

OFFICIAL



**Government
of South Australia**

Department for Infrastructure and Transport
2024-2025 Annual Report

DEPARTMENT FOR INFRASTRUCTURE AND TRANSPORT

83 Pirie Street, Adelaide SA 5000

GPO Box 1553, Adelaide SA 5000

dit.sa.gov.au

Contact phone number: 08 8343 2222

Contact email: DIT.OfficeoftheChiefExecutive@sa.gov.au

ISSN: 2202-2015

Date presented to Minister: 30 September 2025

OFFICIAL

OFFICIAL

2024-2025 ANNUAL REPORT for the Department for Infrastructure and Transport

To:

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport

Hon Stephen Mullighan MP
Minister for Police

This annual report will be presented to Parliament to meet the statutory reporting requirements of the *Public Sector Act 2009*, the *Public Finance and Audit Act 1987*, and other relevant Acts and the requirements of Premier and Cabinet Circular *PC013 Annual Reporting*.

Incorporated in this document is annual reporting by the Commissioner of Highways under the provision of the *Highways Act 1926*, and by the Rail Commissioner under the provision of the *Rail Commissioner Act 2009*.

This report is verified to be accurate for the purposes of annual reporting to the Parliament of South Australia.


Submitted on behalf of the Department for Infrastructure and Transport by:

Jon Whelan

Chief Executive

Date: 30 September 2025

Signature



From the Chief Executive

The Department for Infrastructure and Transport has continued to serve the people of South Australia through the delivery, planning and implementation of key projects and initiatives during 2024-2025.

Throughout the year, the Department remained focused on successfully delivering infrastructure projects, transport improvements and essential services to improve the lives of South Australians.

This included work in road transport and marine infrastructure, as well as social infrastructure such as schools, hospitals and other key initiatives important to communities right across our State.

We continued to develop and manage road and marine legislation, along with campaigns and strategies to help keep South Australians safe.

The delivery of high quality public transport services was again an important focus for our Department. We reached a major milestone in the return of train services to public hands and we introduced several new public transport services such as the Port Dock spur line and the Hills Expansion Bus Services.

In the infrastructure space, advances in bringing the \$15.4 billion River Torrens to Darlington Project to life have been significant.

Key moments included the awarding of a contract to the Alliance made up of John Holland, Bouygues, Arcadis, Jacobs and Ventia to deliver the project in conjunction with the Department. Works are well underway at a number of construction precincts along South Road, on our broader network upgrades and at the precast facility at Waterloo Corner.

This is the biggest infrastructure project ever undertaken in South Australia.

Not only will the project complete 78 km of non-stop travel from Gawler to Old Noarlunga, bypassing 21 sets of traffic lights, but it will also improve east-west connectivity and provide new public space for local communities.

Work also continued on the \$870 million Tram Grade Separation Projects, where we are removing three congested tram level crossings and building new overpasses at Plympton and Morphettville and also rebuilding the South Road Tram Overpass to accommodate the River Torrens to Darlington Project lowered motorway.

Around 51,000 vehicles pass through the Marion Road and Cross Road level crossings each day and roughly 25,600 vehicles pass through the Morphett Road level crossing.

During peak hours, the boom gates are down for up to 20 minutes each hour at Marion Road and Cross Road and 16 minutes at Morphett Road.



The removal of these crossings will dramatically reduce congestion and provide huge benefits for motorists. The works are supporting 1,115 jobs during construction.

Contracts have also been awarded to deliver \$150 million upgrades of the Mount Barker and Verdun Interchanges on the South Eastern Freeway, with major construction set to begin in late 2025.

Upgrading the two interchanges will improve safety and traffic flow for the thousands of motorists who travel every day between the city and Adelaide Hills communities, including Mount Barker.

Work also continued on the \$120 million construction of new on/off ramps for the Southern Expressway at Majors Road. A key milestone was reached earlier this year with the installation of 18 South Australian-made girders for the widening of the Majors Road bridge.

When completed, this project will provide commuters in the southern suburbs better access to the Southern Expressway, significantly decreasing travel times. Visitors to the area will also benefit through improved access to Glenthorne National Park – Ityamaitpinna Yarta, Sam Willoughby International BMX Facility and the Southern Soccer Facility from the Southern Expressway.

Work on the refit of Heysen Tunnels was completed on schedule, with major testing of all safety systems and equipment completed in February.

