and Scope 3 emissions from fracking projects to be offset.	DCCEEW
Rec. 19		The federal government must implement in full all recommendations from the 2021 A Way Forward: Final report into the destruction of Indigenous heritage sites at Juukan Gorge, including introducing new standalone cultural heritage legislation as a matter of urgency.	DCCEEW

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Rec. #	By	Recommendation	Response – lead/ relevant Cth Agency
Rec. 20		<p>The federal environmental laws must urgently be reformed to ensure that the full impacts on Country, culture and climate of projects like the Middle Arm Industrial Precinct can be properly assessed, including:</p> <ul style="list-style-type: none"> reforming the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) to include a climate trigger; amending the EPBC Act water trigger to include consideration of the cultural values of water resources and carbon capture and storage projects; establishing legally enforceable National Environmental Standards, including a First Nations Standard for Participation and Engagement in Decision-Making; and ensuring new environmental laws and National Environmental Standards align with new cultural heritage laws to protect any further destruction to First Nations tangible and intangible cultural heritage. 	DCCEEW

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SB24-000162

SUBJECT: Pilbara Ports Upgrades**Talking Points**

- The 2022-23 October Budget included \$565.0 million to support common user port upgrades at Port Lumsden and Dampier in the Pilbara including:
 - additional common user infrastructure at Lumsden Point at Port Hedland, to support forecast growth in demand for minerals key to the battery and electric vehicle markets and the import of equipment required to grow the hydrogen and renewable industry.
 - upgrades to common user port infrastructure in Dampier which will build capacity for critical mineral and renewables export.
- The Federation Funding Agreement (FFA) – Infrastructure Schedule for the \$565.0 million investment was signed by the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP on 7 December 2023 and counter signed by the WA Minister for Ports, on 18 January 2024.
- As at 31 August 2024 the Australian Government has provided \$20.0 million via the FFA Schedule.
- The achievement of Milestone 3 (\$49.3 million) has been delayed.
 - Pilbara Ports have advised that the delay in achieving this milestone has not impacted the progress of the upgrades.

Key Points

- In the October 2022-23 Budget, the Australian Government confirmed their commitment to contribute \$565.0 million towards the WA Government's common-user upgrades at the Port of Dampier and Lumsden Point (Port Hedland).
- The initial stages of both projects commenced in 2023 funded by the WA Government, with the Australian Government funding intended to support later stages of the project.
- As at 31 August 2024 the government has provided \$20.0 million via the FFA Schedule, with the successful completion of the first 2 milestone payments under the Schedule including:
 - Milestone 1 (\$5.0 million) – government acceptance and approval of Business Case, and Provision of a project plan that is inclusive of, costings, scope of expenditure and a defined works schedule; and
 - Milestone 2 (\$15.0 million) – government acceptance and approval of Award of Dredging Tender and Progress Report.

Contact: Andrew Burke**Cleared by:** Lisa Rauter, Frist Assistant Secretary**Phone:** §22(1)(a)(ii)**Version Number:** 01**Date:** 18/ 09/2024

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- Milestone 3 (\$49.3 million) – award of General Cargo Wharf Early Works Tender and provision of procurement plan for harbour cranes, was due for completion by 30 April 2024 under the FFA Schedule.
 - a change in Pilbara Ports procurement approach at the end of last financial year has impacted the sequencing of activities initially considered within the project milestone descriptions.
 - Pilbara Ports has requested a revision of the FFA Schedule with the view to update milestone descriptions to streamline and align payment values with the revised project delivery milestones.
 - negotiations on the FFA Schedule amendments have commenced.

Progress of Lumsden Point Development

- The development of the Lumsden Point General Cargo Facility includes common-user infrastructure of an additional 2 berths on the southern side of the existing port of Port Hedland with associated landside logistics facilities.
- Works on the Lumsden Point commenced ahead of the finalisation of a funding agreement with the WA Government.
- Whilst a change in Pilbara Ports procurement approach has impacted the sequencing of activities, Pilbara Ports report that the project is progressing well.

Progress of Dampier Port Upgrades

- The common user upgrades include construction of the Dampier Cargo Wharf Link Bridge connecting the Dampier Bulk Handling Facility to the Dampier Cargo Wharf and major upgrade works on the Dampier Cargo Wharf.
- It is anticipated the common-user upgrades at Port Dampier, which includes construction of the Dampier Cargo Wharf Link Bridge, will commence in 2025.
- The related works on the Dampier Bulk Handling Facility are underway. Pilbara Ports has advised implementation is progressing ahead of schedule.

Background

- The common user port upgrades are anticipated to support forecast growth in demand for minerals key to the battery and electric vehicle markets and the import of equipment required to grow the hydrogen and renewable industry, along with increasing capacity for critical mineral and renewables export.
- Pilbara Ports, who are responsible for meeting the milestones, is a WA Government Trading Enterprise. Accordingly, the WA Government has existing arrangements to facilitate the pass-through of the government funding.

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- General questions regarding Lumsden Point or Dampier Ports are covered under Outcome 2 (Program 2.1).

Financial Information as at **31 August 2024**

Program/Project Start Date:	2023-24					
Program/Project End Date:	2028-29					
	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget – as at 31 Aug 2024	69.3	202.8	167.9	0.0	105.0	545.0
Appropriation Budget – 2024-25 MYEFO (Revised)	20.0	115.0	313.0	77.0	20.0	545.0
Less:						
Actual Expenditure YTD at 31 Aug 2024	20.0	0.0				
Total Committed Funds at 31 Aug 2024	49.3	202.8	167.9	0.0	105.0	545.0
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

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

* This FE profile is part of the \$698.1 million measure in Budget Paper 2 for port infrastructure in the Pilbara, Port of Newcastle and Port of Bundaberg (PBS 2022-23 - Budget Related Paper No. 1.12 DITRDCA Table 2.3.3 Program components for outcome 3 - Page 59)

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Cleared by: Lisa Rauter, Frist Assistant Secretary

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SB24-000163

SUBJECT: Central Australia Plan – Community Infrastructure Package

Talking Points

- The 2023-24 Budget provided \$50 million for a Community Infrastructure Package under the *A Better, Safer Future for Central Australia* initiative.
- The Package is supporting the construction of new, or upgrades to existing, community infrastructure that fills an identified need for the community or for projects that provide economic and social benefits by improving community amenity and liveability in Central Australia.
- The Package has been developed in partnership with community elders via the Central Australia Plan Aboriginal Leadership Group and the Office of the Central Australia Regional Controller.
- There are 3 tranches of funding:
 - Tranche 1 – 9 projects representing \$5.2 million, announced on 8 March 2024;
 - Tranche 2 – 23 projects representing \$28.2 million announced on 24 July 2024;
 - Tranche 3 – \$16.6 million for future projects to be identified through collaboration with the Aboriginal Leadership Group, Northern Territory Government, Office of the Central Australia Regional Controller and Regional Councils.

Key Points

- The Package forms part of *A Better, Safer Future for Central Australia* initiative and provides up to \$50 million over 4 years for the construction of new, or upgrades to existing, community infrastructure in Central Australia.
- The Package is being delivered through a partnership with the Northern Territory (NT) Government Department of the Chief Minister and Cabinet, through a Schedule to the *Federation Funding Agreement (FFA) – Infrastructure*.
- The FFA Schedule was signed by the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP on 19 December 2023 and by the then Deputy Chief Minister of the NT on 15 January 2024.
 - the FFA was amended and signed by both Ministers again in July 2024.
- The FFA Schedule makes funding available to the NT Government at 2 different milestones. The first payment is 50% of the approved funding and the second is the remainder of the approved funding:

Contact: Andrew Burke
Cleared by: Lisa Rauter, First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 01**Date:** 17/09/2024

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- the first payment will be paid to the NT Government when Project Plans (prepared for each project) are approved by the NT and Australian Governments; and
 - the second payment will be paid to the NT Government when the Project Completion Report for each project is accepted and approved by an Australian Government official.
- As at 31 August 2024 the Australian Government has provided \$2.63 million under the FFA Schedule to the NT Government.

Background*Amendments to the FFA Schedule signed in July 2024*

- In July 2024, the minister and the then Deputy Chief Minister of the NT executed an amended FFA Schedule for the Package.
- Changes from the original schedule include:
 - minor edits to support efficient administration of payments to the NT; and
 - reprofiling \$2.3 million from 2023-24 into 2024-25 to reflect updated anticipated completion dates for Tranche 1 projects provided by Councils

Tranche 1 projects

- On 8 March 2024, the minister and the then Deputy Chief Minister of the NT announced the first 9 projects (representing \$5.2 million) under the Package:
 - a playground upgrade in Atitjere;
 - as of 1 October 2024, the Playground upgrade in Atitjere is reported as complete.
 - a new playground in Engawala;
 - oval lights (for the training field) in Laramba;
 - a new play system in Nturiya;
 - as of 1 October 2024, the New Play System in Nturiya is reported as complete.
 - change rooms in Pmara Jutunta;
 - oval lights in Ti Tree;
 - a half basketball court in Wilora;
 - oval lights in Kintore; and
 - oval lights in Titjikalaa
- The remaining projects are underway, with all projects estimated to be completed within 2024-25.

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Tranche 2 projects

- On 24 July 2024, the minister and the then Deputy Chief Minister of the NT announced the second tranche of projects (23 projects representing \$28.2 million) under the Package:
 - cultural centres for Ti-Tree and Yuendumu;
 - a stage/outside auditorium and public toilet in Laramba;
 - new visitor camps, oval upgrades including changerooms and grandstands, and a men's shed refurbishment at Yuelamu;
 - changeroom and lighting upgrades at Atitjere Oval;
 - a new public toilet near the softball oval in Engawala;
 - oval relocation and grandstands, and re-establishing a farm in Willowra;
 - a community store in Pmara Jutunta;
 - a new recreational hall for Nturiya;
 - community laundries with toilets and shower facilities for Docker River, Kintore and Areyonga;
 - new BMX pump tracks and refurbishing the recreational hall in Titjikala;
 - splash pads for Papunya and Ntaria;
 - BMX pump tracks and a farm/community garden in the Luritja Pintubi region; and
 - A new orchard/garden for Finke.
- Project plans for these projects remain under development and as at 31 August 2024, no funding for Tranche 2 projects have been provided to the NT Government.
 - the FFA Schedule notes the second milestone for Tranche 2 (completion of project plans) was anticipated to be completed by 31 August 2024. This was not achieved and the Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working in partnership with the NT Government and the Councils to support them through this process.

Tranche 3

- A future Tranche 3 of projects will utilise the remaining funds provided to the Central Australia Plan Community Infrastructure Package, approximately \$16.6 million.
- Work to develop Tranche 3, in partnership with the community, is anticipated to commence during 2025-26.

About MacDonnell and Central Desert Regional Councils

- Funding will be provided to the NT Government in line with the agreed milestones in the FFA Schedule, as they are delivered by the MacDonnell and Central Desert Regional Councils.

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Lead/Support contact: Andrew Burke / s22(1)(a)(ii)

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- The NT Government has entered into separate agreements with the MacDonnell and Central Desert Regional Councils to facilitate the delivery of projects and ensure that the package also results in local and Indigenous employment opportunities.
- The NT Government has agreed to provide 'in-kind' support for the administration of the package.

Financial Information as at 31 August 2024

- The FFA Schedule commits a maximum of \$50 million over 4 financial years under 3 tranches:
 - an initial Tranche of specified projects of up to \$5.3 million (of which \$5.2 million has been committed);
 - a second Tranche of medium-term projects anticipated over 2024-25 and 2025-26 of up to \$30 million (of which \$28.2 million has been committed);
 - a third Tranche of long-term projects anticipated in 2026-27 to use residual funding (\$16.6 million currently available).

