

SERVICE DELIVERY STATEMENTS

Department of Transport and Main Roads

Queensland Budget 2026-27

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Service Delivery Statements

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Department of Transport and Main Roads

Portfolio overview

Minister for Transport and Main Roads

The Honourable Brent Mickelberg MP

Department of Transport and Main Roads

Director-General: Sally Stannard

RoadTek

Acting General Manager: Christopher Lunson

The Minister for Transport and Main Roads is also responsible for:

Gold Coast Waterways Authority

Chief Executive Officer: Chris Derksema

Cross River Rail Delivery Authority

Chief Executive Officer: Graeme Newton

Additional information about these agencies can be sourced from:

tmr.qld.gov.au

translink.com.au

msq.qld.gov.au

gcwa.qld.gov.au

crossriverrail.qld.gov.au

Department of Transport and Main Roads

Overview

The Department of Transport and Main Roads' (the department) vision is 'Connected communities in a sustainable, thriving and inclusive Queensland'.

Our purpose is 'To provide reliable, resilient, and responsive transport networks and services that are safe and accessible for everyone'.

The department's strategic objectives are:

- Accessible and integrated: A transport system that is accessible and provides connectivity
- Safe and secure: A transport system that is safe and secure
- Efficient and productive: A transport system that enables economic prosperity
- Responsive and Resilient: A transport system that is responsive and resilient.

The department contributes to the *Government's objectives for the community*¹ by working to provide *A better lifestyle through a stronger economy*, and *A plan for Queensland's future* by:

- enhancing transport infrastructure to improve connectivity, reduce congestion, and support economic growth across Queensland
- ensuring the safety and reliability of transport networks through regular maintenance, upgrades, and the implementation of advanced technologies
- promoting sustainable and innovative transport solutions, including public transport initiatives and active travel options, to meet the needs of a growing population.

Key deliverables

In 2026-27, the department will:

- fast-track delivery of the \$9 billion Bruce Highway Targeted Safety program to improve road safety
- develop strategies to deliver reliable and efficient transport networks and services to support the 2032 Olympic and Paralympic Games (the 2032 Games), in collaboration with transport partners
- continue the procurement and delivery of major transport infrastructure projects, including the Coomera Connector, Mooloolah River Interchange, and Rockhampton Ring Road
- deliver the next phase of Smart Ticketing to improve the public transport experience by enabling new ways to pay across regional networks, replacing the go card in South East Queensland with digital and physical Translink cards, and providing improved online and contact centre tools for customers
- commence construction of The Wave Stage 1 and progress procurement and delivery of Stages 2 and 3, alongside continuing delivery of the Caloundra Congestion Busting Plan, to keep the Sunshine Coast moving
- continue major rail upgrade projects, including the Logan and Gold Coast Faster Rail and Beerburrum to Nambour Upgrade Stage 1 to deliver sustainable transport services that accommodate future population and patronage growth
- continue delivery of the Country Roads Connect program, in partnership with local governments, to improve connectivity, safety and resilience on regional road networks

¹ To find out more, go to qld.gov.au and search "government's objectives for the community."

- implement the new e-bike and e-scooter laws following the passing of the *Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill*, nation-leading reforms to strengthen accountability for riders, parents and suppliers, making it safer for all road users.

Budget highlights

In the 2026-27 Queensland Budget, the Government is providing:

- \$898.4 million towards Bruce Highway Targeted Safety Program, at a total capital cost of \$9 billion (jointly funded with the Federal Government)
- \$651 million towards Logan and Gold Coast Faster Rail, at a total estimated cost of \$5.75 billion (jointly funded with the Federal Government)
- \$650 million towards Coomera Connector (Stage 1), Coomera to Nerang, at a total estimated cost of \$3.5 billion (jointly funded with the Federal Government)
- \$460 million towards The Wave (Stage 1), at a total estimated cost of \$5.5 billion (jointly funded with the Federal Government)
- \$430 million towards Rockhampton Ring Road, at a total estimated cost of \$1.98 billion (jointly funded with the Federal Government)
- \$410 million towards Queensland Train Manufacturing Program, at a total estimated capital cost of \$4.869 billion
- \$93.6 million over four years to support the maintenance preservation, and operations of the state-controlled road and busway network
- \$19.6 million over three years to extend the Cape Freight Subsidy (Retail Scheme) into 2029
- \$18 million over five years from 2027-28 for new Toowoomba bus network services, with co-investment from Toowoomba Regional Council
- \$6.3 million in 2026-27 to extend the Wheelchair Accessible Taxi Grant Scheme, which supports accessible transport options
- \$2.5 million in 2026-27 for Gold Coast Seaway Sand Bypass System jetty renewal works
- funding for the Gold Coast Transport Plan, which will deliver generational public transport and road infrastructure for the Gold Coast
- continued investment in the European Train Control System between Moorooka and Kuraby, that will modernise and future-proof South East Queensland's rail network through deployment of advanced digital signalling technology, improving safety, reliability and capacity
- funding to procure buses and to enable a 20-year lease at the New Chum Depot to be executed for a permanent bus depot
- funding towards modernising the Transport Registration and Integrated Licensing System.

Further information about new policy decisions can be found in *Budget Paper No. 4: Budget Measures*.

Performance statement

Transport System Investment Planning and Programming

Objective

Investing to meet Queensland's current and growing transport needs.

Description

Key planning and investment activities provided through this service area include: implementation of the Transport Coordination Plan which sets clear planning, management and investment criteria for the transport system in order to improve regional and economic development and developing a schedule of priority/key road and transport infrastructure projects planned for delivery across the state over the next 4 year period in the Queensland Transport and Roads Investment Program (QTRIP).

Service standards	2025-26 Target/Est.	2025-26 Est. Actual	2026-27 Target/Est.
Effectiveness measures			
Urban road system condition – the percentage of urban state-controlled roads with condition better than the specified benchmark	97-99%	98.6%	97-99%
Rural road system condition – the percentage of rural state-controlled roads with condition better than the specified benchmark	95-97%	96.3%	95-97%
Road ride quality – Traffic weighted roughness (percentage of the network in very poor/poor condition)	11.0-12.0%	11.7%	11-12%
Efficiency measure			
Administrative cost to plan and develop the Queensland Transport and Roads Investment Program (QTRIP) per \$1,000 of the overall value of the program ¹	<\$10	\$3.37	<\$10

Note:

1. The variance between the 2025-26 Target/Estimate and 2025-26 Estimated Actual has been achieved by managing administration costs through efficiencies and savings.

Transport Infrastructure Management and Delivery

Objective

To maintain and operate an integrated transport network accessible to all.

Description

This service area manages and operates Queensland's state-controlled transport network to maximise the efficiency, reliability and safety of transport infrastructure for customers. Key activities and services include: providing a common picture of the transport network, assets and transport intelligence to ensure safe management and operation of the transport infrastructure; maximising capacity and reliability of existing transport infrastructure; identifying and delivering value-for-money infrastructure programs and projects; identifying and relieving transport network bottlenecks; and improving transport network resilience in regional areas.

Service standards	2025-26 Target/Est.	2025-26 Est. Actual	2026-27 Target/Est.
Service: Transport Infrastructure Management			
Effectiveness measures			
South East Queensland road network efficiency – Average travel time (minutes) per 10km: ¹			
• AM peak	9.5 mins	10.0 mins	9.5 mins
• Off peak	9.2 mins	9.8 mins	9.2 mins
• PM peak	10.0 mins	11.2 mins	10.0 mins
South East Queensland road network reliability – Percentage of the road network with reliable travel times: ¹			
• AM peak	86%	82%	86%
• Off peak	90%	85%	90%
• PM peak	79%	75%	79%
South East Queensland road network productivity – Percentage of the road network with good productivity: ¹			
• AM peak	75%	71%	75%
• Off peak	75%	71%	75%
• PM peak	71%	66%	71%
South East Queensland arterial intersection performance – Percentage of intersections congested less than 20 minutes per hour: ¹			
• AM peak	87%	85%	87%
• Off peak	91%	87%	91%
• PM peak	81%	78%	81%
Efficiency measure			
Average cost per 100 vehicle kilometres travelled to operate state-controlled roads ²	\$0.10	\$0.10	\$0.09-\$0.11

Service standards	2025-26 Target/Est.	2025-26 Est. Actual	2026-27 Target/Est.
Service: Transport Infrastructure Delivery			
<i>Effectiveness measure</i>			
Number of fatal crashes on state-controlled roads per 100 million vehicle kilometres travelled where the road condition was likely to be a contributing factor ³	0.05	0.06	0.05
<i>Efficiency measure</i>			
Administrative cost of delivering the Queensland Transport and Roads Investment Program (QTRIP) per \$1,000 of the QTRIP published budget ⁴	<\$51	\$16.92	<\$51

Notes:

1. The variance between the 2025-26 Target/Estimate and 2025-26 Estimated Actual can be attributed to continual significant population growth of 2% in 2024-25 in South East Queensland driving growth in network demand and major projects impacting network performance.
2. The 2026-27 Target/Estimate is being changed to a range in recognition of fluctuations that can occur through external influences such as frequency of natural disasters.
3. The annual count for this measure is very low, where small fluctuations in the frequency results in relatively large variations in the rate. Due to the time it takes to finalise crash investigations by the Queensland Police Service, the 2025-26 Estimated Actual provided is subject to changes when updated information is received. The 2025-26 Actual result will be reported in the department's 2025-26 annual report.
4. The variance between the 2025-26 Target/Estimate and 2025-26 Estimated Actual is due to relatively stable administrative costs being maintained.