The upgrade addressed tunnel elements that were at the end of their service life after over two decades of use. It also improves safety, along with traffic management and incident response capabilities.

Work on the Fleurieu Connections Projects also advanced, with the completed new Aldinga Bridge opened to traffic in March. This was a notable milestone in the Fleurieu Connections duplication of Main South Road between Aldinga and Sellicks Beach.

This duplication, which follows the successful completion of the Stage 1 duplication of South Road and Victor Harbor Road, will deliver further benefits for the Fleurieu Peninsula region, as this vital tourism gateway is made increasingly accessible.

As always, our work on regional roads was extensive as we continued to roll out upgrades across the State. The Department manages a range of road related assets, including approximately 13,000 km of sealed roads, 10,000 km of unsealed roads, 742 bridges and over 100,000 electrical assets including lighting and Variable Message Signs.

Flood recovery investment to improve National Supply Chain Resilience program focuses on flood recovery and improving the flood resilience in the far north. The program includes upgrades to these flood impacted areas: Olympic Dam Highway; Eyre Highway, west of Kimba; and Stuart Highway at Glendambo, Woocalla Creek and Lake Windabout. The works will raise the level of the existing road surface to mitigate the change of water overlapping and closing the road, increase in the number of drainage structures and provide scour protection and rock armour along the batter slopes.

Work was also completed on key regional highway corridors, including the Horrocks, Sturt, Princes, Eyre and Augusta highways.

Importantly for the people of Kangaroo Island, the Department continued our works on Penneshaw and Cape Jervis ports. This is a vital project for an internationally renowned South Australian tourism destination.

Work also continued on a variety of important social infrastructure projects.

Construction of the new, world-class Adelaide Aquatic Centre has continued and will open in Summer 2025-2026, as planned. As well as providing a fantastic new facility for the people of South Australia, this project is also returning more than 1,000 square metres of Park Lands to the community.

In the health sector, work continued on the Flinders Medical Centre Redevelopment, as well as the new Mount Barker Hospital, which will deliver vital services for the rapidly expanding Adelaide Hills community.

Construction continued on the new South Australian Ambulance Service Precinct, which will provide an Emergency Operations Centre and State Health Control Centre.

We also proudly completed construction of new South Australian Ambulance Service stations at Victor Harbor, Edwardstown, Golden Grove and Mount Barker, while continuing construction at Campbelltown and Gawler.

Construction continued on various South Australia Police facilities to accommodate the relocation from Thebarton Barracks.

A number of important strategies that will benefit our State for many years to come were finalised and launched during the year.

South Australia's first Transport Strategy was released, outlining a 30-year vision to transform how people and goods are moved around the State. The Transport Strategy is a visionary document that sets the overall direction for future transport planning. It will guide decisions on which projects need to be prioritised and invested in, while future-proofing our transport network to ensure South Australia remains the best place in the nation to live and work.

The Strategy was shaped by South Australians, with more than 6,000 people from across the State providing input into the plan during a thorough community engagement process.

The new South Australian Recreational Boating Safety Strategy 2025-2030, was also released, setting out how boating safety will be improved on our coastal and inland waters over the next five years.

Recreational boating plays an important part in the South Australian way of life and we are proud to have delivered a strategy that will assist in keeping our community safer on the water.

Our Service SA centres provided vital services for South Australians, continuing our focus on quality customer service so that South Australians can conduct necessary transactions conveniently, efficiently and effectively.

One of the important initiatives this year was a new collaboration between the State Government and Hutt St Centre to help vulnerable people, including those experiencing homelessness, rebuild their lives.

Under the partnership, Service SA staff attended the Hutt St Centre once a fortnight to assist people with essential life administration tasks, offering a safe and accessible way to access identification documents.

A further initiative was a recent decision to continue a quiet-hour option in select Service SA centres to remove barriers faced by neuro-divergent people.

In September 2024, an auction of historic licence plates was undertaken with great success. The highlight of the sale was the much-desired number 8 plate, which sold for a record-breaking \$2.3 million.

As part of our dedication to providing quality public transport, in February 2025, we very proudly fulfilled the State Government election commitment to return train services to government hands.

This historic de-privatisation was uncharted territory, and many questioned whether it was possible. The success of the transition back to government hands is a testament to the hard work of Departmental staff.

Work also continued on the return of tram services to public hands, which will occur on 31 August 2025.