	2023-24 (\$m)	2024-25 (\$m)	2026-27 (\$m)	2027-28 (\$m)	Total (\$m)
Original profile: 23-24 Budget	0.5	16.5	16.5	16.5	50
Revised agreed profile: MYEFO 23-24	5	15	15	15	50
Revised agreed profile: 31 March 2024	2.7	17.3	15	15	50
Revised agreed profile: MYEFO 24-25	2.63	16.8	14.1	16.5	50

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Rural and Regional Affairs and Transport

Lead/Support contact: Casey Greentree

SB24-000164

SUBJECT: Northern Australia Agenda**Talking Points**

- To enhance the prosperity and wellbeing of northern communities, the Australian Government is working to support development in northern Australia.
- The government refreshed the agenda in the *Northern Australia Action Plan 2024-2029* (the Action Plan) which was released on 26 August 2024.
- The Plan acknowledges the role of the north in delivering government priorities including the transition to a net zero economy, Future Made in Australia agenda, Closing the Gap and implementing the National Defence Strategy.
- The Action Plan reaffirms the government's commitment to the north and sets the strategic direction for the next stage of investment and growth in the region.

Key PointsRole of the Office of Northern Australia (ONA)

- The ONA supports the delivery of the government's northern Australia agenda. ONA's primary roles are to:
 - oversee and champion the northern Australia policy agenda to support resilient and sustainable economic growth to secure a strong and sustainable future for northern Australia;
 - lead coordination and reporting on the Action Plan;
 - advocate for the development of northern Australia across the government, including resolution of challenges and maximisation of opportunities; and
 - support the Northern Australia Ministerial Forum (NAMF) and the Northern Australia Indigenous Reference Group (IRG).

Northern Australia Action Plan 2024-2029 (refer **EC24-001606**)

- The *Northern Australia Action Plan 2024-2029* (the Action Plan) was released by the Hon Madeleine King MP, Minister for Northern Australia, at the Developing Northern Australia Conference on 26 August 2024.
- The Action Plan builds on the *2015 Our North, Our Future: Developing Northern Australia White Paper*, and reaffirms the Australian Government's commitment to the north, and sets the strategic direction for the next stage of investment and growth in the region.

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- The Action Plan is built on northern Australia stakeholders feedback. ONA engaged with key stakeholders to gain a contemporary understanding of their views, priorities, opportunities and challenges for northern Australia (*refer EC24-001606*). This included:
 - One-on-one sessions with key stakeholders;
 - 9 virtual sessions with over 200 participants;
 - 39 on ground sessions with key local organisations; and
 - An online survey with over 500 respondents.
- The Action Plan recognises the north's unique challenges, new and emerging opportunities and recognises that to succeed we need to work differently in the north – working in partnership and place, with a focus on resilience and evidence-based decisions and a commitment to advance First Nations outcomes at its centre.
- The Action Plan outlines:
 - 6 policy priority areas that provide the framework for the development of Australian policies and programs over the next 5 years:
 - activating the northern economy
 - infrastructure to unlock growth
 - safe and secure north
 - growing the northern workforce
 - liveable, healthy and resilient communities
 - protecting the north's environment and cultural heritage
 - 17 Areas for Continued Focus, which seek to address known barriers and policy gaps – these will be progressed in the short to medium term by relevant Australian Government agencies and the support of the Office of Northern Australia (*refer EC24-001606*).
 - 178 Australian Government actions which showcase the current investment aligned with the policy priorities (*refer EC24-001606*).
- The Minister for Northern Australia will continue to provide an annual statement to Parliament on northern Australia and will provide a report annually on the implementation of the Action Plan.

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Cleared by: Lisa Rauter, First Assistant Secretary**Phone:** s22(1)(a)(ii)**Version Number:** 01**Date:** 26/09/2024

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Lead/Support contact: Casey Greentree

SB24-000165

SUBJECT: Northern Australia Indigenous Reference Group**Talking Points**

- The Northern Australia Indigenous Reference Group (IRG) advises the Minister for Northern Australia, the Hon Madeleine King MP and the Minister for Indigenous Australians, Senator the Hon Malarndirri McCarthy, on practical actions to enhance the economic and social prosperity of First Nations people in northern Australia.
- IRG members are accomplished First Nations Australians from the north. Their selection is considered against geographic spread, gender diversity and industry representation.
- IRG members are currently engaged until December 2024; the IRG was first convened in 2021.
- Improving the prosperity of First Nations people and communities is central to the success of the northern Australia agenda and is reflected in the Northern Australia Action Plan (Action Plan) which was released on 26 August 2024. It also aligns with the Australian Government's commitment to Closing the Gap.
- The Action Plan sets out 6 priority areas designed to enhance the prosperity and wellbeing of northern communities. Central to all 6 policy priority areas is the commitment to advance First Nations outcomes, which is vital to the success of the northern Australia agenda.

Key points**Northern Australia Indigenous Reference Group**

- The IRG has identified 7 priority areas to practically improve Indigenous economic development in northern Australia. These are:
 - Indigenous businesses have financial sustainability, factoring in unique northern Australia circumstances;
 - Indigenous businesses and communities in the north are connected, and thriving;
 - clear economic participation pathways to meet people where they are at in northern Australia;
 - regional and remote Indigenous businesses and communities have the connectivity to compete in the broader economy;
 - Indigenous people's basic needs are met in northern Australia through improved social infrastructure;
 - local economic opportunities are maximised to support Indigenous economic development; and
 - strong Indigenous economic leadership in northern Australia.

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- Minister King last met with the IRG in Karratha on 26 August 2024.
- The IRG meet quarterly, and the next scheduled meeting is for 18 November, alongside the Minister's Annual Statement to Parliament in Canberra.
- The IRG have met with ministers and key government officials to discuss their perspectives on the identified priority areas. They have tendered 16 submissions, commented on draft government grant guidelines and attended two public hearings.

Northern Australia Action Plan 2024–29

- The Northern Australia Indigenous Development Accord Review findings informed the Northern Australia Action Plan 2024–29. Further detail on the Accord Review can be found at **EC24-001611**.
- Commitment to advancing First Nations outcomes is embedded across the 6 priority areas in the Action Plan, with specific actions within each priority.

Background

- The IRG consists of 8 members:

Members	Key Industry Experience
Mr Colin Saltmere (Chair) (QLD)	Civil construction, hospitality, catering, labour hire and training
Mr Jerome Cubillo (NT)	Not-for-profit, government, business networks
Ms Tara Craigie (NT)	Agriculture
Mr Troy Fraser (QLD)	Local and state government
Mr Peter Jeffries (WA)	Mining, consulting, Indigenous engagement
Ms Gillian Mailman (QLD)	Electrical and telecommunications
Ms Ninielia Mills (WA)	Indigenous organisations
Ms Flora Warrior (TSI)	Aquaculture, microfinance

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Lead/Support contact: Erin Cassie

SB24-000166

SUBJECT: National Urban Policy and State of Australian Cities**Talking Points**

- In the 2023-24 Budget, the Australian Government announced the *National Approach for Sustainable Urban Development*, including establishing the Cities and Suburbs Unit (CSU) to deliver a new National Urban Policy (the Policy) and State of Australian Cities report (the Report).
 - both the Policy and the Report are in development. Timing for the release is a matter for government.
- The Policy will include the shared government's vision for sustainable urban growth. The shared vision was developed jointly with state and territory governments and in consultation with the Australian Local Government Association (ALGA), as tasked by National Cabinet to the Planning Ministers' Meeting (PMM) in 2023. Timing of release of the shared vision is also a matter for government.
- The Policy aims to better integrate an urban lens across policy-making to ensure future government policies, programs and investment are supporting sustainable growth in urban places. This will be facilitated by cross-government engagement on urban policy matters.
- The Report will deliver:
 - an accurate and up-to-date picture of life in our cities, enabling measurement of changes over time;
 - analysis on emerging challenges and trends to inform policy and investment in our cities; and
 - examples of good practice initiatives which are improving the productivity, resilience and equity of our cities.
- The Report will focus on the 20 most populated 'cities' (**Attachment A**), being those that meet the ABS 'Major Urban' definition for urban centres (minimum of 100,000 population), plus Launceston (93,364) and the combined areas of Albury-Wodonga and Gold Coast-Tweed Heads as they were included in the previous State of Australian Cities reports.
 - there are also case studies included in Alice Springs and Bunbury given their regional importance.

Contact: Erin Cassie**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 01**Date:** 14/10/2024

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Key PointsNational Urban Policy

- The Policy aims to deliver on a range of objectives for our urban places. This includes productive and innovative, sustainable and resilient, and liveable and equitable. The Policy will:
 - be consistent with the UN sustainable development goals, specifically SDG 11: Make cities and human settlements inclusive, safe, resilient and sustainable; and
 - recognise the respective roles that all levels of government and industry have to play in improving urban planning policy and delivery.
- The Policy will complement a broad range of strategies, policies, reports and frameworks, including the government's Regional Investment Framework and Infrastructure Policy Statement.
- It covers topics raised during the targeted consultations and considered by the government as useful to present broader public feedback, such as urban planning, housing, infrastructure, jobs and skills, and the environment.
- Implementation of the Policy will be supported through programs such as Thriving Suburbs and urban Precincts and Partnerships, with targeted investment in urban infrastructure that connects people and communities to services and opportunities to improve liveability and inclusion.
- Timing for the release of the Policy is a matter for government.

Stakeholder consultation

- On 26 May 2023, the Minister of Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP appointed members to the Urban Policy Forum (UPF) to inform development of the National Urban Policy (**Attachment B**).
 - The Cities and Suburbs Unit has undertaken extensive engagement and consultation with a range of stakeholders to inform the development of the Policy (**Attachment C**). This includes: relevant Australian Government agencies;
 - state and territory governments, via the Planning Ministers' Meeting and Heads of Planning Group;
 - local governments, via direct engagement with ALGA and the Council of Capital Cities Lord Mayors; and
 - UPF and broader group of experts through the Urban Policy Network.
- Murawin was engaged from 7 August 2023 to 10 November 2023, following a procurement process under the Australian Government's Indigenous Procurement Policy, to undertake First Nations engagement.

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- Public consultation on the draft NUP commenced on 23 May 2024 and closed on 4 July 2024, enabling interested stakeholders to have a say on the roles that governments, industry and the community have to play in improving our cities and suburbs.

Background

- The government's intention to deliver a NUP was first announced by the Hon Anthony Albanese MP (then opposition leader) on 10 March 2021, in an address to the Australian Financial Review Business Summit on the Future of Cities.
- The government's urban agenda was re-affirmed in the Bradfield Oration, delivered by the minister (on behalf of the Prime Minister) on 6 December 2022.

BackgroundState of Australian Cities Report

- The 2024 Report will:
 - reflect on how cities have changed in the 10 years since the last State of the Australian Cities report in 2015
 - incorporate changes in publicly availability data that have occurred over the last 10 years, and
 - complement other government 'State of' reports, such as State of the Regions.
- The Report will align with the goals of the NUP to provide information in a more accessible format suitable for a public audience.
 - it will complement the Policy, and link to other government publications, such as the State of Australia's Regions Report, the State of the Environment report, Measuring What Matters, Employment White Paper, Migration Strategy, Intergenerational reports, and Population Plans.
- It will draw on publicly available and repeatable data in order to measure progress of our cities over time. This includes ABS data sets like the Census as well as data managed by the Bureau of Communications, Arts and Regional Research (BCARR).

Stakeholder engagement

- A discussion paper on the Report was approved by the ministerr for consultation with the UPF and state, territory and local governments in April and May 2024.
- Draft analysis informing the Report was distributed to Australian Government portfolios and the UPF in September 2024 for feedback.

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Background

- In the Bradfield Oration, the government committed to the commissioning of a “State of Australian Cities report to put together an accurate and up-to-date picture of life in our big cities.”

Financial Information as at 31 August 2024**Cities and Suburbs Unit**

Program/Project Start Date:	2023-07					
Program/Project End Date:	2027-06					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	0	7.536	9.459	0	0	17.0
Less:						
Actual Expenditure YTD at 31 August 2024	0	4.937	0.885			5.822
Total Committed Funds at 31 August 2024	0	0	0	0	0	0
Total Uncommitted Funds (balance)	0	2.599***	8.574	0	0	11.17

Note: *Departmental Internal Budget Allocation for CSU Branch

**Full year 2023-24

***unspent funds, not carried over.

The 2023-24 Budget committed DITRDCA ASL of 10 each year from 2023-24 to 2026-27 for the Cities and Suburbs Unit, and:

2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
\$m	\$m	\$m	\$m	\$m	\$m
-	\$4.0 m	\$2.3 m	\$2.3 m	\$2.3 m	10.9

The 2024-25 Budget included \$12.6 million over four years to support the delivery of the government's Urban Agenda, supporting a national approach to sustainable urban development, oversight of urban renewal projects and the continued delivery of city and regional deal projects.

