

## Land Transport Infrastructure Projects

### FEDERATION FUNDING AGREEMENT – INFRASTRUCTURE

Parties	<p>Commonwealth</p> <p>[New South Wales</p> <p>Victoria</p> <p>Queensland</p> <p>Western Australia</p> <p>South Australia</p> <p>Tasmania</p> <p>Australian Capital Territory</p> <p>Northern Territory]</p> <p>All Parties apart from the Commonwealth are referred to as 'States' in this Schedule.</p>
Duration	This Schedule is expected to expire on 30 June 2029.
Purpose	<p><b>Objectives:</b></p> <p>Through their partnership and joint investment under this Schedule, the Parties aspire to deliver a national land transport system that contributes to productivity, sustainability, safety, network resilience, liveability, and housing supply and population growth as guided by the Infrastructure Policy Statement.</p> <p>The Parties also seek to leverage their joint investment to deliver wider economic, social, and environmental benefits through project delivery, including supporting Australian industries and businesses, growing local employment opportunities, advancing skills development and workforce diversity, and reducing embodied emissions.</p> <p>This Schedule has been developed in accordance with the FFA Principles and based on reform recommendations outlined in the independent review of the National Partnership Agreement on Land Transport Infrastructure Projects 2019 – 2024, conducted by Jane Halton AO PSM.</p> <p><b>Outcomes:</b></p> <p>This Schedule will facilitate the efficient and effective delivery of land transport infrastructure Projects identified in Tables 2A to H. Delivery of the Projects will support Commonwealth and State objectives for their joint infrastructure investments, including:</p>

	<ul style="list-style-type: none"> <li>a. new, upgraded, and maintained land transport infrastructure that improves safety, enhances connectivity and supports productivity;</li> <li>b. strengthening the resilience of national land transport networks and associated supply chains;</li> <li>c. advancing economic outcomes, and training and employment opportunities for Australia’s workforce, including First Nations jobseekers;</li> <li>d. reducing transport and infrastructure embodied emissions to support Australia’s commitment to Net Zero by 2050;</li> <li>e. promoting a competitive infrastructure market and improved productivity in the construction sector, and supporting the priorities set out at Term 20.</li> </ul> <p><b>Outputs:</b></p> <p>The objectives and outcomes of this Schedule will be achieved by the successful planning and delivery of transport infrastructure Projects, as set out in Tables 2A to H and measured by performance indicators outlined at Term 22.</p> <p>This Schedule will enable more effective priority setting, risk management, funding flows, delivery, accountability and transparency of joint investments.</p>
<p>Estimated financial contributions</p>	<p>Details of the Commonwealth’s and the States’ estimated financial contributions to the operation of the Schedule are set out in Tables 2A to H.</p> <p>Commonwealth contributions will be provided upon the achievement of agreed project milestones by the relevant State.</p>
<p>Additional terms</p>	<p><b><u>Legislative framework and supporting documents</u></b></p> <ul style="list-style-type: none"> <li>1. This Schedule governs Commonwealth funding provided for land transport infrastructure Projects administered under the <i>National Land Transport Act 2014</i> (NLT Act). Accordingly, this Schedule must be read in conjunction with the provisions of the NLT Act.             <ul style="list-style-type: none"> <li>a. In the event that the NLT Act is amended, repealed or replaced, the Schedule will be reviewed by all Parties.</li> <li>b. This Schedule is not a funding agreement for the purposes of section 4 of the NLT Act.</li> </ul> </li> <li>2. This Schedule must be read in conjunction with the Notes on Administration, which outline the administrative requirements associated with this Schedule.</li> </ul>

3. The Notes on Administration will be agreed by Senior Officials from each jurisdiction and may be updated from time to time. Material changes to the Notes on Administration must be agreed by Senior Officials from each jurisdiction.
4. The Notes on Administration is intended to provide clear guidance that is readily understood, promote consistency in administrative practises and minimise administrative burden for all Parties.
5. There will be a post-implementation review of the Notes on Administration within 18 months of the Notes on Administration taking effect.
6. Where this Schedule or the Notes on Administration are inconsistent with the terms of the NLT Act, the terms of the NLT Act will prevail.
7. If any inconsistencies arise between the terms and conditions contained in this Schedule and any part of the Notes on Administration, the terms and conditions contained in this Schedule will prevail.
8. Commonwealth funding provided under this Schedule does not include equity or loans.

**Roles**

9. In addition to Clause 19 of the FFA – Infrastructure (Role of the Commonwealth), the Commonwealth (as represented by the relevant Commonwealth department) will:
  - a. provide a financial contribution, where agreed, to the Projects set out in Tables 2A to H, to support the implementation of this Schedule;
  - b. be an informed investor, in partnership with States, in land transport infrastructure projects, including by having equal access to information that supports long-term investment decision-making and enables effective oversight of investment risks;
  - c. be responsible for assessing and agreeing which Projects are to be funded under this Schedule, informed by expert advice, State Annual Infrastructure Plans, and State priorities;
  - d. ensure the timely completion of assessment and decision-making processes as set out in the Notes on Administration;

	<ul style="list-style-type: none"><li>e. provide leadership, when required, on cross-border projects of significance;</li><li>f. have oversight of the delivery of outputs and monitor and evaluate the investment outcomes listed at Terms 19-26;</li><li>g. coordinate the development, review and revision of the Notes on Administration in consultation with all Parties; and</li><li>h. coordinate the review and revision of the Schedule under Term 1(a).</li></ul> <p>10. Infrastructure Australia is the Commonwealth's independent expert adviser on nationally significant land transport infrastructure investments and its role includes:</p> <ul style="list-style-type: none"><li>a. providing strategic advice, throughout the project lifecycle, as determined by the Minister;</li><li>b. evaluating and endorsing evaluations of business cases for Projects where a State is seeking a Commonwealth funding contribution greater than or equal to the threshold set out in the Notes on Administration; and</li><li>c. undertaking periodic post-completion evaluations of select projects against targets set before or during delivery.</li></ul> <p>11. In addition to Clause 20 of the <u>FFA – Infrastructure</u> (Role of the States and Territories), States will be responsible for:</p> <ul style="list-style-type: none"><li>a. providing a financial or in-kind contribution where agreed, to the Projects set out in Tables 2A to H, to support the implementation of this Schedule;</li><li>b. project planning and delivery, noting States have the requisite knowledge and expertise to ensure the successful delivery of projects through effective planning and risk-management processes;</li><li>c. developing and providing the Commonwealth with an Annual Infrastructure Plan, including priority projects that have or are seeking a federal funding contribution over the next ten years, how projects will be sequenced, and how the jurisdiction will respond to cost pressures and other related impacts, such as population growth, carbon emissions, regional development, and urban policy, including housing;</li></ul>
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	<ul style="list-style-type: none"> <li>d. ensuring compliance with relevant Commonwealth and State legislation, including workplace relations;</li> <li>e. ensuring any allegations or instances of criminal behaviour or corruption are reviewed and reported to the appropriate regulator;</li> <li>f. ensuring procurement practices deliver value for money for public funds and optimise agreed socioeconomic outcomes as set out in Terms 19-20;</li> <li>g. maintaining the roads and rail lines on the National Land Transport Network, as set out in the Notes on Administration;</li> <li>h. engaging with delivery partners who prioritise secure work and engage in fair, equitable, ethical and sustainable employment practices;</li> <li>i. providing Infrastructure Australia with business cases and relevant supporting information where a State is seeking a Commonwealth funding contribution for a Project equal to or greater than the threshold set out in the Notes on Administration;</li> <li>j. reporting on the delivery of outputs and the outcomes listed at Terms 19-26;</li> <li>k. providing data to the Commonwealth (including Infrastructure Australia) to enable post-completion reviews and evaluations and future benefits realisation analyses of Projects;</li> </ul> <p>12. In addition to Clause 21 of the <u>FFA- Infrastructure</u> (Shared roles and responsibilities), the Parties will share responsibility for:</p> <ul style="list-style-type: none"> <li>a. ensuring a fiscally sustainable pipeline of nationally significant projects;</li> <li>b. improving the management of projects to promote better accountability and minimise cost overruns in order to guarantee the best use of taxpayers' funds;</li> <li>c. investing in the whole-of-life resilience of land transport infrastructure to climate and disaster risks, thereby enabling freight and supply chain resilience;</li> <li>d. supporting initiatives to improve the productivity, longer-term capacity, capability and diversity of the construction industry. This includes ensuring projects are delivered</li> </ul>
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appropriately while supporting firms across all tiers of the construction market;