The Department also completed the \$51 million Port Dock Railway Line Project, which was officially opened in August 2024. This project re-established the 1 km spur line and train station which were previously decommissioned in 1981.

It now provides an important rail connection for those living in the area, as well as the many more set to live, work and visit historic Port Adelaide into the future.

We have remained committed to the safety of all public transport staff and our passengers.

In an Australian first, the Department developed legislation to grant stronger powers to combat criminal and anti-social behaviour on public transport. This included time-limited bans and indefinite bans for people charged with certain criminal offences. These new measures send a strong message to the small minority of people who do the wrong thing on public transport, that anti-social behaviour will not be tolerated.

During the year, we made significant progress on delivering a faster rollout of protective screens to help keep our bus drivers safe. We are now working towards completion of this important work by the end of 2026.

The Northern Water Project Delivery Office joined the Department in July 2024. The project includes a desalination plant and hundreds of kilometres of pipeline, and aims to provide a new, climate independent water source for South Australia's Far North, Upper Spencer Gulf, and Eastern Eyre Peninsula to support regional growth in exploration and mining, and other industries. During 2024-2025, work continued to inform the reference design, cost estimate and the approvals pathway, to ensure high quality procurement process outcomes.

Throughout the year, our community engagement team directly engaged with more than 16,000 South Australians across the State as we shaped and delivered infrastructure and transport projects. This included distributing 440 project updates and hosting 124 community events that were attended by 3,200 people across 59 locations. We also used social media to engage with our communities, publishing 3,160 posts across our 20 social media accounts. These posts were viewed

38.9 million times and attracted 169,000 engagements (reactions, comments and shares), as our total follower base grew to almost 200,000 people.

We have also continued to advance our Reconciliation Action Plan, which includes comprehensive training for all staff.

The 10th anniversary of the important On The Right Track program was another significant achievement. This initiative helps First Nations people in remote communities to obtain their driver's licence, including the option of Medium Rigid truck licence training in specific cases.

In recognition of National Reconciliation Week, we were also proud to have one of our trams displaying artworks by Aboriginal artists Presten Warren, Violet Buckskin and Jaylene Ware.

The Traffic Management Centre took approximately 170,000 calls in 2024-2025. These calls were received range from members of the public, work zone traffic management industry, emergency services and other service authorities.

In January 2025, South Australia's Road Safety Action Plan 2025-2027 was released online. The Action Plan builds on the previous 2023-2025 Action Plan and responds to emerging trends in road crash data and developments in research and technology which support new solutions. As part of the road safety initiatives supported by the Action Plan, a new Bicycle and Pedestrian Actuated Crossing was opened at the intersection of South Road, Roebuck Street and King Street at Mile End and a new Pedestrian Actuated Crossing was switched on at Lyndoch Road, Gawler to improve safety for children travelling to and from Immanuel Lutheran School. A further 17 cycling and pedestrian infrastructure projects, jointly funded by the Australian and South Australian governments, as part of the Road Safety Program were also announced.

As part of the Action Plan's Road User Behaviour focus, we enabled learner drivers to take their Hazard Perception Test online, from October 2024, improving convenience and streamlining the process for those wanting to obtain their provisional licence in their own time. The online version has had over 13,000 enrolments and provides novice drivers with the flexibility to complete the test anytime, anywhere. The test assesses a driver's ability to recognise and identify potential hazards on the road and react appropriately, including with other road users such as drivers, riders, pedestrians and cyclists.

The Action Plan is also improving safety for motorbike riders through enhancements to the Rider Safe Program introduced in December 2024. The new program has an increased focus on safety awareness, judgement and decision making and requires riders to successfully pass double the training that was previously required. More than 1,800 people have completed the new online course and almost 400 people have completed the pre-licence practical course in the first seven months.

Between December 2024 and February 2025, we ran a campaign to encourage South Australians to buy the safest car in their budget. This campaign targeted older drivers, younger drivers and their parents and drivers in regional and remote areas who are more likely to be driving older cars with fewer safety features. Vehicles and technology are a focus in the Action Plan because newer safer vehicles can help reduce crashes and reduce the chance of serious injury of any crashes that still occur.

In February 2025, we made a change to improve safety of Heavy Vehicles when two State-based measures to improve heavy vehicle licensing arrangements came into effect, the Multi-Combination Licence Program, and the change to no longer recognise overseas heavy vehicle driving experience toward obtaining a Multi-Combination licence, other than from New Zealand. These new measures will help improve heavy vehicle driver competency.