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Development of the National Urban Policy

- \$167,750 (ex-GST) paid to Murawin, to undertake First Nations stakeholder engagement and consultation report to inform the NUP.
- \$258,884 (ex-GST) paid to KPMG to support public consultation on the Policy through facilitated workshops nationwide, and analysis of workshop feedback, public consultation surveys and written submissions to produce a consultation summary report.

State of Australian Cities Report**

**This funding is a subset of the CSU funding above

Program/Project Start Date:	2023-07					
Program/Project End Date:	2027-06					
	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	-	2.165	0.665	0.665	0.665	4.160
Less:						
Actual Expenditure YTD at 31 August 2024	-	0.368	0.025			
Total Committed Funds at 31 August 2024	-	0	0.125	0	0	0
Total Uncommitted Funds (balance)	-	1.797	0.515	0.665	0.665	3.642

Development of the State of Australian Cities Report

- \$181,900 (ex-GST) is anticipated to be spent for data specifically for the SOAC report.
 - \$137,500 (ex-GST) paid for the Australian Urban Observatory Portal
 - \$22,400 (ex-GST) paid for the Housing Affordability and Availability data.
 - \$5,000 (ex-GST) paid for Income data, from the Australian National University.
 - Remaining funds are yet to be paid for:
 - Night Time Economy data \$17,000 (ex-GST) from the Council of Capital City Lord Mayors.
- Any further questions relating to the data acquisition, data-specific resources and sources should be answered by BCARR in the Corporate Matters Outcome.

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Attachments

- A: Cities covered in the State of Australian Cities Report
- B: Urban Policy Forum membership list
- C: Stakeholder engagement on the National Urban Policy

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Cities covered in the State of Australian Cities report

City	Population (2023)*
Sydney	5,450,496
Melbourne	5,207,145
Brisbane	2,706,966
Perth	2,309,338
Adelaide	1,446,380
Gold Coast - Tweed Heads^	735,213
Newcastle–Maitland^	526,515
Canberra	466,566
Sunshine Coast	407,859
Wollongong	313,745

City	Population (2023)*
Geelong	302,046
Hobart	253,654
Townsville	186,734
Cairns	160,933
Darwin	150,736
Toowoomba	149,817
Ballarat	116,390
Bendigo	104,883
Albury–Wodonga^	100,095
Launceston	93,364

* Estimated Resident Population.

^ Population splits for these locations specifically, and not their greater capital city statistical area are as follows:

- Gold Coast population at 2023 – 656,319, Tweed Heads population at 2023 – 78,894.
- Newcastle population at 2023 – 363,831, Maitland (Newcastle Region) population at 2023 – 162,684.
- Albury population at 2023 - 55,819, Wodonga population at 2023 - 44,276.
- If raised – Western Australia, Northern Territory and South Australia only have one city that is represented in the definition of cities. However, a case study on Alice Springs (NT) and Bunbury (WA) will be included as important secondary cities.
- Further targeted work on smaller cities outside of the main report's definition will be considered in future Reports and is a matter for Government.

Attachment B – SB24-000166

Urban Policy Forum membership list

The 13 members of the Urban Policy Forum are:

- Professor Barbara Norman - Emeritus Professor and Foundation Chair of Urban and Regional Planning and Director of Canberra Urban and Regional Planning Futures at the University of Canberra
- Neil Argent – Professor of Human Geography at the University of New England
- Rufus Black – Vice-Chancellor of the University of Tasmania
- Sally Capp – Vice Chancellor’s Fellow at the University of Melbourne
- Bronwen Clark – Chief Executive Officer of the National Growth Areas Alliance
- Matt Collins MPIA – Chief Executive Officer of the Planning Institute of Australia
- Elle Davidson – Aboriginal Planning Lecturer at the University of Sydney
- Michael Fotheringham – Managing Director of the Australian Housing and Urban Research Institute
- Rebecca Moore – Western Australian Government Architect
- Davina Rooney – Chief Executive Officer of the Green Building Council of Australia
- Alison Scotland – Executive Director of the Australian Sustainable Built Environment Council
- Rob Stokes – former NSW Minister for Infrastructure, Cities and Active Transport
- Mike Zorbas – Chief Executive Officer of the Property Council of Australia

Stakeholder engagement on the National Urban Policy

Date	Meeting	Stakeholders	Matter discussed
27 July 2023	Planning Ministers' Meeting (Virtual)	State/territory planning ministers, Commonwealth Ministers by invitation (Ministers for Housing; Climate Change and Energy; Emergency Management; and Communications), Australian Local Government Association	National Urban Policy – (DITRDCA) Disaster resilience and climate adaptation (NSW Reconstruction) Telecommunications Planning (NSW) Planning Reforms (Treasury) Renewable Energy Transition (info only)
22 February 2024			National Urban Policy – (DITRDCA) Disaster resilience and climate adaptation (NSW Reconstruction) Telecommunications Planning (NSW) Planning Reforms (Treasury)
5 May 2023	Heads of Planning (Virtual)	State and territory planning officials	Land use planning meeting between DITRDCA, NEMA, QLD, NSW and VIC
17 May 2023			National Urban Policy
19 July 2023			Support arrangements for the Planning Ministers' Meeting
25 July 2023			Support arrangements for the Planning Ministers' Meeting (opt-in)
11 October 2023			National Urban Policy State of Cities Report
13 February 2024			Support arrangements for the Planning Ministers' Meeting
20 September 2024			Support arrangements for the Planning Ministers' Meeting
4 August 2023			Urban Policy Forum (Virtual)
21 September 2023	National Urban Policy		

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21 November 2023			National Urban Policy State of Cities Report
7 March 2024			National Urban Policy State of Cities Report
21 March 2024			Urban Policy Principles Workshop
29 April 2024			National Urban Policy State of Cities Report
20 May 2024			National Urban Policy State of Cities Report
30 August 2024			National Urban Policy State of Cities Report
21 September 2023	Urban Policy Network (Virtual)	Urban policy experts – academia, and industry	National Urban Policy
15 May 2024			
16 July 2024			
14 December 2022	National Urban Policy Band 3 Commonwealth Advisory Group (January 2023 – In person/Virtual; March 2023 – Virtual)	Deputy Secretaries (SES Band 3)	Government's Urban Policy Agenda
19 January 2023			
28 March 2023			
12 October 2023	National Urban Policy Band 1 Commonwealth Advisory Group Subcommittee (Virtual)	Assistant Secretaries (SES Band 1)	Government's Urban Policy Agenda
30 March 2023			Government's Urban Policy Agenda, including the National Urban Policy
19 March 2024			National Urban Policy
4 September 2024			National Urban Policy

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Lead/Support contact: Erin Cassie

SB24-000167

SUBJECT: Planning Minister's Meeting**Talking Points**

- The Planning Minister's Meeting (PMM) is a ministerial council which reconvened on 27 July 2023. It reports to National Cabinet and complies with its Governance Framework.
- PMM has committed to meet at least once per year, however, the timing of meetings is a matter for government. It met 3 times in 2023-24, with the most recent meeting held on 22 February 2024. The next meeting is currently being planned for November 2025.
- State and Commonwealth ministers with policy responsibility attend PMM to progress agenda items. A representative of the Australian Local Government Association (ALGA) attends as a special adviser. (A list of current members is at **Attachment A**).
- The Minister for Infrastructure, Transport, Regional Development and Local Government, The Hon Catherine King MP convenes the meeting in her capacity as Minister for Infrastructure.
- The Minister for Cities, Senator the Hon Jenny McAllister assists Minister King with the Planning Ministers Meeting and takes carriage of certain elements of the work plan (currently including national urban policy and the associated shared vision, national planning reform, and embedding natural disaster and climate risk considerations in land use planning).
 - there is no planning function at the Commonwealth level.
 - other government ministers may attend as relevant to their portfolios.
- PMM was initially reconvened to discuss and progress nationally significant planning matters, including priorities tasked to state and territory planning ministers by National Cabinet.
- PMM has a coordinating role in bringing together all levels of government to discuss these nationally significant planning issues and support progression of taskings that require reporting back to National Cabinet.
- The outcomes of each meeting are published as a communique. The communiqués for July 2023 and February 2024 are attached (**Attachments B and C**).
- The Cities and Suburbs Unit provides the Secretariat function for PMM.

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Key Points

- Key items progressing through PMM include:
 - endorsement of a shared vision to ensure growth in cities is sustainable, led by Minister King. This was tasked by National Cabinet and discussed at the first PMM convened by the minister. The vision has been drafted as requested, and now endorsed by each jurisdiction;
 - implementation of the National Planning Reform Blueprint, led by the Housing Minister and supported by the Commonwealth Treasury. This work is led by Treasury. States and territories have now provided 2 rounds of reporting to track their progress against the reforms. This reporting will progress to National Cabinet following agreement at the next meeting from PMM members;
 - development and implementation of a national framework for communications infrastructure, led by the Mobile Telecommunications Working Group. This work has progressed with an implementation plan for telecommunications planning now proposed;
 - development of an approach to embed nationally agreed principles for considering disaster and climate risk within land use planning and building reforms, led by the NSW Government, with support from the National Emergency Management Agency of Australia (NEMA). NSW continues to lead this work, with guidelines being consulted on prior to progressing to PMM for endorsement; and
 - establish coordinated and strategic energy planning that integrates environmental considerations in planning approval processes to support the renewable energy transition, led by the Minister for Environment and Water. This work is in progress.

Background

- On 9 December 2022, National Cabinet tasked Planning Ministers with developing a national standard for considering disaster and climate risk, as part of land use planning and building reform processes, and to report back to National Cabinet in 2023.
- On 28 April 2023, National Cabinet agreed a national approach and greater co-operation to deliver a range of priorities. First Ministers agreed to “a range of meaningful reforms to support a national approach to the growth of our cities, towns and suburbs”. Reforms relevant to PMM include:
 - a shared vision to ensure growth in cities is sustainable via the National Urban Policy. Consultation with states and territories was led by DITRDCA and the vision was endorsed on 29 July 2024; and
 - Planning Ministers developing a proposal for National Cabinet outlining reforms to increase housing supply and affordability, working with the Australian Local Government Association.

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- On 27 July 2023, the government convened the PMM to discuss a number of nationally significant planning matters, including priorities tasked by National Cabinet. The meeting was chaired by Minister King.
- On 16 August 2023, Planning Ministers reported back to National Cabinet with a National Planning Reform Blueprint and an update on the progress against the national standard for considering disaster and climate risk, which is being led by New South Wales.
- Reporting on progress by states and territories was approved by PMM at 22 February 2024 meeting and published on the Treasury's website on 9 August 2024. Further questions should be directed to Treasury.
- Ministers set a 12-month work plan at the 22 February 2024 meeting for the Heads of Planning group to progress.

Attachments

A: Planning Ministers' Meeting Members

B: Planning Ministers' Meeting 2023 Communique

C: Planning Ministers' Meeting February 2024 Communique

Contact: Erin Cassie**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 14/10/2024

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Planning Ministers' Meeting Members

Commonwealth

- The Hon Catherine King MP; Minister for Infrastructure, Transport, Regional Development and Local Government

State and territory

- The Hon Paul Scully MP; Minister for Planning and Public Space; NSW Government
- The Hon Sonya Kilkenny MP; Minister for Planning; VIC Government
- The Hon Nick Champion MP; Minister for Planning; SA Government
- The Hon. John Carey MLA; Minister for Planning, Lands, Housing, Homelessness; WA Government
- The Hon Felix Ellis MP; Minister for Planning; TAS Government
- The Hon Gerard Maley MLA; Minister for Infrastructure, Planning and Logistics; NT Government
- *Mr Chris Steel MLA, Minister for Planning, ACT Government**
- *The Hon Meaghan Scanlon MP; Minister for Housing, Local Government and Planning; QLD Government **

**italics indicate members' government is in caretaker mode.*



The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government
(/c-king)

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Planning Ministers' Meeting 2023 Communiqué

The Planning Ministers' Meeting reconvened last week to discuss a number of nationally significant planning matters, including priorities tasked by National Cabinet. Planning Ministers welcomed the participation of Councillor Linda Scott, President of the Australian Local Government Association, alongside a number of Commonwealth Ministers with an interest in planning matters, including the Hon Julie Collins MP, Minister for Housing; Senator the Hon Jenny McAllister, Assistant Minister for Climate Change and Energy; Senator the Hon Murray Watt, Minister for Emergency Management; and the Hon Michelle Rowland MP, Minister for Communications.