- e. agreeing, reviewing and updating the Notes on Administration to support the implementation of this Schedule;
- f. funding the sustainable maintenance and asset renewal of the National Land Transport Network;
- g. developing and implementing a revised First Nations policy framework that will be mutually agreed and published.

**Ensuring alignment to shared strategic objectives**

- 13. Projects will align with the shared strategic themes of productivity and resilience, sustainability, and liveability, housing supply and population growth. Projects must also demonstrate alignment with the Commonwealth’s Infrastructure Policy Statement, which may be updated from time to time by the Commonwealth.
- 14. Projects considered for co-investment will be informed by States’ Annual Infrastructure Plans and Infrastructure Australia’s Infrastructure Priority List, and will include potential planning projects and potential construction projects.
- 15. Projects funded under this Schedule will be subject to necessary due diligence processes, as set out in the Notes on Administration, including as best as possible, ensuring Commonwealth funding for delivery is not committed until a business case has been completed and considered by all relevant Parties, including Infrastructure Australia as appropriate.
  - a. To support these due diligence processes, States may apply to the Commonwealth for funding for business case development. Projects that receive funding for business case development will be characterised by Parties as being ‘under consideration’.
- 16. Prior to committing funding for project delivery, Projects will be assessed for confidence in proposed costings and delivery timeframes using the confidence index set out in the Notes on Administration.
- 17. As best as possible, funding for project delivery should only be announced where there is sufficient confidence in the costings and delivery schedule. In most circumstances, this will be determined once a business case has been completed and

considered by all relevant Parties, including Infrastructure Australia as appropriate.

18. Unless otherwise agreed, Inactive Projects will be removed from Tables at 2A to H and funding moved to State Unallocated. The process will be set out in the Notes on Administration.

**Investment optimisation**

19. The Parties recognise that:

- a. their joint investments have the potential to enable wider outcomes through the delivery phase;
- b. innovative approaches to tendering are likely to be required to achieve wider outcomes; and
- c. States will need to adopt a procurement framework that considers a broad range of economic, social, and environmental benefits when determining value for money.

20. Consistent with Australia's international obligations, States will optimise their procurement practices to enable the wider outcomes listed below and deliver value for money, taking into account the opportunities and market capabilities in their respective jurisdictions:

- a. An uplift in socioeconomic outcomes for First Nations people and businesses and First Nations cultural heritage protection, in line with Closing the Gap and consistent with the revised First Nations policy framework to be developed and agreed by all jurisdictions by the end of 2024.
- b. A reduction in embodied carbon in transport infrastructure in line with Australia's Net Zero commitments.
- c. An increase in women's participation at all levels of the construction industry.
- d. Optimising recycled content in transport infrastructure to support Australia's transition to a circular economy by 2030.
- e. Supporting opportunities for Australian and local businesses and industry.
- f. Optimising opportunities for trainees and apprentices, including Australian Skills Guarantee targets, to ensure a pipeline of skilled workers.

- g. Optimising opportunities to enhance construction sector culture and participation, including flexibility, wellbeing and diversity.

**Performance indicators and reporting**

- 21. The objectives and outcomes of this Schedule will be achieved through the delivery of the agreed Projects in Tables 2A to H.
- 22. Outcomes will be evaluated with reference to performance indicators agreed in writing by the parties. Key Performance Indicators enabling the assessment of outcomes achieved will include reporting against indicators of productivity and resilience, liveability and sustainability, with a focus on the National Land Transport Network.
- 23. All Parties commit to a process of continuous improvement in relation to the setting of outcomes-based performance indicators and reporting. An initial set of indicators will be developed for year-one of this Schedule's operation based on data that is currently available. It is expected that these initial indicators will be reviewed and updated for subsequent years in line with Term 24, reflecting the Parties ongoing effort to improve reporting on outcomes. Initial indicators would include measures relating to the performance of the National Land Transport Network, such as:
  - a. average speed of the network; and
  - b. unplanned closures; and
  - c. road and rail fatalities.
- 24. The Commonwealth, in consultation with States, will conduct at least two reviews of the Key Performance Indicators for this Schedule, including the bilateral performance indicators set out in Tables 3A to H. The first review will be undertaken approximately 12 months after this Schedule commences and a further review will be undertaken around 3 years after this Schedule commences. The reviews will ensure the performance indicators remain fit-for-purpose and support evaluation and monitoring of the outcomes of this Schedule.
- 25. States commit to providing data, where available, to support the monitoring, evaluation and operation of this Schedule. The Commonwealth may in some cases request Project level data from a State where this data has already been collected by the State.



26. Reporting requirements are set out at Tables 3A to H of this Schedule.
- a. Reporting against performance indicators will be annual, commencing with the first year of operation and occurring throughout the life of the Schedule.
  - b. Reporting will be provided to Ministers and officials to enable an assessment of progress against outcomes achieved and performance, with public reporting commencing in the third year of this Schedule's operation.

*Road Safety Data*

27. Through the National Road Safety Strategy 2021-2030 and its Action Plan, the Parties have committed to working together to prevent deaths and serious injuries on Australia's road transport system. Better national data and monitoring of road safety across the whole system will be key to achieving significant reductions in road trauma.
28. Responsible, secure and seamless sharing of road safety data between governments is an efficient use of resources and will help deliver better road safety outcomes. As part of this Schedule, States will work with the Commonwealth to develop a National Road Safety Data Collection and Reporting Framework and National Road Safety Minimum Dataset.
29. The States are working with the Commonwealth to improve nationally consistent network wide road data to support a national view on where and when fatalities and serious injuries are occurring, contributing factors and demographic information, including annually updated data on:
- a. deaths including age, gender, license status, seating position
  - b. injuries including hospital admission, severity, type, age, gender, seating position
  - c. risky behaviour including drugs and alcohol, restraint and helmet usage, experience, speeding, fatigue, distraction
  - d. crash factors including crash type, location, date and time, speed limit, conditions, vehicles involved and registration status
  - e. road inventory including surface type, lanes, barriers, shoulder width, road condition including roughness, strength, rutting, cracking and road risk rating

f. road usage including Average Annual Daily Traffic counts for light and heavy vehicles.

30. States will report annually on road safety data improvements.

31. Road projects must be designed in accordance with relevant design guidelines as set out in the Notes on Administration as a minimum.

#### **Project and risk management**

32. The Parties acknowledge that investment in major infrastructure projects involves risks and, as partners, the Parties share the benefits and risks from this investment.