This has been another big year for the Department for Infrastructure and Transport.

I thank all Departmental staff for their dedication, ingenuity and professionalism as they have continued to tackle the important projects and complex issues to help advance our State.

I am immensely proud of all of the projects, services and initiatives that we have worked together to successfully deliver in 2024-2025.

Jon Whelan

Chief Executive

Department for Infrastructure and Transport

Contents

Overview: about the agency	11
Our strategic focus	11
Our organisational structure	16
Changes to the agency	17
Our Ministers	18
Legislation administered by the agency	19
The agency's performance	21
Performance at a glance	21
Agency specific objectives and performance	23
Corporate performance summary	35
Employment opportunity programs	35
Agency performance management and development systems	37
Work health, safety and return to work programs	38
Executive employment in the agency	40
Financial performance	41
Financial performance at a glance	41
Consultants disclosure	41
Contractors disclosure	41
Other financial information	41
Risk management	42
Risk and audit at a glance	42
Fraud detected in the agency	42
Strategies implemented to control and prevent fraud	42
Public interest disclosure	43
Reporting required under any other act or regulation	44
Reporting on the administration of the <i>Harbors and Navigation Act 1993</i>	44
Reporting against the <i>Air Transport (Route Licensing—Passenger Services) Act 2002</i>	46
<i>Air Transport (Route Licensing—Passenger Services) Act 2002</i>	46
Reporting required under the <i>Carers' Recognition Act 2005</i>	47
Reporting against the <i>Passenger Transport Act 1994</i>	48

Public complaints..... 56
Number of public complaints reported for Public Transport (as required by the Ombudsman) 56
Additional Metrics 57
Compliance Statement 62

Public complaints – Other areas of the Department 63
Number of public complaints reported for other areas of the Department (as required by the Ombudsman)..... 63
Additional Metrics 64

Appendix 1: Audited financial statements 2024-2025 66

Appendix 2: Contractors engaged by the agency 67

Overview: about the agency

Our strategic focus

Our Purpose	We connect South Australians to keep our State moving – now and for the future.
Our Vision	Every South Australian can easily access the services they want, the transport they rely on and the infrastructure they need.
Our Values	To build with purpose, move with care and connect with community for all South Australians.
Our functions, objectives and deliverables	<p>Transport Strategy and Planning</p> <p>Shapes South Australia’s transport future with transport strategies, infrastructure projects and investment programs enabling State prosperity, sustainability and connectivity.</p> <p>The division is focused on delivering:</p> <ul style="list-style-type: none"> • Transport strategies and plans. • An investment pipeline with transport infrastructure project plans and designs. • Data, technical and customer insights to better inform transport services. • Strong governance and oversight of transport investment programs and infrastructure projects. <p>Infrastructure Delivery</p> <p>Deliver and integrate social and transport infrastructure safely and efficiently to sustain and support growth and maximise the benefit of government’s investments.</p> <p>The division is focused on delivering:</p> <ul style="list-style-type: none"> • Fit for purpose social and transport infrastructure that is responsive, meets customer needs and generates economic and community orientated benefits and outcomes. • Whole of lifecycle solutions developed and delivered collaboratively with colleagues, industry and key stakeholders. • Leading practice and innovation in safety, environmental management, sustainability, procurement, design, engineering and delivery. • Effective governance and project controls to ensure Departmental compliance against relevant legislation, standards, Code of Ethics and policies as well as on time and on budget delivery.

North-South Corridor Program Delivery Office

Develops the plans and oversees the delivery of infrastructure needed to complete the final stage of the North-South Corridor, the River Torrens to Darlington Project, which will deliver a non-stop South Road. The division is focused on delivering a project which:

- Significantly contributes to economic development.
- Improves liveability, connectivity and facilitates jobs growth.
- Delivers travel time savings and boosts productivity.
- Improves road safety.

Road and Marine Services

Connects our communities by enabling safe, reliable and efficient movements and flows of goods, services and people across the State’s road and marine networks. The division is focused on delivering:

- Safe and reliable road and marine infrastructure operated and maintained to maximise economic and community benefit.
- Optimised networks, with data driven solutions, that optimise overall performance in movement of goods, services and people.
- Forward thinking policies, strategies and programs based on stakeholder engagement and evidence that will enable safe, inclusive, productive, efficient and sustainable transport.
- Service delivery that meets customer needs and expectations.