Planning Ministers reinforced their commitment to national cooperation, collaboration and information sharing on a range of planning matters.

Governance

Planning Ministers endorsed a governance framework and work plan for the Planning Ministers' Meeting, to guide work through to July 2024.

National Urban Policy

Planning Ministers recognised the variety of challenges and opportunities to ensuring growth in our diverse cities and suburbs is sustainable. The policy and regulatory options to address these are a shared responsibility of all levels of government. For this reason, Planning Ministers agreed that the vision of the National Urban Policy announced by the Commonwealth at the 2023-24 Budget will be developed in consultation with and implemented in partnership with all jurisdictions.

Disaster resilience and climate adaptation

Planning Ministers agreed to the NSW government leading the development of a framework and guidance on nationally agreed principles for natural disaster and climate risk considerations in land use planning decisions. Planning Ministers also noted the status and timelines for the development of Australia's first National Climate Risk Assessment and National Adaptation Plan and agreed to engage in the development of these products through senior officials.

Telecommunications planning

Planning Ministers recognised the need for a coherent approach for prioritising and accelerating planning and approvals for communications infrastructure, especially in rapidly growing suburban communities. The Commonwealth will establish a working group alongside a number of state and territory governments to develop options that achieve this goal.

Housing

Planning Ministers discussed planning reform proposals for consideration by National Cabinet. Potential reforms discussed by Planning Ministers covered a broad range of issues identified by government, industry and the community as key elements in addressing housing supply and affordability.

Planning and environmental approvals

Planning Ministers noted:

- The importance of integrating environmental considerations into energy planning processes to ensure renewables benefit the whole environment and community.
- Meeting national emissions reduction targets will require a complete transformation of our energy system, exceeding anything attempted in many decades.
- Australians want clean renewable energy, but they also want robust protection for our iconic species and landscape.

COMMUNIQUE

Friday 04 August 2023

SUBJECTS: The Planning Ministers' Meeting reconvened last week to discuss a number of nationally significant planning matters, including priorities tasked by National Cabinet.

Planning Ministers' Meeting

Planning Ministers' Meeting February 2024 Communique

On 22 February 2024, Minister Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government, convened the second Planning Ministers' Meeting to discuss and progress nationally significant planning matters. These matters included planning reforms to facilitate more and well-located housing; national principles to embed natural disaster and climate risk considerations in land use planning decisions, and progress on a National Urban Policy for Australia.

Planning Ministers were joined by Councillor Linda Scott, President of the Australian Local Government Association, alongside a number of Commonwealth Ministers with an interest in planning matters, including the Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories, the Hon Julie Collins MP, Minister for Housing; Senator the Hon Jenny McAllister, Assistant Minister for Climate Change and Energy; and Senator the Hon Tony Sheldon. Planning Ministers reinforced their commitment to national cooperation, collaboration and information sharing on a range of planning matters.

Governance

Planning Ministers endorsed a work plan for the Planning Ministers' Meeting, to guide work through to February 2025.

National Urban Policy Shared Vision

Planning Ministers noted the update from the Commonwealth on the tasking from National Cabinet for the Commonwealth to reinstate a 'vision for sustainable growth in cities', in partnership with state and territory governments. The Commonwealth will consult with jurisdictions on the shared vision alongside the National Urban Policy.

Housing

Planning Ministers agreed that all jurisdictions had made good progress in implementing the Blueprint, particularly in relation to reforming planning, zoning and land release systems and streamlining approval processes to support more housing supply.

To deliver on the ambition of the Blueprint, and support delivery of national housing targets, Planning Ministers agreed that further work is required and will continue to adapt planning systems to better support new housing supply and report on progress.

That local government, via ALGA, are able to suggest inclusions in the framework, which will recognise quality and well as quantity of approvals.

That in jurisdictions where planning powers reside with local governments, states and territories continue to develop transparent housing plans in collaboration with local governments, and support local governments to meet housing supply targets through local planning policies and instruments.

National principles for considering disaster and climate risk as part of land use planning and building reforms

Planning Ministers noted an update from New South Wales on the development of national principles for considering disaster and climate risk as part of land use planning. Planning Ministers agreed New South Wales will consult all jurisdiction in the coming months on this work and prepare a report and timeline for implementation into land use planning by all jurisdictions.

Telecommunications planning

Planning Ministers have accepted advice that could create a nationally consistent approach to prioritising and accelerating the planning and deployment of mobile communications infrastructure to ensure reliable mobile coverage, especially in rapidly growing suburban communities.

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Erin Cassie

SB24-000168

SUBJECT: Housing Support Program**Talking Points**

- The \$1.5 billion Housing Support Program (HSP) supports the delivery of increased housing supply by funding projects that seek to deliver enabling infrastructure, provide amenities to support new housing development or improve building planning capability.
- Funding is available over 2023-24 to 2024-25, with 3 streams of funding. Eligibility requirements for each stream of the HSP are determined by the Australian Government.
- Successful projects under stream 1 of the HSP, which supports projects that build planning capability, were announced by the Prime Minister on 5 July 2024.
 - 80 projects across Australia, totalling \$49.7 million will receive funding under stream 1.
 - this includes 73 local government projects and 7 state projects (**Attachment A**).
- The **HSP Community Enabling Infrastructure Stream** (HSP-CEI) opened for applications on 5 July 2024 and closed on 16 August 2024.
 - state, territory and local government authorities could apply for funding up to \$45.0 million for enabling infrastructure and amenity projects under the HSP-CEI stream.
 - the Department of Infrastructure, Transport, Regional Development, Communications and the Arts has received over 420 applications under the HSP-CEI stream.
 - eligible applications are currently being assessed against the established merit criteria within the program guidelines.
 - successful projects under this stream are expected to be announced by the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, later this year.
- Funding for these streams will be delivered to states and territories through schedules to the Federation Funding Agreement (FFA) - 'Affordable Housing, Community Services and Other'.
- As part of the 2024-25 Federal Budget, an additional \$1.0 billion was announced for a 'priority works stream' for the HSP.
 - the priority works stream will allow the states and territories to fund significant enabling infrastructure and social housing that addresses urgent housing priorities to expedite housing development.

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Erin Cassie

SB24-000168

Key PointsPriority works stream

- The need for a priority works stream was determined by all jurisdictions through National Cabinet.
- \$1.0 billion in funding for the priority works stream was provided to the states and territories on a per capita basis on 28 June 2024, with a minimum \$25.0 million available for smaller states and territories (Tas, ACT, NT).
- FFA schedules for the priority works stream are publicly available on the Federal Financial Relations website.
- Under the priority works stream, implementation plans are due to be agreed between the Commonwealth and the respective states and territories by 30 September 2024. As at 14 October 2024, SA, WA, VIC, QLD and ACT had submitted their plans.

Consultation

- Consultation on the design of stream 1 and the HSP-CEI stream was undertaken with a range of stakeholders including the states and territories, local governments and industry experts.
- A range of communications activities were undertaken to inform potential applicants of stream 1 and the HSP-CEI stream, including:
 - conducting information webinars for each stream, with transcripts and recordings publicly available on the department's website; and
 - emailing over 1,400 local government authorities and state and territory governments regarding the opening of applications.

Financial Information

- Administered and departmental costs for the 3 streams are detailed below. There are no departmental funds associated with the priority works stream.
- As at 31 August 2024, none of the original \$500 million for stream 1 and HSP-CEI has been expended. Payments will be made to successful applicants once the relevant state or territory has signed the FFA schedule.

Program/Project Start Date:	1 July 2023					
Program/Project End Date:	30 June 2026					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Administered	0	1,050.0	450.0	0		1,500.0
Departmental		3.7	3.7			7.4

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Rural and Regional Affairs and Transport

Lead/Support contact: Erin Cassie

SB24-000168

Total Appropriation Budget		1,053.7	453.7			1,507.4
Less:		1,053.7	453.7			1,507.4
Actual Expenditure YTD at 31 August 2024	0	1,003.7				1,003.7
Total Committed Funds at 31 August 2024	0	50.0	453.7	0		503.7
Total Uncommitted Funds (balance)	0	0	0	0	0	0

- \$1 billion for the priority works stream has been expended. A breakdown of this funding is below.

	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
New South Wales	0	304.3				304.3
Victoria		248.8				248.8
Queensland		199.2				199.2
Western Australia		105.3				105.3
South Australia		67.4				67.4
Tasmania		25.0				25.0
Australian Capital Territory		25.0				25.0
Northern Territory		25.0				25.0
Estimated total budget		1,000.0				1,000.0

Attachments

A – Successful Stream 1 projects

B – Prime Minister of Australia - Meeting of National Cabinet - Working together to deliver better housing outcomes, 16 August 2023

C – Minister King and Minister Collins - joint media release - Applications open for \$500 million Housing Support Program, 27 March 2024

D – 2024-25 Budget Announcement

E – Boosting Australia's housing supply

Contact: Erin Cassie**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** (02) s22(1)(a)(ii)**Version Number:** 02**Date:** 14/10/2024

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Published 5 July 2024

*Housing Support Program – Stream 1
List of Successful Projects*

State	Funding Recipient	Project Name	Project Scope	Aust Govt. Funding Amount (\$)	Total Project Cost (\$)
NSW	Albury City Council	Implementation of the Albury Local Housing Strategy and Thurgoona Wirlinga Precinct Structure Plan Review	Delivery of planning support services to speed up assessments, undertaking a land audit of potential sites for affordable community rental housing, and completion of technical studies for the Thurgoona Wirlinga Precinct.	\$886,000	\$886,000
NSW	Blacktown City Council	Blacktown City Council Well-Located Housing Capacity Study and Planning Strategy	Develop and deliver housing capacity studies and planning strategies for 9 train stations.	\$1,500,000	\$1,500,000
NSW	Byron Shire Council	Former Mullumbimby Hospital Masterplan and Development Strategy	Delivery of a Masterplan, Development Strategy and Control Plan for residential development of the former Mullumbimby Hospital Site.	\$263,000	\$263,000
NSW	Campbelltown City Council	Campbelltown City Centre Planning Proposal	The project will review the statutory framework for the Reimagining Campbelltown City Centre Master Plan	\$2,628,543	\$4,600,448
NSW	Central Coast Council	Central Coast Council Pilot Affordable Housing Contribution Program	Prepare an Affordable Housing Needs Assessment, develop affordable housing contribution rates across each targeted centre, and prepare identification and mapping of relevant areas within each centre.	\$85,764	\$140,764.80
NSW	Central Coast Council	Masterplan 'series' of Targeted Centres across the LGA.	Develop and deliver the Woy Woy/Ettalong, The Entrance/Long Jetty, the Narara District (Lisarow, Wyoming, Niagara Park) and Lake Haven Master Plans.	\$754,797	\$864,796.90
NSW	Cessnock Council	Background studies for the Anambah to Branxton Regionally Significant Growth Area	Deliver background studies to inform the preparation of a future Place Strategy and Infrastructure Delivery Plan for the Anambah to Branxton Regionally Significant Growth Area.	\$3,972,100	\$4,892,900
NSW	City of Canada Bay Council	Five Dock Metro and Town Centre Precinct Masterplan	To develop and deliver the Five Dock Metro and Town Centre Precinct Master Plan	\$635,000	\$635,000