33. A risk management framework will be set out in the Notes on Administration and include the due diligence processes that occur prior to a funding commitment being made, as well as the project-level governance, gateways and assurance requirements that apply to Projects once funding is committed. Application of the confidence index throughout the project lifecycle is central to the risk framework, as is positive obligation reporting. Positive obligation requires States to disclose material risks to project delivery timeframes and costs, and disclosure should not be unreasonably delayed by a State's authorising environment.

34. Governance and reporting processes will be proportional to Project risks and will aim to build confidence for all Parties by supporting early risk identification, mitigation and treatment.

a. Projects will be differentiated based on risk, oversight will be calibrated according to a risk rating, enabling a greater focus on high-risk, high value projects.

b. Projects will be routinely assessed for confidence in delivery and costs using the confidence index set out in the Notes on Administration.

c. Reporting on risks will be timely, clear and proactively provided by States in accordance with positive obligation, consistent with the project reporting guidance set out in the Notes on Administration.

d. Project governance, such as steering committees and Project boards, may occur on a case-by-case basis as set out in the Notes on Administration.

35. All Parties commit to gateway reviews and other types of independent assurance processes, as outlined in the Notes on Administration, to improve confidence in project selection,

justification and management where appropriate. The Commonwealth will recognise States' existing processes and will not seek to duplicate existing state practices.

36. The Commonwealth expects States' gateway reviews and other assurance processes to be completed by independent expert reviewers at key decision points of a Project's lifecycle. Each gateway review and other assurance processes should produce a report outlining an examination of the progress and likelihood of successful delivery of a Project's outcomes at that point in time; and this report should be shared with the Commonwealth. If a State's system does not have these characteristics, the Commonwealth reserves the right to require or undertake additional assurance activities.

#### **Financial arrangements**

37. The Commonwealth may make funding available for multi-year rolling programs, including to address targeted strategic outcomes, transport corridors, or programs of low risk projects.

#### *Financial contributions*

38. Details of the Commonwealth's and the States' estimated financial contributions to the operation of this Schedule are set out in the Tables 2A to H.
39. Project funding splits will be determined at the time of funding commitment. The Commonwealth and States will maintain a consistent funding split on projects as cost pressures arise, where appropriate governance, assurance and reporting has been clearly demonstrated and factors such as scope changes have been mutually agreed.
40. The sum of all Commonwealth contributions to Projects at any given time in a given State will comprise the total Commonwealth funding allocation for that State. This total Commonwealth funding allocation shall be identified in the relevant State's table at Tables 2A to H. States will be responsible for monitoring and keeping the Commonwealth informed of anticipated potential changes in scope, cost and delivery timelines for Projects in Tables 2A to H.
41. The Commonwealth will release its share of funding consistent with the signed approval instrument.
42. Commonwealth funding will be released based on the achievement of project milestones, which have been jointly

agreed and which may, by written agreement, be varied by the relevant Parties from time to time.

- 43. Commonwealth and State contributions as set out in Tables 2A to H of this Schedule must only be used for approved purposes, as set out in the NLT Act.
- 44. In the spirit of partnership, the Commonwealth and a State may agree to reallocate funding between Projects to manage cost pressures and changing priorities, ensuring that the total Commonwealth funding allocation for that State is not exceeded. This process is set out in the Notes on Administration.

*Cost savings*

- 45. Where the updated cost estimate or final Project cost to government is less than the committed amount(s) which the Commonwealth and the relevant State have agreed to make available, the savings will be treated in the following way:
  - a. for Projects to which only the Commonwealth has committed a specified funding contribution, the Commonwealth funding will be moved to State Unallocated; or
  - b. for Projects which both the Commonwealth and a State have committed a specified funding contribution, the savings will be divided on a pro-rata basis and be redistributed:
    - i. in the case of the Commonwealth, funding will be moved to State Unallocated; and
    - ii. in the case of a State, the State may choose to reallocate its share of the funding to other Projects.

**Project arrangements**

*Variations*

- 46. The Parties recognise that there may be a need from time to time to vary some of the Projects set out in Tables 2A to H to this Schedule as investment proposals are further developed and refined, or in response to circumstances that may potentially affect the scope, cost (and respective funding contributions) and expected timelines of Projects.
- 47. Significant variations to a Project described in Tables 2A to H, (including those that affect scope, cost, respective funding contributions and timelines) will be agreed in writing by the relevant Parties. Any consequential variations to Project

milestones will be agreed in accordance with the Notes on Administration.

*Funding Withdrawals*

48. By agreement, the Parties may agree to withdraw funding for a Project prior to the awarding of a construction contract where:

- a. more recent cost estimates significantly exceed the previous cost estimates; or
- b. the Parties are unable to agree on a timetable for a Project; or
- c. significant delays occur against the agreed timetable for preparing the Project for construction; or
- d. there are significant changes proposed to the scope of a Project.

49. In the event of the Parties withdrawing funding from a Project in accordance with Term 48 above, necessary payments to affected tenderers will be shared by the relevant Parties in proportion to their funding contribution and agreed on a case-by-case basis.

50. In terms of the distribution of any remaining funding:

- a. in the case of the Commonwealth, funding will be moved to State Unallocated;
- b. in the case of a State, the State may choose to reallocate its share of the funding to other Projects.

*Cancellations*

51. The Parties may agree to cancel a Project after the awarding of a construction contract where:

- a. more recent cost estimates significantly exceed previous cost estimates; or
- b. the Parties are unable to agree on a timetable for a Project; or
- c. significant delays occur against the agreed timetable for preparing the Project for construction; or
- d. there is agreement that a Project has been superseded.

52. If a Party to this Schedule proposes to cancel a Project set out in Tables 2A-H, they must notify the other Party in writing.

53. In the event that a Project has been cancelled in accordance with Term 51 above, contractual obligations shall be negotiated between the Commonwealth and States with consideration of the proportion of their funding contribution.

54. In the event a Party to this Schedule cancels a Project contrary to Term 51 above, the Party that cancels the Project shall bear responsibility for associated costs, unless otherwise agreed by the Parties.

55. In the event of a Project cancellation, the Commonwealth's share of any remaining funding will be moved to State Unallocated for future distribution to priorities in that State. In the case of a State, the State may choose to reallocate its share of any remaining funding to other Projects.

56. Cancelled Projects will be removed from Tables 2A-H to this Schedule once financial arrangements are finalised.

**Asset management, maintenance and network performance**

57. The Parties recognise that ownership and responsibility for those parts of the National Land Transport Network that are within the boundaries of the relevant State will remain with that State.

58. The Commonwealth's annual road maintenance funding for the National Land Transport Network will increase from \$350 million in 2023-24 to \$460 million in 2024-25.

59. The formula for allocating road maintenance funding amongst States will be set out in the Notes on Administration.

60. The States will provide the Commonwealth with a Road Maintenance Formula Data Report and a Maintenance Performance Report annually, including agreed data on the condition and usage of, and maintenance expenditure on, the Network as outlined in the Notes on Administration.