Transport Safety and Regulation

Objective

To enhance the safety of the transport system through quality regulation, road and maritime safety programs.

Description

The regulatory and safety related activities undertaken in this service area include: implementing road safety initiatives encompassing education, community engagement, enforcement and new technologies; regulating driver licencing, vehicle registration and industry accreditations; managing the movement of vessels using Queensland's waterways as well as the Great Barrier Reef and Torres Strait; designing and constructing effective marine infrastructure; and maintaining effective maritime emergency preparedness, response, and recovery capability and capacity.

Service standards	2025-26 Target/Est.	2025-26 Est. Actual	2026-27 Target/Est.
Effectiveness measures			
Fatalities per 100,000 population on state-controlled roads ¹	2.59	2.92	2.59
Road fatalities per 100,000 population ^{1,2}	4.28	5.91	4.28
Hospitalised road casualties per 100,000 population ^{1,2,3}	110	156.96	110
Marine fatalities per 100,000 registered vessels regulated in Queensland ^{4,5}	4.70	1.55	4.70
Percentage of vessel movements without serious incidents:			
• Pilotage areas	100%	100%	100%
• ReefVTS area	100%	100%	100%
Efficiency measure			
Direct operational cost of Vessel Traffic Services per monitored vessel movement ⁶	\$685	\$639	\$680

Notes:

1. The variance between 2025-26 Target/Estimate and 2025-26 Estimate Actual reflect the broader upward trend in road trauma since 2023.
2. This service standard is also presented in the Queensland Police Service, *Service Delivery Statements*.
3. Data for Hospitalised road casualties is for the 2025 calendar year due to data lags.
4. The variance between 2025-26 Target/Estimate and 2025-26 Estimated Actual reflect the positive impact of education campaigns and mandatory lifejacket use in high-risk situations.
5. The decrease between the 2025-26 Target/Estimate and the 2026-27 Target/Estimate is due to the measure slowly returning to its long-term trend observed prior to 2020, following a temporary increase associated with higher waterways use by operators over approximately three years from 2020.
6. The variance between 2025-26 Target/Estimate and 2025-26 Estimated Actual is largely due to higher than estimated vessel movements and lower overall costs. The decrease in the 2026-27 Target/Estimate compared to the 2025-26 Target/Estimate is due to an increase in estimated vessel movements in 2026-27.

Customer Experience

Objective

To understand evolving customer needs and expectations, to improve customer experiences and reduce complaints.

Description

This service area commits to ongoing engagement with customers to better understand their needs, expectations and behaviours regarding services including roads usage, maritime safety and information, and passenger transport services. Key customer experience activities include: providing flexible service options and delivery methods across multiple channels such as self-serve online 24/7; conducting regular customer research and insights to capture customer perspectives, motivations and expectations to guide the development of product and service delivery.

Service standards	2025-26 Target/Est.	2025-26 Est. Actual	2026-27 Target/Est.
<i>Effectiveness measures</i>			
Customer experience ratings of public transport service by type (on a scale of 1 to 5):			
• South East Queensland bus	≥3.5	4.0	≥3.5
• South East Queensland rail	≥3.5	4.1	≥3.5
• South East Queensland ferry	≥3.5	4.6	≥3.5
• South East Queensland tram	≥3.5	4.3	≥3.5
• Regional urban bus	≥3.5	4.3	≥3.5
Customer service complaints in South East Queensland per 10,000 public transport trips	<3.0	2.1	<3.0
<i>Efficiency measure</i>			
Average cost per customer interaction – Translink Contact Centre ¹	\$9.71	\$8.96	\$9.71

Note:

1. The variance between the 2025-26 Target/Estimate and the 2025-26 Estimated Actual is due to efficiencies in call handling time over the course of the year.

Passenger Transport Services

Objective

To connect Queensland through reliable and accessible passenger transport services.

Description

Key transport activities and services provided through this service area include: providing funding for fair access to public transport to deliver economic, social and community benefits; improving service integration, passenger information and ticketing products; supporting public transport patronage increases by maximising our service offering, extending the passenger transport network and delivering innovative ticketing products; and overseeing and funding the School Transport Assistance Scheme.

Service standards	2025-26 Target/Est.	2025-26 Est. Actual	2026-27 Target/Est.
Effectiveness measures			
Patronage on government contracted services (millions): South East Queensland: ^{1, 11}	203.80	213.05	217.68
• Bus	125.84	132.79	132.83
• Rail	54.99	56.40	59.07
• Tram ²	14.68	15.19	16.61
• Ferry ³	8.29	8.67	9.17
Rest of Queensland:	12.43	14.08	14.00
• Regional air ⁴	0.16	0.15	0.16
• Long distance bus ⁵	0.08	0.07	0.08
• Regional urban bus ⁶	9.50	11.2	11.50
• Traveltrain	0.34	0.32	0.34
• Regional ferry ⁷	2.35	2.32	1.92
On-time running: Percentage of timetabled Citytrain AM and PM Peak Services that are punctual ⁸	New measure	New measure	92.0%
Reliability: Percentage of timetabled Citytrain Services operated without cancellation ⁹	New measure	New measure	99.0%
Efficiency measure			
Cost per passenger trip to administer statewide government contracted passenger transport services	\$20.09	\$19.84	\$20.01
Discontinued measures			
On-time running: Combined Peaks Citytrain Services ¹⁰	95.0%	93.2%	Discontinued measure
Reliability: 24/7 Citytrain Services ¹⁰	99.5%	99.5%	Discontinued measure

Notes:

1. The variance between the 2025-26 Target/Estimate and the 2025-26 Estimated Actual and increased 2026-27 Target/Estimate reflects sustained demand growth associated with the ongoing impact of 50 cent fares and higher fuel prices from February 2026.
2. The 2026-27 Target/Estimate captures the additional demand from the opening of Gold Coast Light Rail Stage 3.

3. The 2026-27 Target/Estimate is inclusive of Coochiemudlo Ferries, which is now part of the South East Queensland (SEQ) integrated network. In previous years, Coochiemudlo ferry patronage was captured under Regional Ferry.
4. The variance between the 2025-26 Target/Estimate and the 2025-26 Estimated Actual reflects altered travel behaviour associated with prolonged wet season flooding.
5. The variance between the 2025-26 Target/Estimate and the 2025-26 Estimated Actual reflects service delivery impacts during January to March 2026 resulting from Tropical cyclones Koji and Narelle, which caused severe weather and flooding across Central, Northern and Far North Queensland road networks.
6. The variance between the 2025-26 Target/Estimate and the 2025-26 Estimated Actual and increased 2026-27 Target/Estimate reflects improved data quality following the implementation of the Regional Ticketing Project and continued uptake of 50 cent fares.
7. The 2026-27 Target/Estimate reflects the exclusion of Coochiemudlo Ferries, which is now part of the SEQ integrated network.
8. This service standard has been introduced to measure customer experience of the on-time running of Citytrain during peak times. This service standard considers the impact of all types of service disruptions and will reflect the actual service levels delivered. It replaces the previous 'On-time running: Combined Peaks Citytrain Services' which was "adjusted" to exclude specific types of service disruptions, which can result in the reporting of a performance level that does not align with the customer experience.
9. This service standard has been introduced to measure customer experience of the reliability of all passenger rail services within the SEQ Citytrain network. This service standard considers the impact of all types of service disruptions and will reflect the actual service levels delivered. It replaces the previous 'Reliability: 24/7 Citytrain Services' which was "adjusted" to exclude specific types of service disruptions, which can result in the reporting of a performance level that does not align with the customer experience.
10. This service standard has been discontinued and replaced with a comprehensive measure that takes into account impact of all types of service disruptions to reflect the actual service levels delivered.
11. The 2026-27 target excludes the potential impacts of industrial action; any such action may adversely impact patronage performance and target achievement.

Departmental budget summary

The table below shows the total resources available in 2026-27 from all sources and summarises how resources will be applied by service area and by controlled and administered classifications.