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

Published 5 July 2024

State	Funding Recipient	Project Name	Project Scope	Aust Govt. Funding Amount (\$)	Total Project Cost (\$)
NSW	City Of Newcastle	City of Newcastle, Upper Hunter Shire Council and Muswellbrook Shire Council Resource Sharing Project	Expand the Accelerated Development Application system to the Upper Hunter Shire Council and Muswellbrook Shire Council and to look at options of increasing ADA's performance in Newcastle	\$990,000	\$1,050,000
NSW	City of Parramatta Council	Southern Parramatta CBD Master Plan	Development of Master Plan for the Southern Parramatta Central Business District.	\$860,000	\$860,000
NSW	Dubbo Regional Council	Regional and Affordable Housing Strategies - Dubbo Regional Local Government Area	Deliver a Regional Housing Strategy, Affordable Housing Policy, Large Lot Residential Strategy and Strategic Transportation Model.	\$580,000	\$580,000
NSW	Dubbo Regional Council	Accelerating the North-West Urban Release Area Master Plan - Dubbo Regional Local Government Area	Facilitate the development and finalisation of the North-West Urban Release Area Master Plan.	\$680,000	\$680,000
NSW	Dungog Shire Council	Dungog Shire Housing and Infrastructure Master Plan	Develop and deliver the Dungog Shire Housing and Infrastructure Master Plan	\$1,895,000	\$1,895,000
NSW	Georges River Council	Kogarah Town Centre and Riverwood Local Centre Masterplans Preparations	Develop masterplans for the Kogarah Town Centre and Riverwood Local Centre.	\$500,000	\$500,000
NSW	Inner West Council	Inner West Council procurement and upgrade to ESRI Geographic Information System	Procure and implement a new geographic information system for the Inner West Council including training.	\$400,000	\$400,000
NSW	Inner West Council	Inner West Housing Delivery Program	Preparation of precinct master plans for five Housing Investigation Areas (Marrickville, Dulwich Hill, Ashfield, Croydon and Parramatta Road Corridor).	\$2,615,000	\$4,721,000
NSW	Liverpool City Council	Austral and Leppington North infrastructure needs assessment	Undertake an assessment of the infrastructure required to support an additional 10,000 dwellings in the Austral and Leppington North precincts.	\$2,090,000	\$2,420,300
NSW	Liverpool City Council (Western Sydney Planning Partnership)	Local infrastructure planning to facilitate infill housing supply in Western Sydney.	Delivery of high-level infrastructure planning to improve planning capacity across Western Sydney Planning Partnership's local government Areas.	\$750,000	\$750,000

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State	Funding Recipient	Project Name	Project Scope	Aust Govt. Funding Amount (\$)	Total Project Cost (\$)
NSW	North Sydney Council	Streamline the development assessment process including the simplification of the North Sydney Development Control Plan	Develop and deliver time and process improvements to Development Application submissions.	\$330,000	\$330,000
NSW	Northern Beaches Council	Brookvale Structure Plan Implementation	Undertake technical studies to advance the planning framework for redevelopment in Brookvale.	\$856,500	\$1,275,500
NSW	Orange City Council	Orange Strategic Transport Model Update 2024	Update the Orange Strategic Transport Model.	\$187,500	\$250,000
NSW	Orange City Council	City of Orange Open Space and Recreation Strategy (2024-2041)	Development and implementation of the City of Orange Open Space and Recreation Strategy (2024-2041) to enable the release and development of new housing sites.	\$250,000	\$300,000
NSW	Port Macquarie-Hastings Council	Port Macquarie City Heart Master Plan Development	Develop an integrated Port Macquarie City Heart Master Plan.	\$275,000	\$275,000
NSW	Port Stephens Council	Port Stephens Housing Delivery Program	Implement the Port Stephens Local Housing Strategy to improve the speed and efficiency of development application approvals.	\$661,000	\$661,000
NSW	Queanbeyan-Palerang Regional Council	Technical studies to inform an Housing Strategy, Queanbeyan CBD and surrounds	Undertake technical studies and review existing infill and mixed-use development opportunities within the Queanbeyan CBD area and surrounding area.	\$720,000	\$1,090,000
NSW	Strathfield Municipal Council	Strathfield Council Medium density housing strategy – Feasibility Study	Undertake a feasibility study into the Strathfield Municipal Council Medium Density Housing Strategy	\$50,000	\$50,000
NSW	Strathfield Municipal Council	Strathfield Town Centre Master Plan	Develop and deliver the Strathfield Town Centre Master Plan.	\$750,000	\$750,000
NSW	Temora Shire Council	Bundawarra Estate Temora Master Plan	Prepare a master plan for Bundawarra Estate in Temora.	\$66,550	\$66,550
NSW	Tweed Shire Council	Tweed Affordable Housing Implementation Policy and Design Guidelines	Deliver five design-led case studies interrogating different affordable housing typologies and scales across different settlement locations.	\$275,000	\$275,000
NSW	Wagga Wagga City Council	Wagga Wagga City Smaller Scale Second Home Initiative	Delivery of a project to encourage uptake of secondary dwellings on existing residential blocks.	\$420,000	\$450,000

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State	Funding Recipient	Project Name	Project Scope	Aust Govt. Funding Amount (\$)	Total Project Cost (\$)
NSW	Wollondilly Shire Council	Implementing Artificial Intelligence in development assessment	The project will pilot an AI tool for planners for Wollondilly Shire and Penrith City councils.	\$367,598	\$625,140
QLD	Bundaberg Regional Council	New Bundaberg Hospital Local Area Precinct planning	Undertake precinct planning for residential, commercial and allied health developments for the area surrounding the new Bundaberg Hospital development.	\$150,000	\$150,000
QLD	Cairns Regional Council	Cairns City Precincts Urban Regeneration	Produce a roadmap and precinct plans to plan for increased infill housing within the Cairns CBD and two neighbouring precincts, Health, and Sport/Film.	\$655,441	\$1,120,171
QLD	Carpentaria Shire Council	Ellis Street Housing Subdivision Planning	Planning for a proposed subdivision at Ellis Street, Normanton in Carpentaria Shire Council.	\$139,700	\$139,700
QLD	Ipswich City Council	The City of Ipswich Western Corridor Housing Plan	Deliver a structure plan and infrastructure plan for the Western Corridor greenfield growth area in Ipswich.	\$500,000	\$500,000
QLD	Kowanyama Aboriginal Shire Council	Kowanyama Future Housing Supply Strategy	Develop and deliver the Kowanyama Future Housing Supply Strategy.	\$160,000	\$160,000
QLD	Lockyer Valley Regional Council	Rebuilding Grantham – A Detailed Structure Plan	Review of the Grantham Master Plan to ensure future land uses and network connections guide appropriate development and bring forward residential land release within the Grantham Reconstruction Area.	\$350,000	\$350,000
QLD	Minister for Economic Development Queensland	Bundamba Infill Project	Delivery of master planning for infill development of surplus government-owned land at Bundamba TAFE campus, Ipswich	\$140,000	\$280,000
QLD	Minister for Economic Development Queensland	Meadowbrook Masterplanning Demonstration Project	Develop and deliver a new master plan and associated work in Meadowbrook	\$150,000	\$300,000
QLD	Murweh Shire Council	Murweh Shire Council Aurora Subdivision Planning Project	Develop the Aurora Subdivision Planning Project in order to deliver around 70 new lots.	\$578,584	\$578,584

Published 5 July 2024

State	Funding Recipient	Project Name	Project Scope	Aust Govt. Funding Amount (\$)	Total Project Cost (\$)
QLD	Noosa Shire Council	Master Planning Council-owned Land for Increased Housing	Undertake Master Planning of three sites: Lake McDonald Dr Cooroy; Bottlebrush Ave and Berrima Row Noosa Heads and Doonella St Tewantin.	\$378,311	\$378,311
QLD	North Burnett Regional Council	Master Planning of North Burnett Region	Strategic planning to provide a master plan for the North Burnett Region	\$450,000	\$450,000
QLD	Rockhampton Regional Council	Master Planning for Residential and Mixed Use Development of the CQU North Rockhampton Priority Development Area	Develop a master plan for three parts of the Central Queensland University North Rockhampton Campus.	\$500,000	\$615,000
QLD	Sunshine Coast Council	Residential Assessment Streamlining Improvement Project	Piloting an AI Planning Assistant for the Priority Residential Assessment Service	\$491,480	\$991,480
QLD	Torres Shire Council (TSC)	Torres Strait - Horn Island Housing Growth Master Plan	Develop and deliver with consultants the Torres Strait - Horn Island Housing Growth Master Plan	\$1,255,000	\$1,255,000
QLD	Townsville City Council	Townsville Housing Strategy 2025	Develop and deliver a Townsville Housing Strategy	\$150,000	\$150,000
QLD	Yarrabah Aboriginal Shire Council	Yarrabah Aboriginal Shire Council Master Planning and Approvals for 45 social houses	Development and delivery of a Master Plan for new housing for Yarrabah	\$976,200	\$976,200
SA	Department for Trade and Investment	South Australian Growth Areas Engineering Standards – project	Develop and deliver a set of design guidelines and engineering standards to enable consistent subdivision development	\$390,000	\$780,000
SA	Department for Trade and Investment	Identify and Update Planning assessments of Deemed-to-satisfy housing applications in South Australia	Enhance South Australia's ePlanning system for Deemed-to-satisfy development applications.	\$1,175,000	\$2,350,000
SA	Department for Trade and Investment – Planning and Land Use Services	Development of a Bachelor in Urban and Regional Planning in South Australia	The project will establish a Bachelor in Urban and Regional Planning at Flinders University	\$355,000	\$710,000
SA	District Council of Loxton Waikerie	Building Council planning capability to fast track housing development in the Riverland Region	Develop and deliver master plans, design documentation and development applications in Loxton, Loxton West and Waikerie.	\$150,000	\$210,000

Published 5 July 2024

State	Funding Recipient	Project Name	Project Scope	Aust Govt. Funding Amount (\$)	Total Project Cost (\$)
SA	Mid Murray Council	Mid Murray Growth Management and Housing Strategy	Delivery of a Growth Strategy for land use planning, housing development and enabling infrastructure to expediate new housing in well-located areas.	\$340,933	\$420,933
SA	Rural City of Murray Bridge	Future Cities Program, Murray Bridge	Develop and deliver an infrastructure scheme, open space master plan, outer town review and residential growth area code amendment	\$434,625	\$609,625
SA	The Barossa Council	Housing Growth Resourcing Project	Recruitment of three roles to the Council - senior strategic planner, senior planning policy officer and development engineer - to increase capacity and capability to deliver the Concordia development.	\$399,746	\$399,746
TAS	Brighton Council	Boyer Road Precinct Structure Plan	Delivery of a precinct structure plan, masterplan and infrastructure funding framework for a new development precinct along Boyer Road, Bridgewater.	\$320,000	\$370,000
TAS	Central Coast Council	The Central Coast Strategic Housing Master Plan	Deliver the Central Coast Strategic Housing Master Plan for the Central Coast Local Government Area in Ulverstone, Tasmania.	\$1,665,000	\$1,726,220
TAS	Launceston City Council	St Leonards Structure Plan and Infrastructure Funding Framework	Develop and deliver the St Leonards Structure Plan and Infrastructure Funding Framework	\$327,000	\$527,000
VIC	Banyule City Council	Bell Street Mall Neighbourhood Activity Centre Masterplan and Design Guide	Develop and deliver a Bell Street Mall Neighbourhood Activity Centre Masterplan and Design Guide	\$250,000	\$250,000
VIC	City of Port Phillip	City of Port Phillip – Implementing Planning Scheme Review	Develop and deliver updated local planning controls to better manage appropriate yields and density in suitable locations.	\$350,000	\$350,000
VIC	City of Whittlesea	City of Whittlesea Housing Typology and Subdivision Pattern Book	The project will utilise external Urban Design and Planning Consultancy services to develop a series of visual subdivision layouts which include a mix of housing typologies, densities and street layouts.	\$200,000	\$200,000