**Funding recognition**

61. In addition to the requirements set out in clause 21 of the FFA – Infrastructure, States agree to:

- a. recognise the Commonwealth's funding contribution to Projects in all publications, promotional and advertising materials, including Project signage, social media, public announcements and activities in relation to a Project as set out in the Notes on Administration, and must consult the Commonwealth prior to release of all promotional-related materials concerning projects funded through this Schedule;
- b. provide reasonable opportunity for the Commonwealth to contribute to developing communications strategies for

	<p>Projects with a Commonwealth funding contribution, and for a Commonwealth representative to attend any events;</p> <ul style="list-style-type: none"><li>c. provide the Commonwealth with equal access to products that they obtain for use in the development of promotional material including but not limited to Project data, footage and images;</li><li>d. where the Commonwealth is a majority funder of a Project, promotional material and public recognition should provide major prominence to the Commonwealth's contribution, with the Parties to agree the content and timing; and</li><li>e. comply with the published Australian Government Building Australia Signage Guidelines.</li></ul> <p><b><u>Review of this Schedule</u></b></p> <p>62. To assess the degree to which the agreed objectives and outcomes and/or outputs of this Schedule have been achieved, and inform decisions following its expiry, an independent review of this Schedule will be undertaken approximately twelve months prior to its expiry.</p> <p><b><u>Dispute resolution</u></b></p> <p>63. In addition to clauses 43 to 45 of the FFA – Infrastructure (Dispute resolution), the Parties agree:</p> <ul style="list-style-type: none"><li>a. Officials of relevant Parties may seek to resolve disputes bilaterally or through existing multilateral officials-level fora.</li></ul> <p><b><u>Transitional arrangements</u></b></p> <p>64. Transitional arrangements for projects that commenced under a previous National Partnership Agreement or bilateral agreement are set out in the Notes on Administration. The Parties will negotiate transitional arrangements in good faith, with a focus on high value or high-risk projects.</p> <p><b><u>Definitions</u></b></p> <p>65. For the purpose of the Schedule and its Tables:</p> <ul style="list-style-type: none"><li>a. 'Annual Infrastructure Plan' means a plan developed by a State and provided to the Commonwealth annually, which provides a long-term (10 year) strategic view of a State's land transport infrastructure priorities, including priority projects that have or are seeking a federal funding</li></ul>
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	<p>contribution over the next ten years and how they will be sequenced.</p> <p>b. 'Approval instrument' means a project approval instrument as defined under the NLT Act.</p> <p>c. 'Business case' means a document, detailed or strategic, that sets the scope of a proposed project and costings.</p> <p>d. 'Funding approval' means a project approval instrument has been issued by the Commonwealth under the NLT Act.</p> <p>e. 'Funding commitment' means the commitment of Commonwealth funds for a Project through a Commonwealth Budget process and does not constitute approval under the NLT Act.</p> <p>f. 'Inactive Project' means a Project where funds have been committed by the Commonwealth, regardless of whether a project approval instrument is in place or not, and:</p> <ul style="list-style-type: none"> <li>i. has been inactive for three years from the time the funding commitment was first made; and</li> <li>ii. is not under construction, is not out for tender, and there are no plans to go out for tender; and</li> <li>iii. neither Party objects to the Project's removal.</li> </ul> <p>g. 'National Land Transport Network' means the National Land Transport Network as determined by the Commonwealth Minister under Part 2 of the NLT Act.</p> <p>h. 'Notes on Administration' means the administrative requirements to support the implementation of Projects under the Schedule, as updated from time to time.</p> <p>i. 'Project' means a project approved under the NLT Act, including a program (as defined in Term 65(j)).</p> <p>j. 'program' means a rolling program of projects targeted to strategic outcomes or corridors, or a rolling program of low risk projects.</p> <p>k. 'State Unallocated' means the remainder of the total committed Commonwealth allocation for a State less commitments for Projects (this can include savings from closed Projects or Projects that have been withdrawn or cancelled). This unallocated funding will be used to contribute towards future priorities for that State i.e. to fund new Projects and/or cost pressures.</p>
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	<p>l. 'Sub-Program' means the Black Spots Program, the Roads to Recovery Program, and any other purpose-specific funding program administered under the Schedule that is designated in the Notes on Administration as a Sub-Program.</p> <p>m. 'Under consideration' means business case funding has been committed to the project but there is no commitment to delivery funding and construction.</p>
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Table 3A: New South Wales – Performance requirements and reporting

Output	Performance milestones	Report due
<p><b>Bilateral performance report</b></p> <ul style="list-style-type: none"> <li>An annual report on progress against bilateral indicators relating to shared complementary policy priorities.</li> <li>The report will cover the previous financial year.</li> <li>The report will include contextual information on reporting scope, methodology and definitions, if applicable.</li> <li>Indicators may be revised, by agreement of the Parties, following reviews after years 1 and 3 of this Schedule.</li> </ul>	<p>The report will include the following indicators on <b>First Nations Outcomes</b>, consistent with the existing Indigenous Employment and Supplier-use Infrastructure Framework:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of First Nations people employed in Projects.</li> <li>Value (\$) and proportion (%) of First Nations owned businesses (suppliers) used in Projects.</li> </ul>	<p>Annually, by 30 August for each year this Schedule is in effect.</p>
	<p>The report will include the following indicators on <b>supporting Australian Industry indicators</b>:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of non-tier 1 head contractors<sup>1</sup> by number of contracts and contract value (\$) for Projects.</li> <li>Proportion (%) of projects over \$20 million that have an Australian Industry Plan or Local Industry Participation Plan (target: 100%).</li> <li>Proportion (%) and value (\$) of local content used in Projects.</li> <li>Qualitative reporting on critical supply chain risks and market challenges.</li> </ul>	
	<p>The report will include the following indicators on <b>skills and training</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by apprentices/trainees on Projects (target: 10%).</li> </ul>	
	<p>The report will include the following indicators on <b>women's participation in construction</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by women apprentices/trainees on Projects.</li> <li>Number, value (\$) and proportion (%) of tenders that require head contractors to have a gender equity action plan in place.</li> <li>Qualitative reporting on policies and initiatives supporting women's participation and retention in construction.</li> </ul>	

<sup>1</sup> Non-tier 1 engaged under consortia arrangements should be reported (value apportioned) under non-tier 1.

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	<p>The report will include the following indicators on <b>decarbonisation</b>:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution of \$250 million or more using the National Carbon Values (NCVs) or better (target: 100%).</li> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution less than \$250 million using NCVs or better.</li> <li>• Other reporting on possible future measures agreed to by Infrastructure and Transport Ministers.</li> </ul>	
	<p>The report will include the following indicators on contribution to the <b>circular economy</b>:</p> <ul style="list-style-type: none"> <li>• Total proportion (%) and volume [tonnage or cubic meters] of recycled, re-used or re-purposed materials used in Projects.<sup>2</sup></li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>• Establish a recycled content optimisation plan, with annual reporting against the plan.</li> </ul>	
<p><b>Transport outcomes reporting</b></p>	<p>Provision of data and information to support evaluation of the achievement of this Schedule’s objectives against the Key Performance Indicators as agreed in writing between all Parties.</p> <p>An aggregate report on outcomes achieved will be provided to Infrastructure and Transport Ministers annually, with public reporting from year 3 of the operation of the Schedule.</p>	<p>As agreed in writing between the Parties</p>
<p><b>Maintenance reporting</b></p>	<p>Provision of a Road Maintenance Formula Data Report and a Maintenance Performance Report annually, including agreed data on the condition and usage of, and maintenance expenditure on, the Network as outlined in the Notes on Administration.</p>	<p>As set out in the Notes on Administration</p>

In addition, the Parties agree to support initiatives which enhance **construction sector culture and participation**, including but not limited to:

- Enhancing flexibility and work-life balance arrangements
- Improving personal wellbeing, including physical and mental health
- Attracting and retaining diverse sector talent, focusing on workforce and skills growth through tangible increases to women’s participation across trades and non-traditional roles
- Undertaking trials or research in partnership with industry to support development of further learnings and programs.