Department of Transport and Main Roads	2025-26 Adjusted Budget ² \$'000	2025-26 Est. Actual ² \$'000	2026-27 Budget ² \$'000
CONTROLLED			
Income			
Appropriation revenue ¹	8,130,603	8,237,734	8,382,799
Other revenue	2,573,233	2,675,099	2,212,741
Total income	10,703,836	10,912,833	10,595,540
Expenses			
Transport System Investment Planning and Programming	191,137	193,926	188,713
Transport Infrastructure Management and Delivery	3,965,287	3,845,541	3,828,788
Transport Safety and Regulation	451,065	459,410	506,204
Customer Experience	154,555	128,350	133,081
Passenger Transport Services	4,716,915	4,937,401	4,979,131
Total expenses	9,478,959	9,564,628	9,635,917
Operating surplus³/deficit	1,224,877	1,348,205	959,623
Net assets	126,104,678	128,996,878	135,690,517
ADMINISTERED			
Revenue			
Commonwealth revenue	..	..	..
Appropriation revenue	174,715	163,825	175,283
Other administered revenue	3,302,193	3,308,157	3,543,556
Total revenue	3,476,908	3,471,982	3,718,839
Expenses			
Transfers to government	3,302,193	3,308,157	3,543,556
Administered expenses	174,715	163,825	175,283
Total expenses	3,476,908	3,471,982	3,718,839
Net assets	145,508	157,924	157,924

Notes:

1. Includes state and Federal Government funding.
2. The 2025-26 Adjusted Budget, 2025-26 Estimated Actuals and 2026-27 Budget information disclosed is presented on a post-machinery-of-government basis.

3. The operating surplus largely reflects increased reimbursement from Queensland Reconstruction Authority for expenditure incurred for works related to natural disaster events that are recognised as income under accounting standards.

Staffing

The table below shows the Full Time Equivalents (FTEs) as at the 30 June in the respective years.

Service area	2025-26 Adjusted Budget ²	2025-26 Est. Actual ²	2026-27 Budget ²
Transport System Investment Planning and Programming	629	614	615
Transport Infrastructure Management and Delivery	2,635	2,811	2,808
Transport Safety and Regulation	943	944	943
Customer Experience	639	511	510
Passenger Transport Services	567	591	590
Total FTEs	5,413	5,471	5,466

Notes:

1. Corporate FTEs are allocated across the service to which they relate.
2. The 2025-26 Adjusted Budget, 2025-26 Estimated Actuals and 2026-27 Budget information disclosed is presented on a post-machinery-of-government basis.

Capital program

A key component of the Department of Transport and Main Roads' role involves major capital investment and infrastructure delivery. Highlights of the Department of Transport and Main Roads' capital program in 2026-27 include progressing delivery of major investments such as:

Contractually Committed

- \$898.4 million towards Bruce Highway Targeted Safety Program, at a total capital cost of \$9 billion (jointly funded with the Federal Government)
- \$651 million towards Logan and Gold Coast Faster Rail, at a total estimated cost of \$5.75 billion (jointly funded with the Federal Government)
- \$650 million towards Coomera Connector (Stage 1), Coomera to Nerang, at a total estimated cost of \$3.5 billion (jointly funded with the Federal Government)
- \$460 million towards The Wave (Stage 1), at a total estimated cost of \$5.5 billion (jointly funded with the Federal Government)
- \$430 million towards Rockhampton Ring Road, at a total estimated cost of \$1.98 billion (jointly funded with the Federal Government)
- \$410 million towards Queensland Train Manufacturing Program, at a total estimated capital cost of \$4.869 billion
- \$251.9 million towards Beerburrum to Nambour Rail Upgrade (Stage 1), at a total estimated cost of \$1.004 billion (jointly funded with the Federal Government)
- \$243 million towards Gold Coast Light Rail (Stage 3), Broadbeach South to Burleigh Heads, at a total estimated capital cost of \$1.549 billion (jointly funded with the Federal Government and Gold Coast City Council)
- \$115.5 million towards New Gold Coast Stations.

Planned Investments

- Sunshine Motorway, Mooloolah River Interchange Upgrade (Stage 1 & 2)
- The Wave (Stage 2 & Stage 3)
- Gold Coast Transport Plan
- Caloundra Congestion Busting Plan, funding allocation
- Bruce Highway (Brisbane – Gympie), Anzac Avenue to Uhlmann Road upgrade, funding allocation
- Coomera Connector (Stage 2), Pimpama to Coomera, planning and design
- Bruce Highway (Gympie – Maryborough), Tiaro Bypass, construct bypass
- Bruce Highway (Mackay – Proserpine), O'Connell River to Proserpine (Goorganga Floodplain), upgrade flood immunity
- Kennedy Highway (Cairns – Mareeba), Barron River bridge (Kuranda) replacement.

Details of the planned investments can be viewed in the *Queensland Transport and Roads Investment Program*.

The table below shows the total capital outlays by the agency in the respective years.

	2025-26 Adjusted Budget ¹ \$'000	2025-26 Est. Actual¹ \$'000	2026-27 Budget¹ \$'000
Capital purchases	6,321,738	6,324,176	8,144,534
Capital grants	703,015	695,050	587,489
Total capital outlays	7,024,753	7,019,226	8,732,023

Note:

1. The 2025-26 Adjusted Budget, 2025-26 Estimated Actuals and 2026-27 Budget information disclosed is presented on a post-machinery-of-government basis.

Further information about the Department of Transport and Main Roads capital outlays can be found in *Budget Paper No. 3: Capital Statement*.

Budgeted financial statements

Departmental income statement

Controlled income statement

Total revenue is estimated to be \$10.595 billion in 2026-27, a decrease of \$317.3 million from the 2025-26 Estimated Actual. The decrease is primarily due to the transfer of Brisbane Metro assets from Brisbane City Council in 2025-26 that will not recur in 2026-27.

Total expenses are estimated to be \$9.636 billion in 2026-27, an increase of \$71.3 million from 2025-26 Estimated Actual. The increase is primarily due to additional investment in transport infrastructure and depreciation.

Administered income statement

This statement records appropriation revenue received by the department for allocation of administered entities and revenue collected by the department on behalf of the Government, for example, revenue from registration fees, traffic improvement fee and fines.

Total revenue is estimated to be \$3.719 billion in 2026-27, an increase of \$246.9 million from 2025-26 Estimated Actual. The increase is due to indexation and growth in fees and charges and the planned cessation of the temporary, one-off motor vehicle registration fee reduction on the 15 September 2025. This one-off, temporary measure was not funded in any ongoing capacity, as per the 2024-25 Queensland Budget.

Expenditure matches revenue through payments to administered entities and payments of revenue collected on behalf of the Government into the Consolidated Fund.

Departmental balance sheet

The value of the department's assets in 2026-27 are estimated to total \$145.527 billion. This is primarily comprised of the value of transport infrastructure (\$117.664 billion) and land (\$8.361 billion). Over the next three years it is expected that the value of infrastructure assets will increase by 31.7% due to continuing investment in the transport system and that the value of land will increase by 1.1% due to acquisitions for future projects less any land sold that is surplus to requirements.

Total departmental liabilities in 2026-27 are estimated to be \$9.836 billion. This is mainly comprised of payables of \$1.387 billion, finance lease liabilities of \$1.231 billion and service concession liabilities (relating to grant of a right to the operator) of \$6.227 billion. Total liabilities are anticipated to decrease over the next 2 years, with an increase in the following year to \$10.181 billion due to the recognition of Cross River Rail delivery transfer to the department in 2029-30. Payables are expected to remain at about the same level over the next 3 years while service concessions liabilities are expected to decrease to \$5.530 billion in 2029-30 as finance lease liabilities are repaid.

Controlled income statement

Department of Transport and Main Roads	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
INCOME			
Appropriation revenue	8,130,603	8,237,734	8,382,799
Taxes	..	..	..
User charges and fees	871,790	779,432	776,651
Royalties and land rents	..	..	..
Grants and other contributions	1,345,308	1,522,852	1,079,638
Interest and distributions from managed funds	816	620	637
Other revenue	352,819	369,695	353,315
Gains on sale/revaluation of assets	2,500	2,500	2,500
Total income	10,703,836	10,912,833	10,595,540
EXPENSES			
Employee expenses	482,407	487,278	515,141
Supplies and services	6,027,926	6,149,790	6,294,043
Grants and subsidies	1,030,672	1,030,935	840,979
Depreciation and amortisation	1,782,642	1,741,274	1,815,018
Finance/borrowing costs	122,673	116,502	118,531
Other expenses	26,897	33,107	46,463
Losses on sale/revaluation of assets	5,742	5,742	5,742
Total expenses	9,478,959	9,564,628	9,635,917
OPERATING SURPLUS/(DEFICIT)	1,224,877	1,348,205	959,623

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Information is presented on a post machinery-of-government basis.

Controlled balance sheet

Department of Transport and Main Roads	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CURRENT ASSETS			
Cash assets	535,156	801,391	1,047,317
Receivables	476,466	624,210	623,704
Other financial assets	..	..	..
Inventories	3,554	8,245	8,378
Other	47,222	43,735	43,762
Non-financial assets held for sale	..	6,500	6,500
Total current assets	1,062,398	1,484,081	1,729,661
NON-CURRENT ASSETS			
Receivables	22,452	22,396	22,396
Other financial assets	34,027	57,027	57,027
Property, plant and equipment	134,324,916	137,451,588	143,596,603
Intangibles	50,278	58,010	61,197
Other	67,587	62,458	59,645
Total non-current assets	134,499,260	137,651,479	143,796,868
TOTAL ASSETS	135,561,658	139,135,560	145,526,529
CURRENT LIABILITIES			
Payables	917,026	1,350,544	1,354,687
Accrued employee benefits	24,861	31,819	31,922
Interest bearing liabilities and derivatives	117,923	102,840	318,764
Provisions	234,337	400,462	400,462
Other	436,894	477,357	478,503
Total current liabilities	1,731,041	2,363,022	2,584,338
NON-CURRENT LIABILITIES			
Payables	..	..	..
Accrued employee benefits	..	..	..
Interest bearing liabilities and derivatives	1,205,597	1,204,374	912,568
Provisions	202,654	255,106	255,106
Other	6,317,688	6,316,180	6,084,000
Total non-current liabilities	7,725,939	7,775,660	7,251,674
TOTAL LIABILITIES	9,456,980	10,138,682	9,836,012
NET ASSETS/(LIABILITIES)	126,104,678	128,996,878	135,690,517
EQUITY			
TOTAL EQUITY	126,104,678	128,996,878	135,690,517

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements. Information is presented on a post machinery-of-government basis.