Published 5 July 2024

State	Funding Recipient	Project Name	Project Scope	Aust Govt. Funding Amount (\$)	Total Project Cost (\$)
VIC	City of Whittlesea	Unlocking housing opportunities near Thomastown Train Station	Hire a Senior Strategic Planner for 12 months and engage specialised consultants to unlock potential housing opportunities in the vicinity of Thomastown Train Station.	\$400,000	\$550,000
VIC	City of Wodonga	City of Wodonga Growth Strategy	Develop a Growth Strategy for the City of Wodonga.	\$410,000	\$410,000
VIC	Department of Transport and Planning (DTP)	Victorian Planning Cadet Program	Delivery of a Victorian Planning Cadet Program	\$1,200,000	\$3,000,000
VIC	East Gippsland Shire Council	Delivering Infrastructure plans to overcome planning barriers in the East Bairnsdale/ Lucknow and Paynesville Growth Areas	Prepare the necessary precinct infrastructure, funding and implementation plans for the East Bairnsdale/ Lucknow and Paynesville Growth Areas	\$320,000	\$380,000
VIC	Greater Dandenong City Council	Victorian local government housing innovation program	Develop and deliver the Victorian Local Government Housing Innovation Program to enable more AI, inclusionary housing, public land development and adaptive building re-use opportunities	\$500,000	\$500,000
VIC	Maroondah City Council	Croydon Industrial Precincts Contamination Study	Delivery of a contamination study of two industrial precincts to support potential rezoning for residential development.	\$260,000	\$260,000
VIC	Merri-Bek City Council	Revitalising Coburg Masterplan	Develop the Revitalising Coburg Masterplan.	\$350,000	\$600,000
VIC	Merri-Bek City Council	Residential Growth Zone Design Advice and Development Models for Merri-bek City Council	Develop and deliver examples of designs for medium-density development and provide targeted design advice and training materials to developers	\$125,000	\$253,000
VIC	Murrindindi Shire Council	Alexandra East Development Plan	Delivery of a development plan and service planning for a general residential zone on the eastern edge of Alexandra.	\$968,000	\$1,090,907
VIC	Victorian Planning Authority	Streamlined guidance for greenfields neighbourhood planning	Deliver a streamlined Guide to Greenfields Neighbourhood Planning and deliver an Implementation Plan to support the Guide.	\$30,000	\$60,000
VIC	Yarra Ranges Shire Council	Extensions to Digital Planning tool utilising AI at Yarra Ranges Shire Council	Extend an existing AI planning tool to support enquiry and assessment report creation for residential subdivision and multi-dwelling developments.	\$483,098	\$640,640.00

Published 5 July 2024

State	Funding Recipient	Project Name	Project Scope	Aust Govt. Funding Amount (\$)	Total Project Cost (\$)
WA	City of Karratha	Housing Team – City of Karratha	Additional staff to support the planning, development and implementation of the City of Karratha Housing Strategy.	\$400,000	\$520,000
WA	City of Vincent	City of Vincent Servicing and Infrastructure Capacity Study	Develop and deliver the City of Vincent Servicing and Infrastructure Capacity Study to support future land use planning, transport planning and infrastructure projects	\$980,000	\$980,000
WA	Shire of Broome	Broome Housing Affordability Strategy and Master planning	Delivery of a an affordable and diverse housing Master Plan for Broome.	\$98,428	\$98,428
WA	Shire of Capel	Shire of Capel - Integrated Growth Framework and Plan	Develop and deliver the Shire of Capel Integrated Growth Framework and Plan	\$500,000	\$550,000
WA	Shire of Dandaragan	Engagement of Dandaragan Planning Officer	Support for additional resources to increase capacity to assess development applications and undertake strategic planning initiatives.	\$98,204	\$106,704
WA	Shire of Dardanup	New city in the South West - Wanju - Developer Contribution Plan	Develop and deliver the Wanju Development Contributions Plan and supporting infrastructure frameworks for up to 18,500 new homes within the Wanju District.	\$300,000	\$900,000
WA	Shire of Plantagenet	Engagement of Plantagenet Planning Officer - Housing	Engagement of an additional planning officer, focused on housing supply within the Shire of Plantagenet.	\$175,000	\$250,000
WA	Shire of Victoria Plains	Planning and servicing works to unlock vacant land and support the future delivery of affordable housing in the Wheatbelt.	Deliver planning and servicing works to increase the number of shovel-ready, vacant lots in six Wheatbelt Shires.	\$877,065	\$877,065
WA - Other	Shire of Christmas Island (SOCl)	Christmas Island Housing Futures Masterplan	Develop and deliver a Christmas Island Housing Futures Masterplan, two structure plans and associated documentation	\$738,500	\$790,000

Attachment A

Meeting of National Cabinet on housing

Media statement

Saturday 11 May 2024



The Hon Anthony Albanese MP

Prime Minister of Australia

National Cabinet met today to discuss housing reforms and agree practical measures to deliver secure and affordable housing to Australians.

First Ministers have bolstered their commitment to critical housing reform measures, by agreeing to sign the new five-year National Agreement on Social Housing and Homelessness, which will commence on 1 July 2024. The agreement reflects a shared commitment to improving social housing and addressing homelessness for Australians.

In addition, the Commonwealth will provide a further \$1 billion in upfront funding to states and territories for enabling infrastructure in order to expedite housing development, and new social housing supply.

National Cabinet also acknowledged the importance of safe and accessible accommodation for women and children fleeing family and domestic violence.

The Commonwealth will target \$1 billion in funding under the National Housing Infrastructure Facility towards crisis and transitional accommodation for women and children fleeing family and domestic violence and for young people. State and territory governments will work in partnership with the community housing sector to ensure this funding reaches those who need it most.

Australians expect all levels of government to take action to address housing supply and affordability challenges. The Commonwealth, States and Territories are working together to build more homes that are safe and affordable for Australians.

Final details of the agreement will be worked through over the coming weeks.

This media statement has been agreed by First Ministers and serves as a record of meeting outcomes.

Attachment B

27 March 2024

Applications now open for \$500 million Housing Support Program

**Joint media release with
The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government**

The Australian Government's \$500 million Housing Support Program is now open for applications from state, territory and local governments for projects that will boost the planning required to increase housing supply.

Stream 1 is for projects that aim to build the planning workforce and capability to improve the efficiency of the planning process so that housing construction can start sooner.

These could be new pathways for planners and related professions to enter the industry, or tools to streamline planning systems and improve decision-making efficiency.

Projects could also look at sharing resources between local governments or supporting master planning and planning reform.

Projects must demonstrate how they will align with planning, zoning and regulatory reforms agreed through National Cabinet's National Planning Reform Blueprint, land-use planning for disaster resilience and the aims of the National Housing Accord.

The National Housing Accord with states and territories sets out a shared ambition to build 1.2 million new well-located homes over 5 years from 1 July 2024.

Homes would be close to jobs, schools, transport and other amenities to support improved productivity and liveability.

The Commonwealth has also committed \$3 billion for the New Homes Bonus to boost housing supply and federal funding to deliver 40,000 new affordable rental homes.

Applications for stream 1 of the \$500 million Housing Support Program will be open from Wednesday 27 March 2024 until 12:00 pm AEST Monday 29 April 2024.

Stream 2 will provide funding for projects that provide enabling infrastructure and amenities such as footpaths, roads and parks to support new housing. This stream will open for applications May 2024.

For further information visit [Housing Support Program](#).

Quotes attributable to Minister for Infrastructure, Transport, Regional Development and Local Government, Catherine King MP:

“Through the Housing Support Program, we’ll be helping to turbocharge planning so we can deliver more homes for more Australians.

“Strengthening planning capability through the program will help kick-start housing supply from local, state and territory governments.

“It’s a critical part of plan to work with states and territories and help them meet the ambitious national target to build 1.2 million well-located new homes.”

Quotes attributable to Minister for Housing, Homelessness and Small Business, Julie Collins MP:

“Our Government has a broad and ambitious housing agenda to help address Australia’s housing challenges, and the Housing Support Program is a critical part of that agenda.

“I urge all councils and state and territory governments to submit their projects so we can work together to get more homes on the ground, faster.

“Our ambitious housing reform agenda is working across the board – more help for renters, more help for homebuyers and more help for Australians needing a safe place for the night.”

Attachment C

Budget Statement 2024-25

Help to build, rent and buy

Addressing housing pressures

This Budget invests a further \$6.2 billion in specific housing initiatives, taking the Government's total new investment since 2022 to \$32 billion.

This investment expands on initiatives already being delivered through the National Housing Accord, Housing Australia Future Fund and Social Housing Accelerator.

Supporting more homes

The Government is making available a further \$1 billion to states and territories to deliver new housing – including for connecting essential services such as water, power, sewerage and roads.

This investment expands on the \$500 million already committed through the Housing Support Program to support enabling infrastructure to unlock more homes.

More help for renters

A \$1.9 billion investment will increase the maximum rates of Commonwealth Rent Assistance by a further 10 per cent to further alleviate rental stress.

This builds on the 15 per cent increase already made in September 2023, taking the increase to Commonwealth Rent Assistance maximum rates to over 40 per cent since May 2022 including indexation. Nearly 1 million households receiving the maximum rate of Commonwealth Rent Assistance, around one quarter of all renters, will be better off.

More housing for students

To deliver more accommodation for students and to reduce pressure on the private rental market, the Government will work with the higher education sector to develop regulations requiring universities to increase their supply of student accommodation.

More housing support for vulnerable Australians

The Budget includes funding for a new five-year, \$9.3 billion National Agreement on Social Housing and Homelessness with states and territories. This represents an increase of \$423 million.

Under the agreement, the Commonwealth will double its dedicated funding for homelessness services to \$400 million a year – funding that states and territories must match.

The Government is targeting the \$1 billion increase to the National Housing Infrastructure Facility to better support housing for women and children experiencing domestic violence and for youth. The funding is being rebalanced to provide more up-front grants to support states and territories and community housing providers to deliver more housing for these cohorts.

Other measures to support housing

The Government is:

- Providing \$88.8 million for 20,000 new fee-free TAFE places, including increased access to pre-apprenticeship programs, in courses relevant to the construction sector.
- Providing an additional \$1.9 billion in concessional loans to community housing providers and other charities to support delivery of new social and affordable homes under the Housing Australia Future Fund and National Housing Accord.
- Making a landmark \$4 billion joint investment with the Northern Territory Government to improve conditions and address overcrowding in remote housing in the Northern Territory.
- Allowing foreign investors to purchase established Build to Rent developments with a lower foreign investment fee, conditional on the property continuing to be operated as a Build to Rent development.

Better transport for cities, regions and suburbs

Investing in infrastructure

The Government is committed to investing in the infrastructure Australia needs by providing \$9.5 billion over the forward estimates, and \$16.5 billion over 10 years, for projects that improve productivity, liveability, and sustainability. All while maintaining focus on ensuring the deliverability of the over \$120 billion, ten-year infrastructure investment pipeline.

For a breakdown of state-by-state infrastructure investments, refer to pages 24 and 25 of the [Budget overview](#).

Better transport for Western Sydney

The Government is committed to unlocking the potential of Western Sydney, investing \$2 billion into planning and delivering more efficient regional transport networks that will transform the way communities live and move within Western Sydney and connect people to jobs in the region. This includes:

- \$1.9 billion to plan and build roads and rail
- \$100 million for rapid bus infrastructure and \$20 million additional funding for planning to extend the rail line from the Aerotropolis to Macarthur
- \$302.6 million to enable operations for Western Sydney International (Nancy-Bird Walton) Airport

Meeting the infrastructure needs of South East Queensland

The Government is investing \$2.2 billion in well-planned infrastructure to better integrate the South East Queensland region, accommodate future growth, and support economic development. This includes:

- \$1.4 billion to enhance rail connectivity between Brisbane and the Sunshine Coast
- \$431.7 million for the Coomera Connector Stage 1 project and \$39.4 million for the relocation of the Loganlea Station

Better connections for regional and remote communities

A further \$101.9 million is committed to upgrade regional airports and remote airstrips, delivering better connections and more resilient infrastructure for communities. A further \$40 million will be invested to support the roll-out of additional community wi-fi in remote and regional Australia.

Attachment B

27 March 2024

Boosting Australia's housing supply

Media release

Friday 5 July 2024

The Hon Anthony Albanese MP
Prime Minister of Australia

The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government

The Hon Julie Collins MP
Minister for Housing | Minister for Homelessness | Minister for Small Business

The Albanese Government is getting on with the job of building homes for Australia, with successful recipients announced under Stream 1 of the \$1.5 billion Housing Support Program.

A total of 80 projects across Australia will receive funding, including 73 local government projects and seven under the states and territories.

This funding will support master planning and development projects to accelerate housing supply and ensure residential growth in local communities is accessible, affordable and sustainable.

This will help unlock the construction of new homes across Australia.