<sup>2</sup> The benefits of using recycled content need to be weighed against the emissions related to transporting these materials. In areas where there is limited access to recycled materials, the emissions associated with transporting recycled materials over long distances may negate the benefits of using these materials.

Table 3B: Victoria – Performance requirements and reporting		
Output	Performance milestones	Report due
<p><b>Bilateral performance report</b></p> <ul style="list-style-type: none"> <li>An annual report on progress against bilateral indicators relating to shared complementary policy priorities.</li> <li>The report will cover the previous financial year.</li> <li>The report will include contextual information on reporting scope, methodology and definitions, if applicable.</li> <li>Indicators may be revised, by agreement of the Parties, following reviews after years 1 and 3 of this Schedule.</li> </ul>	<p>The report will include the following indicators on <b>First Nations Outcomes</b>, consistent with the existing Indigenous Employment and Supplier-use Infrastructure Framework:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of First Nations people employed in Projects.</li> <li>Value (\$) and proportion (%) of First Nations owned businesses (suppliers) used in Projects.</li> </ul>	<p>Annually, by 30 August for each year this Schedule is in effect.</p>
	<p>The report will include the following indicators on <b>supporting Australian Industry indicators</b>:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of non-tier 1 head contractors<sup>3</sup> by number of contracts and contract value (\$) for Projects.</li> <li>Proportion (%) of projects over \$20 million that have an Australian Industry Plan or Local Industry Participation Plan (target: 100%).</li> <li>Proportion (%) and value (\$) of local content used in Projects.</li> <li>Qualitative reporting on critical supply chain risks and market challenges.</li> </ul>	
	<p>The report will include the following indicators on <b>skills and training</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by apprentices/trainees on Projects (target: 10%).</li> </ul>	
	<p>The report will include the following indicators on <b>women’s participation in construction</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by women apprentices/trainees on Projects.</li> <li>Number, value (\$) and proportion (%) of tenders that require head contractors to have a gender equity action plan in place.</li> <li>Qualitative reporting on policies and initiatives supporting women’s participation and retention in construction.</li> </ul>	

<sup>3</sup> Non-tier 1 engaged under consortia arrangements should be reported (value apportioned) under non-tier 1.

	<p>The report will include the following indicators on <b>decarbonisation</b>:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution of \$250 million or more using the National Carbon Values (NCVs) or better (target: 100%).</li> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution less than \$250 million using NCVs or better.</li> <li>• Other reporting on possible future measures agreed to by Infrastructure and Transport Ministers.</li> </ul> <p>The report will include the following indicators on contribution to the <b>circular economy</b>:</p> <ul style="list-style-type: none"> <li>• Total proportion (%) and volume [tonnage or cubic meters] of recycled, re-used or re-purposed materials used in Projects.<sup>4</sup></li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>• Establish a recycled content optimisation plan, with annual reporting against the plan.</li> </ul>	
<b>Transport outcomes reporting</b>	<p>Provision of data and information to support evaluation of the achievement of this Schedule's objectives against the Key Performance Indicators as agreed in writing between all Parties.</p> <p>An aggregate report on outcomes achieved will be provided to Infrastructure and Transport Ministers annually, with public reporting from year 3 of the operation of the Schedule.</p>	As agreed in writing between the Parties
<b>Maintenance reporting</b>	<p>Provision of a Road Maintenance Formula Data Report and a Maintenance Performance Report annually, including agreed data on the condition and usage of, and maintenance expenditure on, the Network as outlined in the Notes on Administration.</p>	As set out in the Notes on Administration

In addition, the Parties agree to support initiatives which enhance **construction sector culture and participation**, including but not limited to:

- Enhancing flexibility and work-life balance arrangements
- Improving personal wellbeing, including physical and mental health
- Attracting and retaining diverse sector talent
- Undertaking trials or research in partnership with industry to support development of further learnings and programs.

<sup>4</sup> The benefits of using recycled content need to be weighed against the emissions related to transporting these materials. In areas where there is limited access to recycled materials, the emissions associated with transporting recycled materials over long distances may negate the benefits of using these materials.

Table 3C: Queensland – Performance requirements and reporting		
Output	Performance milestones	Report due
<p><b>Bilateral performance report</b></p> <ul style="list-style-type: none"> <li>An annual report on progress against bilateral indicators relating to shared complementary policy priorities.</li> <li>The report will cover the previous financial year.</li> <li>The report will include contextual information on reporting scope, methodology and definitions, if applicable.</li> <li>Indicators may be revised, by agreement of the Parties, following reviews after years 1 and 3 of this Schedule.</li> </ul>	<p>The report will include the following indicators on <b>First Nations Outcomes</b>, consistent with the existing Indigenous Employment and Supplier-use Infrastructure Framework:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of First Nations people employed in Projects.</li> <li>Value (\$) and proportion (%) of First Nations owned businesses (suppliers) used in Projects.</li> </ul>	<p>Annually, by 30 August for each year this Schedule is in effect.</p>
	<p>The report will include the following indicators on <b>supporting Australian Industry indicators</b>:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of non-tier 1 head contractors<sup>5</sup> by number of contracts and contract value (\$) for Projects.</li> <li>Proportion (%) of projects over \$20 million that have an Australian Industry Plan or Local Industry Participation Plan (target: 100%).</li> <li>Proportion (%) and value (\$) of local content used in Projects.</li> <li>Qualitative reporting on critical supply chain risks and market challenges.</li> </ul>	
	<p>The report will include the following indicators on <b>skills and training</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by apprentices/trainees on Projects (target: 10%).</li> </ul>	
	<p>The report will include the following indicators on <b>women’s participation in construction</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by women apprentices/trainees on Projects.</li> <li>Number, value (\$) and proportion (%) of tenders that require head contractors to have a gender equity action plan in place.</li> <li>Qualitative reporting on policies and initiatives supporting women’s participation and retention in construction.</li> </ul>	

<sup>5</sup> Non-tier 1 engaged under consortia arrangements should be reported (value apportioned) under non-tier 1.

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	<p>The report will include the following indicators on <b>decarbonisation</b>:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution of \$250 million or more using the National Carbon Values (NCVs) or better (target: 100%).</li> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution less than \$250 million using NCVs or better.</li> <li>• Other reporting on possible future measures agreed to by Infrastructure and Transport Ministers.</li> </ul> <p>The report will include the following indicators on contribution to the <b>circular economy</b>:</p> <ul style="list-style-type: none"> <li>• Total proportion (%) and volume [tonnage or cubic meters] of recycled, re-used or re-purposed materials used in Projects.<sup>6</sup></li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>• Establish a recycled content optimisation plan, with annual reporting against the plan.</li> </ul>	
<b>Transport outcomes reporting</b>	<p>Provision of data and information to support evaluation of the achievement of this Schedule's objectives against the Key Performance Indicators as agreed in writing between all Parties.</p> <p>An aggregate report on outcomes achieved will be provided to Infrastructure and Transport Ministers annually, with public reporting from year 3 of the operation of the Schedule.</p>	As agreed in writing between the Parties
<b>Maintenance reporting</b>	<p>Provision of a Road Maintenance Formula Data Report and a Maintenance Performance Report annually, including agreed data on the condition and usage of, and maintenance expenditure on, the Network as outlined in the Notes on Administration.</p>	As set out in the Notes on Administration

In addition, the Parties agree to support initiatives which enhance **construction sector culture and participation**, including but not limited to:

- Enhancing flexibility and work-life balance arrangements
- Improving personal wellbeing, including physical and mental health
- Attracting and retaining diverse sector talent
- Undertaking trials or research in partnership with industry to support development of further learnings and programs.