Public Transport South Australia

Customer-focused public transport and better maintained State assets in partnership with our service providers, delivering:

- Integrated end-to-end journeys with easier access and information, payments and navigation enabled by new technologies.
- A clear plan for growth that makes the case for investment in new public transport assets and transitions them into service efficiently.
- Initiatives which support the State Government’s goal to achieve net zero emissions by 2050.
- Better public transport networks that attract more customers.
- Improved customer experience through simple, safe and easy-to-use public transport services to attract and retain customers.

- Continued improvement of public transport assets that enhance accessibility, safety and security.
- Deliver high quality train services through effective, efficient, and safe operational practices that prioritise on-time performance, customer satisfaction and the reliability of the network.
- Maintain a high level of customer service by ensuring all frontline staff are visible, well informed and responsive, creating a welcoming and supportive environment for all passengers, while actively managing disruptions and keeping service reliability as high as possible.

Transport Policy and Regulation

Connects our communities by delivering policy initiatives, community information and provision of services for safe road use and travel behaviour by overseeing regulatory, road safety and policy responsibilities and delivers customer-focused services through Service SA:

- Forward thinking policies, strategies and programs based on stakeholder engagement and evidence that will enable safe, inclusive, productive and sustainable road use and travel behaviour.
- Effective regulation of access and usage that assures safety and sustainability, with clear boundaries reflecting reasonable expectations.
- Service delivery that meets customer needs and expectations.

Commercial and Contract Management

Responsible for procurement of civil construction projects and contract management and commercial advisory of these projects and the Department’s road maintenance contracts, to ensure delivery is undertaken in accordance with the contracted requirements. The division is focused on:

- Procuring civil infrastructure and maintenance projects.
- Ensuring contractors perform contracted works in accordance with the terms of their contracts.
- Protecting the public interest in the delivery of infrastructure and maintenance projects by holding contractors to account to ensure that works are delivered within budget.
- Delivering contract management services that serve as a model for contract management throughout government.
- Maintaining effective procurement governance and contract management controls.

Public Affairs

Listens, informs, communicates and works with customers and stakeholders to guide our agency to deliver improved outcomes for our economy, our community and our State. The division is focused on delivering:

- Social value by putting people at the centre of everything we do, ensuring we deliver better outcomes for customers, stakeholders and the community.
- Trusted advice and services to government, supporting our business partners to ensure goals are achieved.
- Accurate, transparent and timely communications, with a focus on building our social licence and enhancing the Department’s reputation.
- A positive organisational culture that promotes the Department as a workplace of choice.

People and Corporate Services

Provides systems and assurance processes for managing our people, our finances, our performance and risk, ensuring we can work safely, efficiently and productively. The division is focused on delivering:

- A high-performance organisation that is enabled by well-designed systems, processes, and technology, with effective management frameworks that enable efficient work practice.
- Effective control frameworks that ensure ongoing compliance with all relevant legislative, regulatory and policy requirements.
- Provision of valuable advice and user orientated services that support business partners enabling them to deliver an engaging work environment with a clear focus on safety, flexibility, productivity and progressive practices.
- A skilled, motivated, diverse workforce demonstrating our values in their actions.

Northern Water Project Delivery Office

Oversees the pre-delivery and procurement of the Northern Water Project which aims to deliver a large-scale desalination plant in the Upper Spencer Gulf, supporting industrial growth and reducing reliance on unsustainable water sources. The Division is dedicated to the successful delivery of the pre-delivery and procurement phase of the project which focuses on:

- Conducting a robust procurement process for the Northern Water Project Design Build Operate Maintain Contract.
- Obtaining the necessary primary approvals for the Project.

- Managing the site investigations and integration works.
- Securing the land for the Project delivery.