Controlled cash flow statement

Department of Transport and Main Roads	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Inflows:			
Appropriation receipts	8,128,362	8,116,475	8,382,799
User charges and fees	870,099	879,313	870,223
Royalties and land rent receipts	..	..	..
Grants and other contributions	1,051,109	988,937	1,079,638
Interest and distribution from managed funds received	816	620	637
Taxes	..	..	..
Other	122,362	1,099,939	1,093,865
Outflows:			
Employee costs	(482,304)	(487,175)	(515,038)
Supplies and services	(6,020,640)	(7,111,981)	(7,256,234)
Grants and subsidies	(1,015,170)	(1,012,113)	(840,979)
Borrowing costs	(90,527)	(85,977)	(81,612)
Other	(26,531)	(130,830)	(144,186)
Net cash provided by or used in operating activities	2,537,576	2,257,208	2,589,113
CASH FLOWS FROM INVESTING ACTIVITIES			
Inflows:			
Sales of non-financial assets	20,000	25,510	20,000
Investments redeemed	..	..	..
Loans and advances redeemed	..	..	..
Outflows:			
Payments for non-financial assets	(6,193,650)	(6,169,037)	(8,144,534)
Payments for investments	..	..	..
Loans and advances made	..	..	..
Net cash provided by or used in investing activities	(6,173,650)	(6,143,527)	(8,124,534)
CASH FLOWS FROM FINANCING ACTIVITIES			
Inflows:			
Borrowings	..	..	..
Equity injections	5,749,087	5,490,728	7,474,918
Appropriated equity injections	5,749,087	5,490,728	7,474,918
Non-appropriated equity injections	..	..	..
Outflows:			
Borrowing redemptions	(93,609)	(93,432)	(112,801)
Finance lease payments	..	..	..
Equity withdrawals	(1,533,587)	(1,517,519)	(1,580,770)
Appropriated equity withdrawals	(1,533,587)	(1,517,519)	(1,580,770)
Non-appropriated equity withdrawals	..	..	..
Net cash provided by or used in financing activities	4,121,891	3,879,777	5,781,347
Net increase/(decrease) in cash held	485,817	(6,542)	245,926
Cash at the beginning of financial year	50,724	816,143	801,391
Cash transfers from restructure	(1,385)	(8,210)	..
Cash at the end of financial year	535,156	801,391	1,047,317

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements. Information is presented on a post machinery-of-government basis.

Administered income statement

Department of Transport and Main Roads	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
INCOME			
Appropriation revenue	174,715	163,825	175,283
Taxes	..	..	..
User charges and fees	3,290,677	3,296,574	3,531,579
Royalties and land rents	..	..	..
Grants and other contributions	..	..	..
Interest and distributions from managed funds	..	..	..
Other revenue	11,516	11,583	11,977
Gains on sale/revaluation of assets	..	..	..
Total income	3,476,908	3,471,982	3,718,839
EXPENSES			
Employee expenses	..	..	..
Supplies and services	..	..	..
Grants and subsidies	174,715	163,825	175,283
Depreciation and amortisation	..	..	..
Finance/borrowing costs	..	..	..
Other expenses	..	..	..
Losses on sale/revaluation of assets	..	..	..
Administered revenue transferred to Government	3,302,193	3,308,157	3,543,556
Total expenses	3,476,908	3,471,982	3,718,839
OPERATING SURPLUS/(DEFICIT)	..	..	..

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements. Information is presented on a post machinery-of-government basis.

Administered balance sheet

Department of Transport and Main Roads	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CURRENT ASSETS			
Cash assets	87,025	22,335	22,426
Receivables	301,741	289,814	289,915
Other financial assets	..	..	..
Inventories	..	..	..
Other	..	..	..
Non-financial assets held for sale	..	..	..
Total current assets	388,766	312,149	312,341
NON-CURRENT ASSETS			
Receivables	..	..	..
Other financial assets	..	..	..
Property, plant and equipment	145,275	157,691	157,691
Intangibles	..	..	..
Other	..	..	..
Total non-current assets	145,275	157,691	157,691
TOTAL ASSETS	534,041	469,840	470,032
CURRENT LIABILITIES			
Payables	335,962	270,464	270,472
Transfers to Government payable	46,603	35,363	35,483
Accrued employee benefits	..	..	..
Interest bearing liabilities and derivatives	..	..	..
Provisions	..	..	..
Other	5,968	6,089	6,153
Total current liabilities	388,533	311,916	312,108
NON-CURRENT LIABILITIES			
Payables	..	..	..
Accrued employee benefits	..	..	..
Interest bearing liabilities and derivatives	..	..	..
Provisions	..	..	..
Other	..	..	..
Total non-current liabilities	..	..	..
TOTAL LIABILITIES	388,533	311,916	312,108
NET ASSETS/(LIABILITIES)	145,508	157,924	157,924
EQUITY			
TOTAL EQUITY	145,508	157,924	157,924

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements. Information is presented on a post machinery-of-government basis.

Administered cash flow statement

Department of Transport and Main Roads	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Inflows:			
Appropriation receipts	174,715	163,825	175,283
User charges and fees	3,290,640	3,296,537	3,531,542
Royalties and land rent receipts	..	..	..
Grants and other contributions	..	..	..
Interest and distribution from managed funds received	..	..	..
Taxes	..	..	..
Other	11,516	11,583	11,977
Outflows:			
Employee costs	..	..	..
Supplies and services	..	..	..
Grants and subsidies	(174,715)	(163,825)	(175,283)
Borrowing costs	..	..	..
Other	8	8	8
Transfers to Government	(3,302,073)	(3,308,037)	(3,543,436)
Net cash provided by or used in operating activities	91	91	91
CASH FLOWS FROM INVESTING ACTIVITIES			
Inflows:			
Sales of non-financial assets	..	..	..
Investments redeemed	..	..	..
Loans and advances redeemed	..	..	..
Outflows:			
Payments for non-financial assets	..	..	..
Payments for investments	..	..	..
Loans and advances made	..	..	..
Net cash provided by or used in investing activities	..	..	..
CASH FLOWS FROM FINANCING ACTIVITIES			
Inflows:			
Borrowings	..	..	..
Equity injections	1,421,394	2,586,697	980,826
Appropriated equity injections	1,421,394	2,586,697	980,826
Non-appropriated equity injections	..	..	..
Outflows:			
Borrowing redemptions	..	..	..
Finance lease payments	..	..	..
Equity withdrawals	(1,421,394)	(2,586,697)	(980,826)
Appropriated equity withdrawals	..	..	..
Non-appropriated equity withdrawals	(1,421,394)	(2,586,697)	(980,826)
Net cash provided by or used in financing activities	..	..	..
Net increase/(decrease) in cash held	91	91	91
Cash at the beginning of financial year	86,934	22,244	22,335
Cash transfers from restructure	..	..	..
Cash at the end of financial year	87,025	22,335	22,426

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements. Information is presented on a post machinery-of-government basis.

Reporting entity financial statements

Reporting Entity comprises:

- Department of Transport and Main Roads (excluding Administered)
- RoadTek

The machinery-of-government changes effective 1 May 2026, resulted in the transfer of TRAILS and associated cash and banking functions from the Department of Customer Services, Open Data and Small and Family Business to the Department of Transport and Main Roads.

Reporting entity income statement

Department of Transport and Main Roads	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
INCOME			
Appropriation revenue	8,130,603	8,237,734	8,382,799
Taxes	..	..	..
User charges and fees	784,177	763,141	758,881
Royalties and land rents	..	..	..
Grants and other contributions	1,345,308	1,522,852	1,079,638
Interest and distributions from managed funds	97	97	100
Other revenue	323,410	333,380	323,137
Gains on sale/revaluation of assets	4,470	3,766	3,809
Total income	10,588,065	10,860,970	10,548,364
EXPENSES			
Employee expenses	686,502	676,106	718,076
Supplies and services	5,685,771	5,877,954	6,019,520
Grants and subsidies	1,030,672	1,030,935	840,979
Depreciation and amortisation	1,798,442	1,759,015	1,833,991
Finance/borrowing costs	121,961	115,272	117,259
Other expenses	28,155	33,479	46,842
Losses on sale/revaluation of assets	5,988	5,718	5,819
Total expenses	9,357,491	9,498,479	9,582,486
Income tax expense/revenue	9,605	14,002	9,718
OPERATING SURPLUS/(DEFICIT)	1,220,969	1,348,489	956,160

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Information is presented on a post machinery-of-government basis.