<sup>6</sup> The benefits of using recycled content need to be weighed against the emissions related to transporting these materials. In areas where there is limited access to recycled materials, the emissions associated with transporting recycled materials over long distances may negate the benefits of using these materials.

Table 3D: Western Australia – Performance requirements and reporting		
Output	Performance milestones	Report due
<p><b>Bilateral performance report</b></p> <ul style="list-style-type: none"> <li>An annual report on progress against bilateral indicators relating to shared complementary policy priorities.</li> <li>The report will cover the previous financial year.</li> <li>The report will include contextual information on reporting scope, methodology and definitions, if applicable.</li> <li>Indicators may be revised, by agreement of the Parties, following reviews after years 1 and 3 of this Schedule.</li> </ul>	<p>The report will include the following indicators on <b>First Nations Outcomes</b>, consistent with the existing Indigenous Employment and Supplier-use Infrastructure Framework:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of First Nations people employed in Projects.</li> <li>Value (\$) and proportion (%) of First Nations owned businesses (suppliers) used in Projects.</li> </ul>	<p>Annually, by 30 August for each year this Schedule is in effect.</p>
	<p>The report will include the following indicators on <b>supporting Australian Industry indicators</b>:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of non-tier 1 head contractors<sup>7</sup> by number of contracts and contract value (\$) for Projects.</li> <li>Proportion (%) of projects over \$20 million that have an Australian Industry Plan or Local Industry Participation Plan (target: 100%).</li> <li>Proportion (%) and value (\$) of local content used in Projects.</li> <li>Qualitative reporting on critical supply chain risks and market challenges.</li> </ul>	
	<p>The report will include the following indicators on <b>skills and training</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by apprentices/trainees on Projects (target: 10%).</li> </ul>	
	<p>The report will include the following indicators on <b>women's participation in construction</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by women apprentices/trainees on Projects.</li> <li>Number, value (\$) and proportion (%) of tenders that require head contractors to have a gender equity action plan in place.</li> <li>Qualitative reporting on policies and initiatives supporting women's participation and retention in construction.</li> </ul>	

<sup>7</sup> Non-tier 1 engaged under consortia arrangements should be reported (value apportioned) under non-tier 1.



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	<p>The report will include the following indicators on <b>decarbonisation</b>:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution of \$250 million or more using the National Carbon Values (NCVs) or better (target: 100%).</li> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution less than \$250 million using NCVs or better.</li> <li>• Other reporting on possible future measures agreed to by Infrastructure and Transport Ministers.</li> </ul> <p>The report will include the following indicators on contribution to the <b>circular economy</b>:</p> <ul style="list-style-type: none"> <li>• Total proportion (%) and volume [tonnage or cubic meters] of recycled, re-used or re-purposed materials used in Projects.<sup>8</sup></li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>• Establish a recycled content optimisation plan, with annual reporting against the plan.</li> </ul>	
<b>Transport outcomes reporting</b>	<p>Provision of data and information to support evaluation of the achievement of this Schedule's objectives against the Key Performance Indicators as agreed in writing between all Parties.</p> <p>An aggregate report on outcomes achieved will be provided to Infrastructure and Transport Ministers annually, with public reporting from year 3 of the operation of the Schedule.</p>	As agreed in writing between the Parties
<b>Maintenance reporting</b>	<p>Provision of a Road Maintenance Formula Data Report and a Maintenance Performance Report annually, including agreed data on the condition and usage of, and maintenance expenditure on, the Network as outlined in the Notes on Administration.</p>	As set out in the Notes on Administration

In addition, the Parties agree to support initiatives which enhance **construction sector culture and participation**, including but not limited to:

- Enhancing flexibility and work-life balance arrangements
- Improving personal wellbeing, including physical and mental health
- Attracting and retaining diverse sector talent
- Undertaking trials or research in partnership with industry to support development of further learnings and programs.

<sup>8</sup> The benefits of using recycled content need to be weighed against the emissions related to transporting these materials. In areas where there is limited access to recycled materials, the emissions associated with transporting recycled materials over long distances may negate the benefits of using these materials.

Table 3E: South Australia – Performance requirements and reporting

Output	Performance milestones	Report due
<p><b>Bilateral performance report</b></p> <ul style="list-style-type: none"> <li>An annual report on progress against bilateral indicators relating to shared complementary policy priorities.</li> <li>The report will cover the previous financial year.</li> <li>The report will include contextual information on reporting scope, methodology and definitions, if applicable.</li> <li>Indicators may be revised, by agreement of the Parties, following reviews after years 1 and 3 of this Schedule.</li> </ul>	<p>The report will include the following indicators on <b>First Nations Outcomes</b>, consistent with the existing Indigenous Employment and Supplier-use Infrastructure Framework:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of First Nations people employed in Projects.</li> <li>Value (\$) and proportion (%) of First Nations owned businesses (suppliers) used in Projects.</li> </ul>	<p>Annually, by 30 August for each year this Schedule is in effect.</p>
	<p>The report will include the following indicators on <b>supporting Australian Industry indicators</b>:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of non-tier 1 head contractors<sup>9</sup> by number of contracts and contract value (\$) for Projects.</li> <li>Proportion (%) of projects over \$20 million that have an Australian Industry Plan or Local Industry Participation Plan (target: 100%).</li> <li>Proportion (%) and value (\$) of local content used in Projects.</li> <li>Qualitative reporting on critical supply chain risks and market challenges.</li> </ul>	
	<p>The report will include the following indicators on <b>skills and training</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by apprentices/trainees on Projects (target: 10%).</li> </ul>	
	<p>The report will include the following indicators on <b>women's participation in construction</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by women apprentices/trainees on Projects.</li> <li>Number, value (\$) and proportion (%) of tenders that require head contractors to have a gender equity action plan in place.</li> <li>Qualitative reporting on policies and initiatives supporting women's participation and retention in construction.</li> </ul>	

<sup>9</sup> Non-tier 1 engaged under consortia arrangements should be reported (value apportioned) under non-tier 1.

	<p>The report will include the following indicators on <b>decarbonisation</b>:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution of \$250 million or more using the National Carbon Values (NCVs) or better (target: 100%).</li> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution less than \$250 million using NCVs or better.</li> <li>• Other reporting on possible future measures agreed to by Infrastructure and Transport Ministers.</li> </ul>	
	<p>The report will include the following indicators on contribution to the <b>circular economy</b>:</p> <ul style="list-style-type: none"> <li>• Total proportion (%) and volume [tonnage or cubic meters] of recycled, re-used or re-purposed materials used in Projects.<sup>10</sup></li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>• Establish a recycled content optimisation plan, with annual reporting against the plan.</li> </ul>	
<b>Transport outcomes reporting</b>	<p>Provision of data and information to support evaluation of the achievement of this Schedule's objectives against the Key Performance Indicators as agreed in writing between all Parties.</p> <p>An aggregate report on outcomes achieved will be provided to Infrastructure and Transport Ministers annually, with public reporting from year 3 of the operation of the Schedule.</p>	As agreed in writing between the Parties
<b>Maintenance reporting</b>	<p>Provision of a Road Maintenance Formula Data Report and a Maintenance Performance Report annually, including agreed data on the condition and usage of, and maintenance expenditure on, the Network as outlined in the Notes on Administration.</p>	As set out in the Notes on Administration

In addition, the Parties agree to support initiatives which enhance **construction sector culture and participation**, including but not limited to:

- Enhancing flexibility and work-life balance arrangements
- Improving personal wellbeing, including physical and mental health
- Attracting and retaining diverse sector talent
- Undertaking trials or research in partnership with industry to support development of further learnings and programs.