Some of the successful projects receiving funding include:

- \$1.5 million for Blacktown City Council for housing capacity studies and planning strategies around 9 train station precincts, with the potential to deliver 50,000 dwellings
- \$1.2 million for the Victorian Department of Transport and Planning for a Planning Cadet Program to boost planning capability within regional councils
- \$160,000 for Kowanyama Aboriginal Shire Council for a Future Housing Supply Strategy expected to enable 66 well-located homes in remote Queensland
- \$355,000 for the South Australian Department for Trade and Investment to establish a Bachelor in Urban and Regional Planning at Flinders University, to commence in 2025
- \$150,000 for Bundaberg Regional Council to undertake precinct planning for 1,300 dwellings (including medium-density, affordable housing) around the Bundaberg Hospital, primarily for hospital workers

The Housing Support Program is one of a range of measures designed to help achieve the ambitious national target of building 1.2 million new, well-located homes over the next 5 years.

It also forms part of the \$32 billion in new housing initiatives we are delivering through our Homes for Australia plan.

States, territory and local governments are encouraged to apply for Stream 2 of the Program which also opens today (9am AEST 5 July 2024).

This \$450 million stream will provide funding for enabling infrastructure that supports housing, such as roads and utility connections, and community amenities like parks, footpaths and public spaces.

Applications for Stream 2 of the Housing Support Program will be open until 5.00pm AEST 16 August 2024.

For more information on the Program, including a full list of successful Stream 1 projects, visit [Housing Support Program](#).

Quotes attributable to Prime Minister Anthony Albanese:

“The Housing Support Program is an important part of our Government’s \$32 billion Homes for Australia plan which is building more homes across Australia.

“A place to call home is not a luxury or a nice-to-have, but a fundamental need, and our Homes for Australia plan is making this a reality for more Australians.”

Quotes attributable to Minister for Infrastructure, Transport, Regional Development and Local Government Catherine King:

“The Albanese Government’s Housing Support Program is helping to turbocharge infrastructure planning so we can deliver more homes, more quickly, for more Australians.

“It’s a critical part of our plan to work with states and territories to help them meet the ambitious national target to build 1.2 million well-located new homes.”

Quotes attributable to Minister for Housing Julie Collins:

“I urge all councils and state and territory governments to submit their projects for the second stream of the Housing Support Program so we can work together to get more homes on the ground, faster.

“Our Homes for Australia plan is working across the board – more help for renters, more help for homebuyers and more help for Australians needing a safe place for the night.”

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Erin Cassie

SB24-000169

SUBJECT: Precincts and Partnerships Programs (rPPP and uPPP)**Talking Points**

- The regional Precincts and Partnerships Program (rPPP) and the urban Precincts and Partnerships Program (uPPP) bring together governments, communities and other partners to fund the design, development and delivery of precincts across Australia.
- The programs aim to support investment in locally identified priorities of regional and urban communities through the development of multi-purpose precincts, that show how land use planning can be transformative, make more productive use of spaces and bring communities together.
- The uPPP is available to projects located within the ABS' Greater Capital City Statistical Areas (GCCSA), while the rPPP is available to projects located elsewhere in Australia.

regional Precincts and Partnerships Program

- The rPPP was announced in the October 2022-23 Budget, with funding of \$400.0 million over 3 years.
- The rPPP opened to applications on 24 August 2023 and remains open for eligible communities, organisations and partnerships to apply.
- The assessment of the first batch of rPPP applications (received as at 31 October 2023) commenced in late 2023.
- On 16 May 2024, the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, announced \$35.17 million for six rPPP projects.
- Further rPPP applications are currently being assessed.

urban Precincts and Partnerships Program

- The uPPP was announced in the 2023-24 Budget, with funding of \$150.0 million over three years, commencing from 2024-25.
- The uPPP opened to applications on 29 July 2024 and remains open for eligible communities, organisations and partnerships to apply.
- At 1 October 2024, 4 uPPP applications had been submitted to the Business Grants Hub, with a further 50 in draft status.

Contact: Erin Cassie**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** 02 §22(1)(a)(ii)**Version Number:** 02**Date:** 17/10/2024

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Erin Cassie

SB24-000169

Key Pointsregional Precincts and Partnerships Program

- Assessment of rPPP applications is undertaken in batches by an Independent Expert Panel comprising members of the Urban Policy Forum.
- Recommendations from the first batch of applications were provided to the Minister for decision on 6 May 2024.
 - the minister is the final decision maker on successful projects.
- The minister agreed 6 projects on 9 May 2024. The projects were announced on 16 May 2024 and are located in Croydon and Mareeba Shire Councils in Queensland; Colac Otway, Bendigo and Swan Hill in Victoria; and Broome, Western Australia.
- Recommendations from the second batch of applications were provided to the minister for decision on 3 September 2024.
- The program Guidelines stipulate the minister's decision-making considers the Independent Expert Panel's assessment, advice from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, available funding and, where appropriate, advice from relevant ministers for proposals relevant to their specific portfolio responsibilities.
- The department is working with state and territory governments to negotiate and finalise arrangements for the administration of projects through a schedule to the Federation Funding Agreement (FFA) – Infrastructure.
- At 1 October 2024, the government had signed schedules to the FFA – Infrastructure for delivery of the programs with Queensland, South Australia, Tasmania and Western Australia.
- Funding will be provided to successful project proponents following the execution of funding agreements with the relevant state and territory jurisdiction.

urban Precincts and Partnerships Program

- On 9 and 10 October 2023, the department undertook consultation on the uPPP, seeking the views of state, territory and local governments and other organisations (including Regional Development Australia Committees, universities and peak bodies).
- On 16 May 2024, the minister released a Forecast Funding Opportunity for the uPPP on the department's website outlining the program's objectives and eligibility criteria.
 - The Forecast Funding Opportunity provided potential project proponents with advance notice of the forthcoming uPPP funding opportunity, ahead of the government finalising the Guidelines and opening the program on 29 July 2024.

Contact: Erin Cassie**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** 02 s22(1)(a)(ii)**Version Number:** 02**Date:** 17/10/2024

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Erin Cassie

SB24-000169

- Applications for the uPPP will be batched for assessment at least twice a year, or until funding is exhausted.
- Assessment of uPPP applications will be undertaken by an Independent Expert Panel comprising members of the Urban Policy Forum, consistent with the rPPP process.

Background

- Precincts are 'places of purpose' with a specific shared need or theme and can exist at a variety of scales.
- The Precincts and Partnerships Programs deliver on the government's objective of delivering funding opportunities for precinct projects across Australia.
- The programs support both the development and delivery of precincts through two streams:
 - Stream 1: \$500,000 to \$5.0 million for precinct development and planning proposals.
 - Stream 2: \$5.0 million to \$50.0 million for precinct delivery (construction) projects.
- Eligible applicants include state and local governments, universities and incorporated not-for-profit organisations.
- The programs are designed to support initiatives that leverage other investments in new and existing precincts and bring together a range of partners to deliver shared outcomes.
- Eligible applicants are encouraged to partner with key community groups to jointly deliver the project, such as First Nations groups, private enterprise, Regional Development Australia committees and community organisations.
- Both programs are open, non-competitive funding processes.
- The department has engaged the Business Grants Hub within the Department of Industry, Science and Resources to administer the programs' application and panel assessment processes.

regional Precincts and Partnerships Program*Batch Two Assessment process*

- A total of 53 eligible applications were included in the second batch of assessments for the period 1 November 2023 – 29 February 2024. The Independent Expert Panel assessed 46 as meritorious (25 Stream One and 21 Stream Two proposals).

Contact: Erin Cassie**Cleared by:** Lisa Rauter, First Assistant Secretary**Phone:** 02 §22(1)(a)(ii)**Version Number:** 02**Date:** 17/10/2024

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

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- In line with the process outlined in the program Guidelines, the department undertook a policy analysis of the meritorious proposals, taking into consideration: the Panel's assessment; government's approach to regional investment as outlined in the Regional Investment Framework; alignment with government's priorities; available funding; balance of projects between each Stream; geographic spread; and precinct type.
- On 3 September 2024, the department providing a submission recommending 24 applications to the Minister that best aligned with these requirements.

Financial Information as at 31 August 2024**Budget information at 31 August 2024 (regional Precincts and Partnerships Program)**

- Administered funding of \$400.0 million over three years was appropriated for the rPPP from 1 July 2023. The program has approval to be extended to 30 June 2027 and this will be reflected in MYEFO.
- At 31 August 2024, \$364.83 million of the \$400 million available for the program remained unallocated; and \$373.64 million was uncommitted under the FFA-Infrastructure.
- Departmental funding of \$8.24 million has been allocated to the rPPP from 2022-23 to 2025-26. Funding supports ASL within the department (\$4.21 million – including independent assessment costs) and for the Business Grants Hub (\$4.04 million).

Program/Project Start Date:	2023-24					
Program/Project End Date:	2025-26 [^]					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0	0	250	150	0 [^]	400
Less:						
Actual Expenditure YTD at 31 August 2024	0	0	0	0	0	0
Total Committed Funds at 31 August 2024	0	0	26.36	0	0	26.36
Total Uncommitted Funds (balance)	0	0	223.64	150	0	373.64

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

[^]The Government has agreed to move \$15 million in funding from 2025-26 to 2026-27 at MYEFO.

Contact: Erin Cassie

Cleared by: Lisa Rauter, First Assistant Secretary

Phone: 02 §22(1)(a)(ii)

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2024 - 2025 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Erin Cassie

SB24-000169

Budget information at 31 August 2024 (urban Precincts and Partnerships Program)

- Administered funding of \$150.0 million over three years has been appropriated for the uPPP from 1 July 2024.
- Departmental funding of \$6.8 million has been allocated to the uPPP from 2023-24 to 2026-27. Funding supports ASL within the department (\$3.93 million) and for the Business Grants Hub (\$2.87 million).

Program/Project Start Date:	2024-25					
64Program/Project End Date:	2026-27					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0	0	50	50	50	150
Less:						
Actual Expenditure YTD at 31 August 2024	0	0	0	0	0	0
Total Committed Funds at 31 August 2024	0	0	0	0	0	0
Total Uncommitted Funds (balance)	0	0	50	50	50	150

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

Contact: Erin Cassie

Cleared by: Lisa Rauter, First Assistant Secretary

Phone: 02 §22(1)(a)(ii)

Version Number: 02

Date: 17/10/2024

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s22(1)(a)(ii)

From: Commissioner s22(1)(a)(ii)
Sent: Monday, 4 November 2024 8:42 AM
Cc: NACC - Governance
Subject: Guidance for agencies regarding Senate Estimates related questions about NACC matters [SEC=OFFICIAL]
Attachments: Guidance for agencies regarding questions about NACC matters.pdf; Information for persons interacting with the NACC.pdf
Importance: High

OFFICIAL

Dear Colleagues,

The National Anti-Corruption Commission has in the past received, and is again now receiving, requests from many agencies for guidance in relation to responding to questions relating to NACC referrals and investigations.

The attached is provided, as guidance. It is not a direction, and agencies must ultimately use their own judgment.

If you have questions about this guidance, please contact the Commission's Governance team at governance@nacc.gov.au.

Yours sincerely,

s22(1)
(a)(ii)

s22(1)(a)(ii)

Executive Officer to the CEO
 Office of the CEO and Commissioner

M. s22(1)(a)(ii)

E. s22(1)(a)(ii) [@nacc.gov.au](mailto:s22(1)(a)(ii)@nacc.gov.au)



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Guidance for agencies regarding questions about NACC matters

Agencies are requested to take care in answering questions to avoid disclosing information that could prejudice NACC operations and/or the rights of those involved.

This guidance includes general principles, followed by example responses to common or likely questions. An agency should consider the appropriateness of its responses to any questions in the context of the general principles and the agency's unique circumstances.

The following constitutes general guidance, not directions. Agencies may wish to seek legal advice for specific matters.

If you have questions about this general guidance, contact governance@nacc.gov.au.

General principles

1. Generally, there is no legal prohibition on disclosing that a matter has been referred to or is under investigation by the NACC, unless there is a non-disclosure notation or non-disclosure direction. However, the NACC considers that doing so may prejudice current or potential investigations by the NACC or other agencies.
2. The inclusion of a non-disclosure notation in a notice or summons prohibits the disclosure of any information relating to the notice or summons (including information about the existence of the notice or summons) except in certain limited circumstances. Breaching a non-disclosure notation is a serious criminal offence under section 98 of the NACC Act. Although secrecy provisions do not generally prevent the provision of information required by a parliamentary committee (see Odgers at p 68ff: Odgers' Australian Senate Practice), the existence of a non-disclosure notation may be relevant to the availability of a public interest immunity claim: see 5 below.