Reporting entity balance sheet

Department of Transport and Main Roads	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CURRENT ASSETS			
Cash assets	548,662	807,558	1,052,484
Receivables	483,482	636,022	622,482
Other financial assets	..	..	..
Inventories	1,195	21,094	17,227
Other	48,227	44,680	44,707
Non-financial assets held for sale	..	6,500	6,500
Total current assets	1,081,566	1,515,854	1,743,400
NON-CURRENT ASSETS			
Receivables	3,452	3,396	3,396
Other financial assets	34,027	57,027	57,027
Property, plant and equipment	134,430,002	137,561,308	143,715,937
Deferred tax assets	2,999	3,770	3,770
Intangibles	50,278	58,010	61,197
Other	67,587	62,458	59,645
Total non-current assets	134,588,345	137,745,969	143,900,972
TOTAL ASSETS	135,669,911	139,261,823	145,644,372
CURRENT LIABILITIES			
Payables	814,795	1,254,348	1,262,901
Current tax liabilities	2,368	2,777	(6,590)
Accrued employee benefits	32,221	38,853	38,956
Interest bearing liabilities and derivatives	117,923	102,840	318,764
Provisions	234,337	400,462	400,462
Other	436,894	477,357	478,503
Total current liabilities	1,638,538	2,276,637	2,492,996
NON-CURRENT LIABILITIES			
Payables	..	..	..
Deferred tax liabilities	..	..	..
Accrued employee benefits	..	..	..
Interest bearing liabilities and derivatives	1,205,597	1,204,374	912,568
Provisions	202,654	255,106	255,106
Other	6,317,688	6,316,180	6,084,000
Total non-current liabilities	7,725,939	7,775,660	7,251,674
TOTAL LIABILITIES	9,364,477	10,052,297	9,744,670
NET ASSETS/(LIABILITIES)	126,305,434	129,209,526	135,899,702
EQUITY			
TOTAL EQUITY	126,305,434	129,209,526	135,899,702

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Information is presented on a post machinery-of-government basis.

Reporting entity cash flow statement

Department of Transport and Main Roads	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Inflows:			
Appropriation receipts	8,128,362	8,116,475	8,382,799
User charges and fees	793,205	928,120	865,487
Royalties and land rent receipts	..	..	..
Grants and other contributions	1,051,109	988,937	1,079,638
Interest and distribution from managed funds received	97	97	100
Taxes	..	..	..
Other	92,953	1,063,624	1,063,687
Outflows:			
Employee costs	(686,399)	(676,003)	(717,973)
Supplies and services	(5,675,997)	(6,759,885)	(6,975,301)
Grants and subsidies	(1,015,170)	(1,012,113)	(840,979)
Borrowing costs	(89,815)	(84,747)	(80,340)
Other	(27,789)	(129,202)	(142,565)
Taxation equivalents paid	(8,083)	(16,969)	(19,085)
Net cash provided by or used in operating activities	2,562,473	2,418,334	2,615,468
CASH FLOWS FROM INVESTING ACTIVITIES			
Inflows:			
Sales of non-financial assets	25,756	27,971	22,545
Investments redeemed	..	..	..
Loans and advances redeemed	..	19,000	..
Outflows:			
Payments for non-financial assets	(6,223,740)	(6,333,624)	(8,174,434)
Payments for investments	..	..	..
Loans and advances made	..	..	..
Net cash provided by or used in investing activities	(6,197,984)	(6,286,653)	(8,151,889)
CASH FLOWS FROM FINANCING ACTIVITIES			
Inflows:			
Borrowings	..	..	..
Equity injections	5,749,087	5,490,728	7,474,918
Appropriated equity injections	5,749,087	5,490,728	7,474,918
Non-appropriated equity injections	..	..	..
Outflows:			
Borrowing redemptions	(93,609)	(112,432)	(112,801)
Finance lease payments	..	..	..
Equity withdrawals	(1,533,587)	(1,517,519)	(1,580,770)
Appropriated equity withdrawals	(1,533,587)	(1,517,519)	(1,580,770)
Non-appropriated equity withdrawals	..	..	..
Dividends paid	..	..	..
Net cash provided by or used in financing activities	4,121,891	3,860,777	5,781,347
Net increase/(decrease) in cash held	486,380	(7,542)	244,926
Cash at the beginning of financial year	63,667	823,310	807,558
Cash transfers from restructure	(1,385)	(8,210)	..
Cash at the end of financial year	548,662	807,558	1,052,484

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements. Information is presented on a post machinery-of-government basis.

Commercialised business units

RoadTek

Overview

RoadTek works towards its vision of being an integral partner, delivering quality transport infrastructure solutions for tomorrow. Our purpose is 'keeping Queensland connected and moving'.

The strategic objectives of the agency are:

- Accessible and integrated: A transport system that is accessible and provides connectivity
- Safe and secure: A transport system that is safe and secure
- Efficient and productive: A transport system that enables economic prosperity
- Responsive and Resilient: A transport system that is responsive and resilient.

RoadTek contributes to the *Government's objectives for the community*¹ by working to provide *A better lifestyle through a stronger economy, and A plan for Queensland's future* by:

- maintaining a local workforce that is well equipped and capable of providing on the ground support to communities in times of need
- providing transport infrastructure solutions including construction and maintenance services to enable the department to deliver on the Queensland Government priorities with a focus on best value outcomes for our customers, stakeholders and the community.

Key deliverables

In 2026-27, RoadTek will:

- support the construction and maintenance of Queensland's transport network in accordance with the priorities of the Government, including delivery of the following projects:
 - Mooloolah River Interchange Upgrade Early Works
 - Mackay-Bucasia Road upgrades at the Golf Links intersection
 - safe pedestrian crossing at Factory Street Pomona
- continue to deliver transport infrastructure projects and services across the state, including completing repair and response activities following natural disasters and incidents and accidents on the network
- work with other state agencies and local governments to support the delivery of their infrastructure programs, such as the Department of Environment, Tourism, Science and Innovation, Queensland Health and Economic Development Queensland.

¹ To find out more, go to qld.gov.au and search "government's objectives for the community."

Performance statement

Transport Infrastructure Construction and Maintenance

Objective

To provide transport infrastructure solutions, including construction and maintenance services to enable the department to deliver on Queensland Government priorities, with a focus on best value outcomes for our customers, stakeholders and the community.

Description

To deliver community and stakeholder outcomes by providing end-to-end management of transport solutions through integrated business streams, including civil construction and maintenance, structures, electrical, intelligent transport systems and line marking, supported by an internal construction plant fleet.

Service standards	2025-26 Target/Est.	2025-26 Est. Actual	2026-27 Target/Est.
Effectiveness measure			
Customers' and stakeholders' overall value of RoadTek (on a scale of 1 to 5)	>4	4.48	>4
Efficiency measures			
Long term debt / equity ¹	9.8%	8.9%	9.1%
Long term debt / total assets ²	7.1%	6.1%	6.2%
Return on equity ³	10.0%	15.4%	10.8%
Return on revenue (after tax) ⁴	2.5%	3.4%	2.5%
Profit margin (earnings before income tax / user charges) ⁵	3.5%	4.9%	3.5%

Notes:

1. The variance between 2025-26 Target/Estimate and 2025-26 Estimated Actual is due to the stable long term debt position and an improved equity position due to higher-than-expected retained earnings from 2024-25 and the higher-than-expected return in 2025-26.
2. The variance between 2025-26 Target/Estimate and 2025-26 Estimated Actual is due to the stable long term debt position and growing asset base driven primarily by the fleet replacement program.
3. The variance between 2025-26 Target/Estimate and 2025-26 Estimated Actual is due to better than budgeted return because of higher revenue earnings and a stable equity position. The 2026-27 Target/Estimates reflects an on-budget return.
4. The variance between 2025-26 Target/Estimate and 2025-26 Estimated Actual is due to better than budgeted return because of higher revenue earnings. The 2026-27 Target/Estimates reflects an on-budget return.
5. The variance between 2025-26 Target/Estimate and 2025-26 Estimated Actual is due to additional revenue associated with delivery of works under the Bruce Highway Targeted Safety Program and lower than expected employee expenditure due to delays in certification of enterprise agreements. The 2026-27 Target/Estimate reflects an on-budget profit margin.

Budget summary

Staffing

The table below shows the Full Time Equivalents (FTEs) as at the 30 June in the respective years.

Service area	2025-26 Budget	2025-26 Est. Actual	2026-27 Budget
Transport Infrastructure Constructions and Maintenance	1,388	1,346	1,344

Notes:

1. The variance between 2025-26 Budget and 2025-26 Estimated Actual is due to interdepartmental realignment.

Capital program

RoadTek's capital program for 2026-27 of \$29.9 million is allocated to replace construction plant and equipment for road construction and maintenance throughout Queensland.

The table below shows the total capital outlays by the agency in the respective years.