Office of the Chief Executive

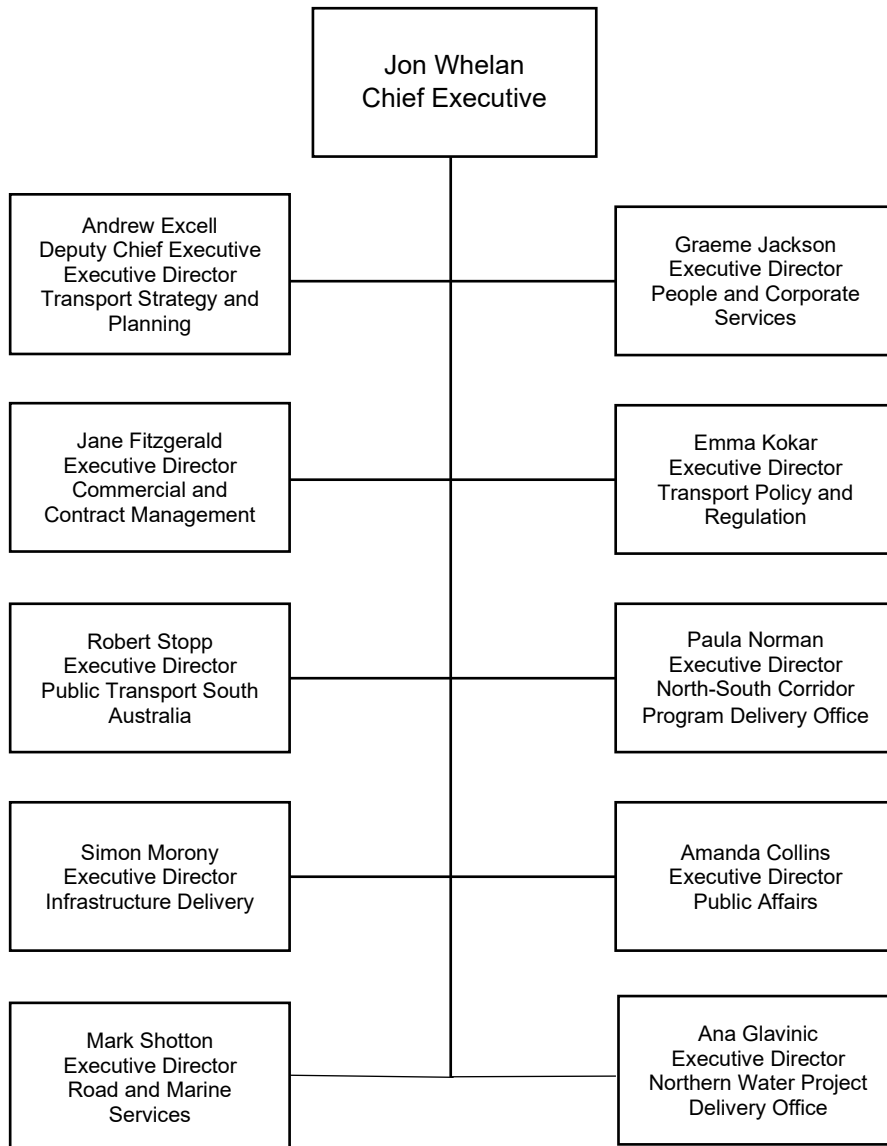
The Office of the Chief Executive is responsible for the delivery of a comprehensive range of professional, strategic and responsive executive support services to the Chief Executive and the Executive team, with a strong focus on driving strategic priorities and objectives for the Department and government.

The Office of the Chief Executive provides a key customer service and interface with Ministerial Offices, to ensure the provision of accurate and timely information.

Our organisational structure

Reporting directly to the Chief Executive for 2024-2025:

- Andrew Excell, Deputy Chief Executive, Executive Director, Transport Strategy and Planning.
- Paula Norman, Executive Director, North-South Corridor Program Delivery Office.
- Simon Morony, Executive Director, Infrastructure Delivery.
- Emma Kokar, Executive Director, Transport Policy and Regulation.
- Ana Glavinic, Executive Director, Northern Water Project Delivery Office.
- Mark Shotton, Executive Director, Road and Marine Services.
- Robert Stopp, Executive Director, Public Transport South Australia.
- Jane Fitzgerald, Executive Director, Commercial and Contract Management.
- Graeme Jackson, Executive Director, People and Corporate Services.
- Amanda Collins, Executive Director, Public Affairs.



Changes to the agency

During 2024-2025, the agency's structure changed as a result of internal reviews or machinery of government changes.

Creation of new Divisions

- Public Transport South Australia
- Northern Water Project Delivery Office

Restructured Divisions

- North-South Corridor Program Delivery Office
- Infrastructure Delivery
- South Australia Public Transport Authority to Public Transport South Australia
- Transport Strategy and Planning Division
- Public Affairs

Machinery of Government

- Transfer of Office of Local Government to the Department for Housing and Urban Development
- Transfer of Northern Water Project Delivery Office to the Department
- Part of Northern Water Project Delivery Office transfer to the Department of Treasury and Finance

Our Ministers



The Hon Tom Koutsantonis MP is the Minister for Infrastructure and Transport. Minister Koutsantonis oversees transport systems and services, and infrastructure planning and provision.