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3. The NACC Act generally requires that its investigations be conducted in private and prohibits the disclosure of related information. The NACC does not comment on the subject matter of ongoing investigations. This is consistent with the practice of other law enforcement agencies, such as the AFP, to avoid alerting persons of interest, prejudicing current or potential investigations, or unfairly damaging reputations.
4. Disclosing publicly that a matter has been referred to or is under investigation by the NACC may alert persons of interest, prejudice current or future investigations, and unfairly damage reputations. It may also prejudice the rights of people involved in NACC investigations, including to impartial adjudication of matters under investigation.
5. For these reasons, it may not be in the public interest to engage in public discussion about whether or not a particular matter is or is not the subject of a referral or NACC investigation. Public interest immunity protects from disclosure information that would:
 - prejudice current or future corruption investigations
 - reveal the existence or identity of a confidential source or information, in relation to the enforcement or administration of the law, or
 - prejudice to the fair trial of a person or the impartial adjudication of a particular case.

In considering grounds of, and the process for claiming, public interest immunity, agencies should consider the Government Guidelines for Official Witnesses (eg paras 4.5.1 – 4.5.5 of the Guidelines regarding the process for PII claims to be made by Ministers and relevant grounds for a PII claim such as prejudice the investigation of a possible breach of the law, para 4.6(d) of Guidelines).

6. Agencies can provide general information to assist Committees. For example, it may be appropriate to outline an agency's internal arrangements to manage NACC referrals. However, revealing the number of referrals made may lead to speculation about the specific matters referred, and may put those being investigated on notice of an investigation that would otherwise be confidential. Agencies will need to consider their specific circumstances including the number of referrals, the size of their agency and media reporting on specific matters in considering their response.
7. The NACC generally has no objection to Ministers being informed of a referral by an agency head, but usually requests there be no public disclosure. However, where a referral is already in the public domain, it is in order to confirm that it has been referred to the Commission (but not whether the Commission is investigating it).

Questions and responses

1. Has the [department] made any referrals to the NACC? (and about what?)

[Consider principle 6] The [department] makes referrals to the NACC in accordance with its referral obligations under the NACC Act.

Revealing whether referrals have been made can lead to speculation about the specific matters, put those being investigated on notice or unduly harm reputations of individuals involved.

To avoid potential prejudice to NACC investigations, it would not be appropriate to comment on the subject matter or status of any referrals made, to ensure the integrity of the investigation process.

If pressed for details:

The [department] aligns its position with the NACC, which does not generally comment on the specifics of referrals. Public commentary could compromise current or potential investigations by the NACC or other agencies, unduly harm reputations and violate the rights of individuals to impartial adjudication and privacy. The NACC legislation requires that it generally conducts its investigations in private and that information concerning them not be disclosed.

If pressed further:

It is not appropriate to comment on the specifics of any referrals. To do so may prejudice current or potential investigations by the NACC.

[Consider claiming Public Interest Immunity – see General principle 5 above]

2. Is your Minister aware of the referral/s?

The Minister has/has not been advised that the department has made a referral/s. Specific details have not been discussed with the Minister.

[If no] Why not?

Before disclosing a referral, including to the Minister, the agency must consider whether there are any prohibitions in place under the NACC Act which prevents disclosure, and whether the referral contains any personal or protected information. The Privacy Act, PID Act and relevant secrecy provisions may prevent an agency from disclosing information. So too can non-disclosure directions by the NACC.

3. Do you have obligations (as agency head/delegate/PID officer) to refer matters to the NACC?

Agency heads have obligations to refer suspected serious or systemic corrupt conduct involving agency staff. The [Secretary] has delegated these functions to [relevant SES officers]/has not delegated these functions. Authorised officers under the PID Act have similar obligations.

4. Has a specific matter been referred, or is it the subject of investigation?

It is not appropriate to comment on whether specific matters have been referred to or are being investigated by the NACC. Doing so may prejudice current or potential investigations by the NACC or other agencies, and/or unfairly prejudice reputations and the rights of individuals to impartial adjudication.

If appropriate:

The [department] has mechanisms in place to deal with serious allegations. For example ... [set out arrangements in your agency.]

If pressed:

[Consider claiming public interest immunity. See General Principle 5]

5. Can the department confirm that a specific matter is not under NACC investigation?

The NACC is an independent agency and it is a matter for the Commissioner whether to investigate a particular matter.

The NACC will not always advise agencies about the matters it is investigating.

Confirming whether or not a matter is under investigation may prejudice current or potential investigations by the NACC or other agencies, and/or unfairly prejudice reputations and the rights of individuals to impartial adjudication.

6. Has the department received any notices to produce or summonses from the NACC?

[Yes/No.]

It is not appropriate for to comment on the subject matter of any notice as doing so may prejudice a current or future investigation or contravene a non-disclosure notation or confidentiality direction from the Commissioner.

7. Has a specific matter been the subject of notices/summons?

It is not appropriate to comment on the subject matter of notices or summonses received as doing so may prejudice current or potential investigations by the NACC or other agencies, and/or unfairly prejudice reputations and the rights of individuals to impartial adjudication.

The NACC Commissioner may have issued a non-disclosure notation with a notice or summons. This would prohibit disclosure of any information about the notice or summons.

[Consider claiming public interest immunity. See General Principle 5]

Contact us

To make a report or general enquiry please call us on **1300 489 844**.

For non-English, dial **131 450** for the Translating and Interpreting Service.

Visit our website or complete the online reporting form at **nacc.gov.au**

Write to us at
GPO Box 605
Canberra ACT 2601

Last updated:
November 2024

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National Anti-Corruption Commission

Information for persons interacting with the NACC

This fact sheet provides information for people who have contact with the Commission about corruption issues. This includes people who have made a referral, been asked to provide information or attend an interview or hearing, or who have become aware the Commission is conducting an investigation that could affect their interests.

Who can I tell?

However, **unless there is a non-disclosure notation under s 95 of the NACC Act or direction under s 100(1)**, you are able to tell others about your contact with the Commission, that you have made a referral, have been asked to attend an interview, or have received a request for information.

What if there is a non-disclosure notation under s 95 of the NACC Act?

A **non-disclosure notation** is a requirement included in a notice to produce or a private hearing summons that **prohibits disclosure of information** about the notice or summons, or any official matter connected with the notice or summons.

If a notice to produce or private hearing summons includes a non-disclosure notation, **you must comply with its requirements**. Any such notice or summons will be accompanied by a statement setting out your rights and obligations under s 98 of the NACC Act (offence—failure to comply with non disclosure notations). You should read this document carefully.

If there is a non-disclosure notation, **you cannot tell anyone** anything about the notice or summons (including anything about a preliminary investigation or corruption investigation), **except**:

- in the circumstances, if any, permitted by the notation
- to a legal practitioner, for the purpose of obtaining legal advice or representation
- to a legal aid officer, for the purpose of seeking assistance
- to a medical practitioner or psychologist, for the purpose of obtaining medical or psychiatric care, treatment or counselling (including psychological counselling)

- if you are a body corporate, to an officer or agent of the body corporate, for the purpose of ensuring compliance with the notice or summons
- if you are a legal practitioner, for the purpose of giving legal advice to, or making representations on behalf of, the recipient of the notice
- if the information has already been lawfully published.

What if a non-disclosure or use direction in relation to investigation material has been made under s 100(1) of the NACC Act?

If you are notified of a non-disclosure or use direction under s 100(1) of the Act, **you must comply with its requirements**. Any such direction will be accompanied by a statement setting out your rights and obligations under s 101 of the NACC Act (Offence—use or disclosure of investigation material). You should read this document carefully.

If there is a direction under s 100(1), you are only permitted to disclose investigation material to:

- a legal practitioner, for the purpose of obtaining legal advice or representation
- a legal aid officer, for the purpose of seeking assistance
- a medical practitioner or psychologist, for the purpose of obtaining medical or psychiatric care, treatment or counselling (including psychological counselling).

If you think you need to tell your employer, for example in order to obtain leave so you can comply with the notice or summons, then you should **contact the Commission**.

Engaging with the Commission

Even where there is a non-disclosure requirement, you can:

- tell a lawyer about it, for the purpose of obtaining legal advice or assistance
- tell a health worker about it, for the purpose of obtaining medical or psychological assistance, including counselling.

If you have a disability or vulnerability that could affect your ability to comply with a direction, you should also contact the Commission.

If you think you need to tell your employer, for example in order to obtain leave so you can comply with the notice or summons, then you should contact the Commission.

The notice, summons or direction will be accompanied by contact details of a Commission officer you can speak to.

For agency heads

The Commission will often, as a matter of courtesy and to mitigate any risk in the agency, inform agency heads if there is an investigation affecting their agency. However, this is not a requirement and depends on operational considerations. For example, this would not happen if doing so might compromise the integrity of the investigation.

If an agency head is informed of a NACC investigation (including a preliminary investigation), then there is no prohibition on the agency head informing the relevant Minister, or the Minister informing the Prime Minister, or confirming this if questioned by a parliamentary committee – **unless there is a non-disclosure notation or non-disclosure direction.**

If there is a non-disclosure notation or direction, the agency head **must comply** with it.

Allowances for witness expenses and legal financial assistance

Witness expenses

Where a witness is required to appear at a hearing, some or all of the travel, accommodation and/or meal arrangements and expenses may be arranged and paid for by the Commission.

If no expenses have been arranged and met by the Commission, a witness appearing at a hearing is entitled to be paid an allowance for travel, accommodation and meals. Details of these entitlements can be found in s 93 of the NACC Act and regs 6, 7 and 8 of the National Anti-Corruption Commission Regulations 2023 (Regulations).

Legal financial assistance

Under reg 13 of the Regulations, you may apply to the Attorney-General for legal financial assistance if you:

- are summoned to attend a hearing of the Commission
- are not giving evidence at a hearing but are being represented at the hearing by a legal practitioner with the consent of the Commissioner
- have applied, or propose to apply to the Federal Court or the Federal Circuit and Family Court of Australia (Division 2) under the [Administrative Decisions \(Judicial Review\) Act 1977](#) for an order in respect of a matter arising under the Act.

The Attorney-General may provide a grant of legal financial assistance if they are satisfied that:

- refusing the application would result in serious financial difficulty for you, or
- the circumstances of the case are of such a special nature that the application should be granted.

For further information on financial assistance, see [National Anti-Corruption Commission General Scheme | Attorney-General's Department \(ag.gov.au\)](#)

Medical or mental health support

There are no special provisions for seeking health or mental health support, but you can access your organisation's ordinary support arrangements, including Employee Assistance Plan.

A non-disclosure notation or direction does not prohibit disclosure to a health worker for the purpose of obtaining medical or psychological assistance, including counselling.

Further information

1. *National Anti-Corruption Commission Act 2022* (Cth), ss 93, 95, 98, 100, 101.
2. *National Anti Corruption Commission Regulations 2023*, ss 6, 7, 8, 13, 14, 15.

Contact us

To make a report or general enquiry please call us on **1300 489 844**.

For non-English, dial **131 450** for the Translating and Interpreting Service.

For the deaf or hard of hearing, dial **133 677** for the National Relay Service and request to connect to **1300 489 844**.

Visit our website or complete the online reporting form at nacc.gov.au

Write to us at GPO Box 605, Canberra ACT 2601

1:52

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David >

Text Message

Thu, 31 Oct at 5:37 PM

You missed a call, but the caller didn't leave a message.

Mon, 4 Nov at 8:18 AM

You missed a call, but the caller didn't leave a message.

iMessage

Mon, 4 Nov at 11:46 AM

W Syd Panel report timing of release?

Stand by, will check

Department published the report on 16 November.

I assume it was finalised in April 23 but required NSW govt approval for release, noting the change of govt in NSW immediately prior

Yes to being finalised in April, and yes my recollection is that the Minister wanted the new NSW govt time to consider it. I can ask the team for any more detail they have about that sequence if helpful.

Ok thx