	2025-26 Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
Capital purchases	30,000	28,900	29,900
Capital grants	..	..	..
Total capital outlays	30,000	28,900	29,900

Further information about RoadTek capital outlays can be found in *Budget Paper No. 3: Capital Statement*.

Financial statements

Income statement

Total revenue for 2026-27 is estimated to decrease \$34.2 million to \$923.7 million when compared to 2025-26 estimated actuals. There has been an uplift in revenue over the past 12 months primarily due to an increase from the delivery of projects from the Bruce Highway Targeted Safety Program. RoadTek is ready, prepared and available for disaster management and recovery as demonstrated through its capacity to successfully manage numerous events both over the past 12 months and over past years. Included in revenue predictions is further recovery rehabilitation for flood damaged roads after another wet summer in various locations around Queensland. RoadTek continues to maintain a positive return on revenue which assists in enabling the renewal program for construction plant and equipment.

Balance sheet

The value of RoadTek's assets in 2026-27 is estimated to total \$305.1 million. This is primarily made up of receivables, work in progress and construction plant and equipment (with a book value more than \$119.3 million in 2026-27) used by RoadTek Operations Centres around the state. The RoadTek Balance Sheet position is expected to improve incrementally over coming years with a continuing priority to maintain reliable construction plant and equipment to the business. RoadTek's liabilities of \$96 million in 2026-27 mainly include payables which are expected to remain in line with asset growth over the forward estimates.

Income statement

RoadTek	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
INCOME			
User charges and fees	910,694	953,515	919,192
Grants and other contributions	..	..	..
Interest and distributions from managed funds	712	1,230	1,272
Other revenue	1,474	1,904	1,969
Gains on sale/revaluation of assets	1,970	1,266	1,309
Total income	914,850	957,915	923,742
EXPENSES			
Employee expenses	204,095	188,828	202,935
Supplies and services	656,255	697,970	662,439
Grants and subsidies	..	..	..
Depreciation and amortisation	15,800	17,741	18,973
Finance/borrowing costs	719	523	537
Other expenses	5,716	6,201	6,387
Losses on sale/revaluation of assets	246	(24)	77
Total expenses	882,831	911,239	891,348
Income tax expense/revenue	9,605	14,002	9,718
OPERATING SURPLUS/(DEFICIT)	22,414	32,674	22,676

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Balance sheet

RoadTek	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CURRENT ASSETS			
Cash assets	13,506	6,167	5,167
Receivables	76,655	73,739	60,795
Other financial assets	..	..	..
Inventories	90,710	119,133	115,133
Other	1,005	945	945
Non-financial assets held for sale	..	..	..
Total current assets	181,876	199,984	182,040
NON-CURRENT ASSETS			
Receivables	..	..	..
Other financial assets	..	..	..
Property, plant and equipment	105,086	109,720	119,334
Deferred tax assets	2,999	3,770	3,770
Intangibles	..	..	..
Other	..	..	..
Total non-current assets	108,085	113,490	123,104
TOTAL ASSETS	289,961	313,474	305,144
CURRENT LIABILITIES			
Payables	60,477	72,015	76,515
Current tax liabilities	2,368	2,777	(6,590)
Accrued employee benefits	7,360	7,034	7,034
Interest bearing liabilities and derivatives	..	..	..
Provisions	..	..	..
Other	..	..	..
Total current liabilities	70,205	81,826	76,959
NON-CURRENT LIABILITIES			
Payables	..	..	..
Deferred tax liabilities	..	..	..
Accrued employee benefits	..	..	..
Interest bearing liabilities and derivatives	19,000	19,000	19,000
Provisions	..	..	..
Other	..	..	..
Total non-current liabilities	19,000	19,000	19,000
TOTAL LIABILITIES	89,205	100,826	95,959
NET ASSETS/(LIABILITIES)	200,756	212,648	209,185
EQUITY			
TOTAL EQUITY	200,756	212,648	209,185

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Cash flow statement

RoadTek	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
Inflows:			
User charges and fees	921,323	956,686	932,136
Grants and other contributions	..	..	..
Interest and distribution from managed funds received	712	1,230	1,272
Other	1,474	1,904	1,969
Outflows:			
Employee costs	(204,095)	(188,828)	(202,935)
Supplies and services	(653,767)	(691,470)	(655,939)
Grants and subsidies	..	..	..
Borrowing costs	(719)	(523)	(537)
Taxation equivalents paid	(8,083)	(16,969)	(19,085)
Other	(5,716)	(4,201)	(4,387)
Net cash provided by or used in operating activities	51,129	57,829	52,494
CASH FLOWS FROM INVESTING ACTIVITIES			
Inflows:			
Sales of non-financial assets	5,756	2,461	2,545
Investments redeemed	..	..	..
Loans and advances redeemed	..	..	..
Outflows:			
Payments for non-financial assets	(30,000)	(28,900)	(29,900)
Payments for investments	..	..	..
Loans and advances made	..	..	..
Net cash provided by or used in investing activities	(24,244)	(26,439)	(27,355)
CASH FLOWS FROM FINANCING ACTIVITIES			
Inflows:			
Borrowings	..	..	..
Equity injections	..	..	..
Outflows:			
Borrowing redemptions	..	..	..
Finance lease payments	..	..	..
Equity withdrawals	..	..	..
Dividends paid	(26,322)	(32,390)	(26,139)
Net cash provided by or used in financing activities	(26,322)	(32,390)	(26,139)
Net increase/(decrease) in cash held	563	(1,000)	(1,000)
Cash at the beginning of financial year	12,943	7,167	6,167
Cash transfers from restructure	..	..	..
Cash at the end of financial year	13,506	6,167	5,167

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Statutory bodies

Gold Coast Waterways Authority

Overview

The Gold Coast Waterways Authority's (the Authority) vision is to enhance the waterways experience. The Authority's purpose is to deliver efficient and sustainable management of and access to the Gold Coast waterways.

The Authority's strategic objectives are:

- Understand waterways attributes and use patterns
- Continuously improve access to the waterways
- Maintain a reliable and efficient channel network that keeps the waterways moving
- Define, strengthen and promote waterway destinations
- Build informed, trusted and responsive relationships with community and stakeholders.

The Authority contributes to the *Government's objectives for the community*¹ by working to provide *Safety where you live, A better lifestyle through a stronger economy* and *A plan for Queensland's future* by ensuring safe, reliable, and accessible waterways that support everyday use and long-term growth.

Through promoting the sustainable use of the Gold Coast waterways for marine industries, tourism, and recreational activities along with the ongoing maintenance and improvements of navigational access and marine facilities, the Authority aids confidence in how people live, work and move on the Gold Coast waterways. Additionally, the Authority plays a key role in implementing the Spit Master Plan by delivering community infrastructure and public realm projects.

Key deliverables

In 2026-27, the Authority will:

- keep navigation channels accessible and safe through priority navigational channel dredging of North Channel and South Channel, Seaway and Coomera River (South Arm)
- maintain and renew the Sand Bypass System by undertaking protective coating works on steel jetty components, installation of protective pile wrapping and major maintenance to extend the useful life
- deliver the Broadwater Local Waterway Plan to ensure a clear, long-term vision and action is established for the Broadwater waterway area
- complete the annual Hydrographic Survey Program to inform dredging priorities and supports the relocation of Aids to Navigation for safer and navigable waterways
- deliver against the Spit Works Program by implementing the Queensland Government signage guidelines for the Top of The Spit (Gowondo Place) and a northern gateway entry statement and completing investigations to inform the identification of prioritised day use outcomes for Wave Break Island in alignment with the Spit Master Plan.

¹ To find out more, go to qld.gov.au and search "government's objectives for the community."

Performance statement

Management of and access to the Gold Coast waterways

Objective

To deliver safe, accessible, and efficiently managed waterways that support community use, environmental stewardship, and sustainable economic growth.

Description

Through the implementation of the *Gold Coast Waterways Management Strategy 2021-2030*, the Authority provides an integrated and reliable waterways network supported by long-term planning and evidence-based maintenance. This ensures safe navigation, enhanced amenity, and improved connectivity across the city's waterways. Management of the network contributes to community access and enjoyment of the waterways while supporting jobs and investment in the marine and tourism sectors.