<sup>10</sup> The benefits of using recycled content need to be weighed against the emissions related to transporting these materials. In areas where there is limited access to recycled materials, the emissions associated with transporting recycled materials over long distances may negate the benefits of using these materials.

Table 3F: Tasmania – Performance requirements and reporting

Output	Performance milestones	Report due
<p><b>Bilateral performance report</b></p> <ul style="list-style-type: none"> <li>• An annual report on progress against bilateral indicators relating to shared complementary policy priorities.</li> <li>• The report will cover the previous financial year.</li> <li>• The report will include contextual information on reporting scope, methodology and definitions, if applicable.</li> <li>• Indicators may be revised, by agreement of the Parties, following reviews after years 1 and 3 of this Schedule.</li> </ul>	<p>The report will include the following indicators on <b>First Nations Outcomes</b>, consistent with the existing Indigenous Employment and Supplier-use Infrastructure Framework:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of First Nations people employed in Projects.</li> <li>• Value (\$) and proportion (%) of First Nations owned businesses (suppliers) used in Projects.</li> </ul>	<p>Annually, by 30 August for each year this Schedule is in effect.</p>
	<p>The report will include the following indicators on <b>supporting Australian Industry indicators</b>:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of non-tier 1 head contractors<sup>21</sup> by number of contracts and contract value (\$) for Projects.</li> <li>• Proportion (%) of projects over \$20 million that have an Australian Industry Plan or Local Industry Participation Plan (target: 100%).</li> <li>• Proportion (%) and value (\$) of local content used in Projects.</li> <li>• Qualitative reporting on critical supply chain risks and market challenges.</li> </ul>	
	<p>The report will include the following indicators on <b>skills and training</b>:</p> <ul style="list-style-type: none"> <li>• Proportion (%) of labour undertaken by apprentices/trainees on Projects (target: 10%).</li> </ul>	
	<p>The report will include the following indicators on <b>women's participation in construction</b>:</p> <ul style="list-style-type: none"> <li>• Proportion (%) of labour undertaken by women apprentices/trainees on Projects.</li> <li>• Number, value (\$) and proportion (%) of tenders that require head contractors to have a gender equity action plan in place.</li> <li>• Qualitative reporting on policies and initiatives supporting women's participation and retention in construction.</li> </ul>	

<sup>11</sup> Non-tier 1 engaged under consortia arrangements should be reported (value apportioned) under non-tier 1.

	<p>The report will include the following indicators on <b>decarbonisation</b>:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution of \$250 million or more using the National Carbon Values (NCVs) or better (target: 100%).</li> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution less than \$250 million using NCVs or better.</li> <li>• Other reporting on possible future measures agreed to by Infrastructure and Transport Ministers.</li> </ul> <p>The report will include the following indicators on contribution to the <b>circular economy</b>:</p> <ul style="list-style-type: none"> <li>• Total proportion (%) and volume [tonnage or cubic meters] of recycled, re-used or re-purposed materials used in Projects.<sup>12</sup></li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>• Establish a recycled content optimisation plan, with annual reporting against the plan.</li> </ul>	
<b>Transport outcomes reporting</b>	<p>Provision of data and information to support evaluation of the achievement of this Schedule’s objectives against the Key Performance Indicators as agreed in writing between all Parties.</p> <p>An aggregate report on outcomes achieved will be provided to Infrastructure and Transport Ministers annually, with public reporting from year 3 of the operation of the Schedule.</p>	As agreed in writing between the Parties
<b>Maintenance reporting</b>	<p>Provision of a Road Maintenance Formula Data Report and a Maintenance Performance Report annually, including agreed data on the condition and usage of, and maintenance expenditure on, the Network as outlined in the Notes on Administration.</p>	As set out in the Notes on Administration

In addition, the Parties agree to support initiatives which enhance **construction sector culture and participation**, including but not limited to:

- Enhancing flexibility and work-life balance arrangements
- Improving personal wellbeing, including physical and mental health
- Attracting and retaining diverse sector talent
- Undertaking trials or research in partnership with industry to support development of further learnings and programs.

<sup>12</sup> The benefits of using recycled content need to be weighed against the emissions related to transporting these materials. In areas where there is limited access to recycled materials, the emissions associated with transporting recycled materials over long distances may negate the benefits of using these materials.

Table 3G: Australian Capital Territory – Performance requirements and reporting		
Output	Performance milestones	Report due
<p><b>Bilateral performance report</b></p> <ul style="list-style-type: none"> <li>An annual report on progress against bilateral indicators relating to shared complementary policy priorities.</li> <li>The report will cover the previous financial year.</li> <li>The report will include contextual information on reporting scope, methodology and definitions, if applicable.</li> <li>Indicators may be revised, by agreement of the Parties, following reviews after years 1 and 3 of this Schedule.</li> </ul>	<p>The report will include the following indicators on <b>First Nations Outcomes</b>, consistent with the existing Indigenous Employment and Supplier-use Infrastructure Framework:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of First Nations people employed in Projects.</li> <li>Value (\$) and proportion (%) of First Nations owned businesses (suppliers) used in Projects.</li> </ul>	<p>Annually, by 30 August for each year this Schedule is in effect.</p>
	<p>The report will include the following indicators on <b>supporting Australian Industry indicators</b>:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of non-tier 1 head contractors<sup>13</sup> by number of contracts and contract value (\$) for Projects.</li> <li>Proportion (%) of projects over \$20 million that have an Australian Industry Plan or Local Industry Participation Plan (target: 100%).</li> <li>Proportion (%) and value (\$) of local content used in Projects.</li> <li>Qualitative reporting on critical supply chain risks and market challenges.</li> </ul>	
	<p>The report will include the following indicators on <b>skills and training</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by apprentices/trainees on Projects (target: 10%).</li> </ul>	
	<p>The report will include the following indicators on <b>women's participation in construction</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by women apprentices/trainees on Projects.</li> <li>Number, value (\$) and proportion (%) of tenders that require head contractors to have a gender equity action plan in place.</li> <li>Qualitative reporting on policies and initiatives supporting women's participation and retention in construction.</li> </ul>	

<sup>13</sup> Non-tier 1 engaged under consortia arrangements should be reported (value apportioned) under non-tier 1.

	<p>The report will include the following indicators on <b>decarbonisation</b>:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution of \$250 million or more using the National Carbon Values (NCVs) or better (target: 100%).</li> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution less than \$250 million using NCVs or better.</li> <li>• Other reporting on possible future measures agreed to by Infrastructure and Transport Ministers.</li> </ul> <p>The report will include the following indicators on contribution to the <b>circular economy</b>:</p> <ul style="list-style-type: none"> <li>• Total proportion (%) and volume [tonnage or cubic meters] of recycled, re-used or re-purposed materials used in Projects.<sup>14</sup></li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>• Establish a recycled content optimisation plan, with annual reporting against the plan.</li> </ul>	
<p><b>Transport outcomes reporting</b></p>	<p>Provision of data and information to support evaluation of the achievement of this Schedule’s objectives against the Key Performance Indicators as agreed in writing between all Parties.</p> <p>An aggregate report on outcomes achieved will be provided to Infrastructure and Transport Ministers annually, with public reporting from year 3 of the operation of the Schedule.</p>	<p>As agreed in writing between the Parties</p>
<p><b>Maintenance reporting</b></p>	<p>Provision of a Road Maintenance Formula Data Report and a Maintenance Performance Report annually, including agreed data on the condition and usage of, and maintenance expenditure on, the Network as outlined in the Notes on Administration.</p>	<p>As set out in the Notes on Administration</p>

In addition, the Parties agree to support initiatives which enhance **construction sector culture and participation**, including but not limited to:

- Enhancing flexibility and work-life balance arrangements
- Improving personal wellbeing, including physical and mental health
- Attracting and retaining diverse sector talent
- Undertaking trials or research in partnership with industry to support development of further learnings and programs.