Service standards	2025-26 Target/Est.	2025-26 Est. Actual	2026-27 Target/Est.
Effectiveness measures			
Percentage of stakeholder enquiries resolved within 15 business days ¹	95%	96%	95%
Percentage of survey respondents satisfied with Gold Coast Waterways Authority's management, maintenance and accessibility of the Gold Coast waterways ²	80%	80%	80%
Efficiency measures			
Average operating cost per cubic metre of sand bypassed ^{3,4}	\$7.25	\$8.56	\$9.08
Average annual cost per aid to navigation ⁵	\$440	\$449	\$440

Notes:

1. The wording for this service standard has been changed to align with the Gold Coast Waterways Authority (GCWA) 2026-2030 Strategic Plan. It was previously worded 'Percentage of customer enquiries relating to the better management of and access to the waterways are responded to within customer service standards' in the 2025-26 *Service Delivery Statements*. There is no change to the calculation methodology.
2. The wording for this service standard has been amended to align with the GCWA Strategic Plan. It was previously worded 'Percentage of community's overall satisfaction with Gold Coast Waterways Authority' in the 2025-26 *Service Delivery Statements*. There is no change to the calculation methodology.
3. The wording for this service standard has been amended to align with the GCWA Strategic Plan. It was previously worded 'Cost per cubic metre of operating the Gold Coast Sand Bypass System' in the 2025-26 *Service Delivery Statements*. There is no change to the calculation methodology.
4. The variance between 2025-26 Target/Estimate and 2025-26 Estimated Actual is due to continued operational funding for repairs and maintenance works to a critical infrastructure asset and protective coating works on the Sand Bypass Jetty. The increased 2026-27 Target/Estimate reflects the continued operational funding for repairs and maintenance.
5. The wording for this service standard has been amended to align with the GCWA Strategic Plan. It was previously worded 'Average annual cost to manage and maintain each aid to navigation in the Gold Coast waterways' in the 2025-26 *Service Delivery Statements*. There is no change to the calculation methodology.

Budgeted summary

Staffing

The table below shows the Full Time Equivalents (FTEs) as at the 30 June in the respective years.

Service area	2025-26 Budget	2025-26 Est. Actual	2026-27 Budget
Management of and access to the Gold Coast waterways	45	45	45

Capital program

The Authority's capital program for 2026-27 of \$3.3 million is to improve management of, and provide better access to, the Gold Coast Waterways, canals and rivers and to delivery public realm works as part of the implementation of The Spit Master Plan.

The table below shows the total capital outlays by the agency in the respective years.

	2025-26 Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
Capital purchases	8,007	9,137	3,287
Capital grants	..	..	..
Total capital outlays	8,007	9,137	3,287

Further information about the Gold Coast Waterways Authority capital outlays can be found in *Budget Paper No. 3: Capital Statement*.

Financial statements

Income statement

The revenue is estimated to be \$25.2 million in 2026-27, an increase of \$1.9 million compared to the 2025-26 Estimated actuals. The increase is primarily due to the expansion of the Sand Bypass System Jetty protective coating maintenance program.

Total expenses are estimated to be \$31 million in 2026-27, an increase of \$3.1 million compared to 2025-26 Estimated actuals. The increase is primarily due to increased contractor expenditure relating to the Sand Bypass System Jetty protective coating maintenance program.

The authority's operating deficit is primarily due to increased depreciation expense associated with the growth and maturing profile of its asset base.

Balance sheet

The value of the authority's assets in 2026-27 is estimated to total \$291.3 million. This is primarily comprised of the value of marine infrastructure (\$219.6 million) and land (\$55.6 million). Total liabilities in 2026-27 are estimated to be \$2.4 million. This mainly comprises of payables. Total liabilities are anticipated to remain consistent over the next three years.

Income statement

Gold Coast Waterways Authority	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
INCOME			
Taxes	..	..	..
User charges and fees	21,417	21,533	24,117
Grants and other contributions	530	927	546
Interest and distributions from managed funds	500	800	500
Other revenue	..	..	..
Gains on sale/revaluation of assets	..	..	..
Total income	22,447	23,260	25,163
EXPENSES			
Employee expenses	5,728	6,494	6,206
Supplies and services	11,411	10,796	14,591
Grants and subsidies	5	60	160
Depreciation and amortisation	4,974	8,096	8,436
Finance/borrowing costs	..	..	..
Other expenses	1,579	1,768	1,640
Losses on sale/revaluation of assets	..	723	..
Total expenses	23,697	27,937	31,033
OPERATING SURPLUS/(DEFICIT)	(1,250)	(4,677)	(5,870)

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Balance sheet

Gold Coast Waterways Authority	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CURRENT ASSETS			
Cash assets	11,557	8,621	9,051
Receivables	755	792	792
Other financial assets	..	..	..
Inventories	172	151	151
Other	..	90	90
Non-financial assets held for sale	..	..	..
Total current assets	12,484	9,654	10,084
NON-CURRENT ASSETS			
Receivables	..	..	..
Other financial assets	..	..	..
Property, plant and equipment	265,383	285,942	280,845
Intangibles	400	387	335
Other	..	..	..
Total non-current assets	265,783	286,329	281,180
TOTAL ASSETS	278,267	295,983	291,264
CURRENT LIABILITIES			
Payables	5,064	2,159	2,159
Accrued employee benefits	157	183	183
Interest bearing liabilities and derivatives	..	..	..
Provisions	..	..	..
Other	43	9	9
Total current liabilities	5,264	2,351	2,351
NON-CURRENT LIABILITIES			
Payables	..	..	..
Accrued employee benefits	..	..	..
Interest bearing liabilities and derivatives	..	..	..
Provisions	..	..	..
Other	..	..	..
Total non-current liabilities	..	..	..
TOTAL LIABILITIES	5,264	2,351	2,351
NET ASSETS/(LIABILITIES)	273,003	293,632	288,913
EQUITY			
TOTAL EQUITY	273,003	293,632	288,913

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Cash flow statement

Gold Coast Waterways Authority	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Inflows:			
User charges and fees	21,417	21,533	24,117
Grants and other contributions	530	707	546
Interest and distribution from managed funds received	500	800	500
Taxes	..	..	..
Other	..	..	..
Outflows:			
Employee costs	(5,728)	(6,494)	(6,206)
Supplies and services	(11,411)	(10,796)	(14,591)
Grants and subsidies	(5)	(60)	(160)
Borrowing costs	..	..	..
Other	(1,579)	(1,768)	(1,640)
Net cash provided by or used in operating activities	3,724	3,922	2,566
CASH FLOWS FROM INVESTING ACTIVITIES			
Inflows:			
Sales of non-financial assets	..	..	..
Investments redeemed	..	..	..
Loans and advances redeemed	..	..	..
Outflows:			
Payments for non-financial assets	(8,007)	(9,137)	(3,287)
Payments for investments	..	..	..
Loans and advances made	..	..	..
Net cash provided by or used in investing activities	(8,007)	(9,137)	(3,287)
CASH FLOWS FROM FINANCING ACTIVITIES			
Inflows:			
Borrowings	..	..	..
Equity injections	2,097	2,383	1,151
Outflows:			
Borrowing redemptions	..	..	..
Finance lease payments	..	..	..
Equity withdrawals	..	..	..
Net cash provided by or used in financing activities	2,097	2,383	1,151
Net increase/(decrease) in cash held	(2,186)	(2,832)	430
Cash at the beginning of financial year	13,743	11,453	8,621
Cash transfers from restructure	..	..	..
Cash at the end of financial year	11,557	8,621	9,051

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Cross River Rail Delivery Authority

Overview

The Cross River Rail Delivery Authority (the Delivery Authority) has been established to deliver the Cross River Rail project and associated works.

The Delivery Authority has a clear vision to provide a safe, integrated, and improved rail network services and stations accessible to everyone. Its purpose centres on delivering economic development and transport outcomes that maximise benefits for Queensland.

To achieve this, the Delivery Authority facilitates the efficient delivery of the Cross River Rail project and related transport initiatives, safely managing all aspects of infrastructure, construction, commissioning, and delivery of the project.

The Delivery Authority's key objectives are to:

- Deliver and facilitate integrated transformational transport infrastructure development
- Operate commercially and deliver value-for-money while maintaining strong relationships across sectors and agencies.

The Delivery Authority contributes to the *Government's objective for the community*¹ to provide *A plan for Queensland's future* by building new rail infrastructure needed for a growing population.

Key deliverables

In 2026-27, the Delivery Authority will:

- continue to hold contract partners to account and ensure the project meets its revised budget and timeframe
- continue the station build and tunnel fit out for 4 new high-capacity underground stations at Boggo Road, Woolloongabba, Albert Street and Roma Street
- continue major accessibility upgrades at Moorooka station, the last of 6 stations in the Fairfield to Salisbury upgrade program
- complete construction of the new Merrimac station
- continue testing of the European Train Control System
- commence onsite testing of Cross River Rail tunnel, station, signalling and rail systems and subsystems to ensure they operate together safely and reliably
- begin dynamic testing by running trains through the new tunnels and stations under controlled conditions, initially at slow speed, to ensure Cross River Rail safely integrates into the SEQ network.

¹ To find out more, go to qld.gov.au and search "government's objectives for the community."

Performance statement

Procurement, development and delivery of Cross River Rail

Objective

To lead the procurement, development and delivery of the Cross River Rail project within agreed timeframes.

Description

The key activities and services within this service area include entering and managing contracts and other arrangements for project construction and integration; managing project planning, including inviting and evaluating proposals, and procuring or supplying infrastructure/services; partnering with stakeholders regarding funding opportunities and delivery; obtaining relevant approvals or authorities required; and ensuring provision and safe management of infrastructure, construction, commissioning, delivery and other services.

Service standards	2025-26 Target/Est.	2025-26 Est. Actual	2026-27 Target/Est.
<i>Effectiveness measure</i>			
Percentage of Cross River Rail construction works completed / progressed within the required timeframe ¹	100%	100%	100%
<i>Efficiency measure</i>			
Administration cost to plan and manage Cross River Rail Project as a percentage of project costs being delivered by the Cross River Rail Delivery Authority	1.5%	1.4%	1.5%

Note:

1. This measure relates to the proportion of construction work activities completed and planned to be completed each financial year.

Budgeted summary

Staffing

The table below shows the Full Time Equivalents (FTEs) as at the 30 June in the respective years.

Service area	2025-26 Budget	2025-26 Est. Actual ¹	2026-27 Budget ²
Procurement, development and delivery of Cross River Rail	168	238	210

Notes:

1. The variance between 2025-26 Budget and 2025-26 Estimated Actual is due to the resolution of commercial negotiations with contractors in 2025, leading to a revised delivery program to 2029 and additional funding.
2. The variance between 2025-26 Estimated Actual and 2026-27 Budget is due to the project transitioning from construction to testing, integration and commissioning.

Capital program

The Authority's capital program for 2026-27 of \$625 million (inclusive of Third-Party Returnable Works) is to continue the delivery of a new 10.2 kilometre rail line from Dutton Park to Bowen Hills, including 5.9 kilometres of twin tunnels under the Brisbane River and CBD, and 4 new underground stations (Boggo Road, Woolloongabba, Albert Street and Roma Street).

The table below shows the total capital outlays by the agency in the respective years.

	2025-26 Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
Capital purchases	266,954	893,221	567,543
Capital grants	..	37,123	57,337
Total capital outlays	266,954	930,344	624,880

Further information about the Cross River Rail Delivery Authority capital outlays can be found in *Budget Paper No. 3: Capital Statement*.

Financial statements

Income statement

Total revenue is estimated to be \$948.3 million in 2026-27, an increase of \$16.9 million from the 2025-26 Estimated Actual. The increase is primarily due to the resolution of commercial negotiations in 2025 which has resulted in a revised delivery program to 2029 and additional funding to address market impacts on the Cross River Rail project.

The authority's estimated operating deficit is primarily driven by timing of accounting recognition of third party returned works expenditure. This offsets against 2024-25 reported surplus driven by recognition of third party returned works revenue via grants received.

Balance sheet

The value of infrastructure work in progress at the end of 2026-27 is \$7.455 billion.

Income statement

Cross River Rail Delivery Authority	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
INCOME			
Taxes	..	..	..
User charges and fees	968,094	776,295	783,455
Grants and other contributions	169,023	155,027	164,816
Interest and distributions from managed funds	..	..	..
Other revenue	..	..	..
Gains on sale/revaluation of assets	..	..	..
Total income	1,137,117	931,322	948,271
EXPENSES			
Employee expenses	15,107	21,412	21,891
Supplies and services	1,011,680	789,477	810,335
Grants and subsidies	..	37,123	57,337
Depreciation and amortisation	113	85	32
Finance/borrowing costs	109,456	111,699	76,518
Other expenses	761	1,558	647
Losses on sale/revaluation of assets	..	..	..
Total expenses	1,137,117	961,354	966,760
OPERATING SURPLUS/(DEFICIT)	..	(30,032)	(18,489)

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Balance sheet

Cross River Rail Delivery Authority	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CURRENT ASSETS			
Cash assets	237,731	119,072	127,728
Receivables	355,635	626,543	578,556
Other financial assets	..	..	..
Inventories	..	..	..
Other	879	60,615	615
Non-financial assets held for sale	..	..	..
Total current assets	594,245	806,230	706,899
NON-CURRENT ASSETS			
Receivables	282,262	250,990	234,852
Other financial assets	..	..	..
Property, plant and equipment	7,664,314	7,706,428	7,455,016
Intangibles	..	..	..
Other	..	60,000	60,000
Total non-current assets	7,946,576	8,017,418	7,749,868
TOTAL ASSETS	8,540,821	8,823,648	8,456,767
CURRENT LIABILITIES			
Payables	171,976	206,748	152,052
Accrued employee benefits	1,446	2,305	1,955
Interest bearing liabilities and derivatives	143,245	1,602,813	1,283,225
Provisions	..	..	..
Other	..	3	3
Total current liabilities	316,667	1,811,869	1,437,235
NON-CURRENT LIABILITIES			
Payables	..	..	..
Accrued employee benefits	..	..	..
Interest bearing liabilities and derivatives	1,845,809	57,509	227,433
Provisions	..	..	..
Other	..	..	..
Total non-current liabilities	1,845,809	57,509	227,433
TOTAL LIABILITIES	2,162,476	1,869,378	1,664,668
NET ASSETS/(LIABILITIES)	6,378,345	6,954,270	6,792,099
EQUITY			
TOTAL EQUITY	6,378,345	6,954,270	6,792,099

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Cash flow statement

Cross River Rail Delivery Authority	2025-26 Adjusted Budget \$'000	2025-26 Est. Actual \$'000	2026-27 Budget \$'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Inflows:			
User charges and fees	968,094	776,295	783,455
Grants and other contributions	169,023	173,543	180,954
Interest and distribution from managed funds received	..	..	..
Taxes	(133)	..	..
Other	15,517	(400,261)	48,024
Outflows:			
Employee costs	(15,286)	(21,006)	(22,278)
Supplies and services	(1,012,609)	(767,206)	(810,331)
Grants and subsidies	..	(37,123)	(57,337)
Borrowing costs	..	(40,922)	(26,233)
Other	(861)	(1,151)	(795)
Net cash provided by or used in operating activities	123,745	(317,831)	95,459
CASH FLOWS FROM INVESTING ACTIVITIES			
Inflows:			
Sales of non-financial assets	..	..	..
Investments redeemed	..	..	..
Loans and advances redeemed	..	..	..
Outflows:			
Payments for non-financial assets	(158,905)	(193,826)	(150,438)
Payments for investments	..	..	..
Loans and advances made	..	..	..
Net cash provided by or used in investing activities	(158,905)	(193,826)	(150,438)
CASH FLOWS FROM FINANCING ACTIVITIES			
Inflows:			
Borrowings	..	..	..
Equity injections	1,140,294	2,207,231	675,241
Outflows:			
Borrowing redemptions	(1,040,601)	(1,850,448)	(611,606)
Finance lease payments	..	(93)	..
Equity withdrawals	..	..	..
Net cash provided by or used in financing activities	99,693	356,690	63,635
Net increase/(decrease) in cash held	64,533	(154,967)	8,656
Cash at the beginning of financial year	173,198	274,039	119,072
Cash transfers from restructure	..	..	..
Cash at the end of financial year	237,731	119,072	127,728

As a result of the adoption of a new Whole of Government chart of accounts this year, there may be some re-allocations between categories in these SDS financial statements.

Glossary of terms

Accrual accounting	Recognition of economic events and other financial transactions involving revenue, expenses, assets, liabilities and equity as they occur and reporting in financial statements in the period to which they relate, rather than when a flow of cash occurs.
Administered items	Assets, liabilities, revenues and expenses an entity administers, without discretion, on behalf of the government.
Agency/entity	Used generically to refer to the various organisational units within government that deliver services or otherwise service government objectives. The term can include departments, commercialised business units, statutory bodies or other organisations established by Executive decision.
Appropriation	Funds issued by the Treasurer, under Parliamentary authority, to departments during a financial year for: <ul style="list-style-type: none"> • delivery of agreed services • administered items • adjustment of the government's equity in agencies, including acquiring of capital.
Balance sheet	A financial statement that reports the assets, liabilities and equity of an entity as at a particular date.
Capital	A term used to refer to an entity's stock of assets and the capital grants it makes to other agencies. Assets include property, plant and equipment, intangible items and inventories that an entity owns/controls and uses in the delivery of services.
Cash flow statement	A financial statement reporting the cash inflows and outflows for an entity's operating, investing and financing activities in a particular period.
Controlled Items	Assets, liabilities, revenues and expenses that are controlled by departments. These relate directly to the departmental operational objectives and arise at the discretion and direction of that department.
Depreciation	The periodic allocation of the cost of physical assets, representing the amount of the asset consumed during a specified time.
Equity	Equity is the residual interest in the assets of the entity after deduction of its liabilities. It usually comprises the entity's accumulated surpluses/losses, capital injections and any reserves.
Equity injection	An increase in the investment of the government in a public sector agency.
Financial statements	Collective description of the income statement, the balance sheet and the cash flow statement for an entity's controlled and administered activities.
Income statement	A financial statement highlighting the accounting surplus or deficit of an entity. It provides an indication of whether the entity has sufficient revenue to meet expenses in the current year, including non-cash costs such as depreciation.
Outcomes	Whole-of-government outcomes are intended to cover all dimensions of community wellbeing. They express the current needs and future aspirations of communities, within a social, economic and environment context.
Own-source revenue	Revenue that is generated by an agency, generally through the sale of goods and services, but it may also include some Federal funding.
Priorities	Key policy areas that will be the focus of government activity.
Services	The actions or activities (including policy development) of an agency which contribute to the achievement of the agency's objectives.
Service area	Related services grouped into a high level service area for communicating the broad types of services delivered by an agency.
Service standard	Define a level of performance that is expected to be achieved appropriate for the service area or service. Service standards are measures of efficiency or effectiveness.