<sup>14</sup> The benefits of using recycled content need to be weighed against the emissions related to transporting these materials. In areas where there is limited access to recycled materials, the emissions associated with transporting recycled materials over long distances may negate the benefits of using these materials.

Table 3H: Northern Territory – Performance requirements and reporting		
Output	Performance milestones	Report due
<p><b>Bilateral performance report</b></p> <ul style="list-style-type: none"> <li>An annual report on progress against bilateral indicators relating to shared complementary policy priorities.</li> <li>The report will cover the previous financial year.</li> <li>The report will include contextual information on reporting scope, methodology and definitions, if applicable.</li> <li>Indicators may be revised, by agreement of the Parties, following reviews after years 1 and 3 of this Schedule.</li> </ul>	<p>The report will include the following indicators on <b>First Nations Outcomes</b>, consistent with the existing Indigenous Employment and Supplier-use Infrastructure Framework:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of First Nations people employed in Projects.</li> <li>Value (\$) and proportion (%) of First Nations owned businesses (suppliers) used in Projects.</li> </ul>	<p>Annually, by 30 August for each year this Schedule is in effect.</p>
	<p>The report will include the following indicators on <b>supporting Australian Industry indicators</b>:</p> <ul style="list-style-type: none"> <li>Number and proportion (%) of non-tier 1 head contractors<sup>15</sup> by number of contracts and contract value (\$) for Projects.</li> <li>Proportion (%) of projects over \$20 million that have an Australian Industry Plan or Local Industry Participation Plan (target: 100%).</li> <li>Proportion (%) and value (\$) of local content used in Projects.</li> <li>Qualitative reporting on critical supply chain risks and market challenges.</li> </ul>	
	<p>The report will include the following indicators on <b>skills and training</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by apprentices/trainees on Projects (target: 10%).</li> </ul>	
	<p>The report will include the following indicators on <b>women's participation in construction</b>:</p> <ul style="list-style-type: none"> <li>Proportion (%) of labour undertaken by women apprentices/trainees on Projects.</li> <li>Number, value (\$) and proportion (%) of tenders that require head contractors to have a gender equity action plan in place.</li> <li>Qualitative reporting on policies and initiatives supporting women's participation and retention in construction.</li> </ul>	

<sup>15</sup> Non-tier 1 engaged under consortia arrangements should be reported (value apportioned) under non-tier 1.



	<p>The report will include the following indicators on <b>decarbonisation</b>:</p> <ul style="list-style-type: none"> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution of \$250 million or more using the National Carbon Values (NCVs) or better (target: 100%).</li> <li>• Number and proportion (%) of business cases with an estimated Commonwealth contribution less than \$250 million using NCVs or better.</li> <li>• Other reporting on possible future measures agreed to by Infrastructure and Transport Ministers.</li> </ul> <p>The report will include the following indicators on contribution to the <b>circular economy</b>:</p> <ul style="list-style-type: none"> <li>• Total proportion (%) and volume [tonnage or cubic meters] of recycled, re-used or re-purposed materials used in Projects.<sup>16</sup></li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>• Establish a recycled content optimisation plan, with annual reporting against the plan.</li> </ul>	
<b>Transport outcomes reporting</b>	<p>Provision of data and information to support evaluation of the achievement of this Schedule's objectives against the Key Performance Indicators as agreed in writing between all Parties.</p> <p>An aggregate report on outcomes achieved will be provided to Infrastructure and Transport Ministers annually, with public reporting from year 3 of the operation of the Schedule.</p>	As agreed in writing between the Parties
<b>Maintenance reporting</b>	<p>Provision of a Road Maintenance Formula Data Report and a Maintenance Performance Report annually, including agreed data on the condition and usage of, and maintenance expenditure on, the Network as outlined in the Notes on Administration.</p>	As set out in the Notes on Administration

In addition, the Parties agree to support initiatives which enhance **construction sector culture and participation**, including but not limited to:

- Enhancing flexibility and work-life balance arrangements
- Improving personal wellbeing, including physical and mental health
- Attracting and retaining diverse sector talent
- Undertaking trials or research in partnership with industry to support development of further learnings and programs.

<sup>16</sup> The benefits of using recycled content need to be weighed against the emissions related to transporting these materials. In areas where there is limited access to recycled materials, the emissions associated with transporting recycled materials over long distances may negate the benefits of using these materials.

OFFICIAL

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

[Day] [Month] [Year]

Signed for and on behalf of the State of New South Wales by

**The Honourable Jo Haylen MP**  
Minister for Transport

[Day] [Month] [Year]

Signed for and on behalf of the State of Queensland by

**The Honourable Bart Mellish MP**  
Minister for Transport and Main Roads

[Day] [Month] [Year]

Signed for and on behalf of the State of South Australia by

**The Honourable Tom Koutsantonis MP**  
Minister for Infrastructure and Transport

[ 8th ] [August] [2024]

Signed for and on behalf of the Australian Capital Territory by

**Mr Chris Steel MLA**  
Minister for Transport

[Day] [Month] [Year]

Signed for and on behalf of the State of Victoria by

**The Honourable Danny Pearson MP**  
Minister for Transport Infrastructure

[Day] [Month] [Year]

Signed for and on behalf of the State of Western Australia by

**The Honourable Rita Saffioti MLA**  
Minister for Transport

[Day] [Month] [Year]

Signed for and on behalf of the State of Tasmania by

**The Honourable Michael Ferguson MP**  
Minister for Infrastructure

[Day] [Month] [Year]

Signed for and on behalf of the Northern Territory by

**The Honourable Joel Bowden MLA**  
Minister for Infrastructure, Planning and Logistics

[Day] [Month] [Year]

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*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

[Day] [Month] [Year]  
15 08 2024

*Signed for and on behalf of the State of New South Wales by*

**The Honourable Jo Haylen MP**  
Minister for Transport

[Day] [Month] [Year]

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

**The Honourable Bart Mellish MP**  
Minister for Transport and Main Roads

[Day] [Month] [Year]

*Signed for and on behalf of the State of South Australia by*

**The Honourable Tom Koutsantonis MP**  
Minister for Infrastructure and Transport

[Day] [Month] [Year]

*Signed for and on behalf of the Australian Capital Territory by*



**Mr Chris Steel MLA**  
Minister for Transport  
15 August 2024

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

**The Honourable Danny Pearson MP**  
Minister for Transport Infrastructure

[Day] [Month] [Year]

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Minister for Transport

[Day] [Month] [Year]

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Minister for Infrastructure

[Day] [Month] [Year]

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Minister for Infrastructure, Planning and Logistics

[Day] [Month] [Year]

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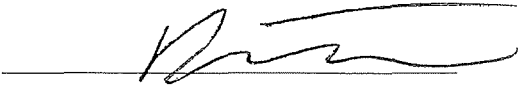
[Day] [Month] [Year]  
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Minister for Transport

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Minister for Transport and Main Roads

[Day] [Month] [Year]  
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[Day] [Month] [Year]

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Minister for Infrastructure, Planning and Logistics

[Day] [Month] [Year]