The Hon Stephen Mullighan MP is the Minister for Police. This portfolio also includes responsibility for Road Safety. The Minister oversees road safety initiatives to improve road user safety outcomes in South Australia.

Legislation administered by the agency

Minister for Infrastructure and Transport

Adelaide Oval Redevelopment and Management Act 2011

Adelaide Railway Station Development Act 1984

Aerodrome Fees Act 1998

Air Navigation Act 1937

Air Transport (Route Licensing—Passenger Services) Act 2002

Alice Springs to Darwin Railway Act 1997

AustralAsia Railway (Third Party Access) Act 1999

Civil Aviation (Carriers' Liability) Act 1962

Commissioner of Public Works Incorporation Act 1917

General Tramways Act 1884

Golden Grove (Indenture Ratification) Act 1984

Government House Precinct Land Dedication Act 2016

Harbors and Navigation Act 1993

Heavy Vehicle National Law (South Australia) Act 2013

Highways Act 1926

Land Acquisition Act 1969

Marine Safety (Domestic Commercial Vessel) National Law (Application) Act 2013

Maritime Services (Access) Act 2000

Metropolitan Adelaide Road Widening Plan Act 1972

Mile End Underpass Act 2005

Mobil Lubricating Oil Refinery (Indenture) Act 1976

**Morphett Street Bridge Act 1964*

Motor Vehicles Act 1959

National Soldiers Memorial Act 1949

Non-Metropolitan Railways (Transfer) Act 1997

North Haven Development Act 1972

North Haven (Miscellaneous Provisions) Act 1986

Oil Refinery (Hundred of Noarlunga) Indenture Act 1958

Passenger Transport Act 1994

Proof of Sunrise and Sunset Act 1923

Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987

Public Employees Housing Act 1987

Rail Commissioner Act 2009

Rail Safety National Law (South Australia) Act 2012

Rail Transport Facilitation Fund Act 2001

Railways (Operations and Access) Act 1997

Railways (Transfer Agreement) Act 1975

Road Traffic Act 1961

South Australian Ports (Bulk Handling Facilities) Act 1996

South Australian Ports (Disposal of Maritime Assets) Act 2000

**Steamtown Peterborough (Vesting of Property) Act 1986*

**Tarcoola to Alice Springs Railway Agreement Act 1974*

Terrorism (Surface Transport Security) Act 2011

Victoria Square Act 2005

Waite Trust (Vesting of Land) Act 2020

West Lakes Development Act 1969

*Denotes Act of limited application

The agency's performance

Performance at a glance

During 2024-2025, the Department achieved the following:

- Awarded the Main Work Alliance contract for the River Torrens to Darlington Project on 13 September 2024.
- Continued to advance enabling works for the River Torrens to Darlington Project including utilities services relocations, as well as land acquisition and network upgrades.
- Released the Forward Work Plan: Major Programs 2024-2027.
- Released of South Australia's first Transport Strategy.
- Undertook stakeholder and community engagement for the development of South Australia's Public Transport Strategy.
- Completed the High Productivity Vehicle Network strategic business case and developed Stage 1 upgrades for the high productivity vehicles network.
- Progressed transport planning studies for the Northern Adelaide Growth Areas, mass Passenger Transport to Mount Barker, potential rail network extensions, Adelaide's Inner and Outer Ring Route and the Department's Strategic Asset Management Plan.
- Completed the Roma Mitchell Secondary College expansion, Valley View High School redevelopment, Para Hills STEAM upgrade, Ceduna Area School Special Education Unit.
- Commenced main construction on the new Mount Barker Hospital.
- Continued construction on the South Australian Ambulance Service Precinct, to provide an Emergency Operations Centre and State Health Control Centre.
- Completed construction of new South Australian Ambulance Service stations at Victor Harbor, Edwardstown, Golden Grove and Mount Barker.
- Continued construction to support the relocation of South Australia Police from the Thebarton Barracks precinct.
- Commenced construction of the Adelaide Women's Prison.
- Continued construction of the new Adelaide Aquatic Centre.
- Continued works on the Tram Grade Separation Projects.
- Completed the Heysen Tunnel Refit and Safety Upgrade.
- Continued construction works of Kangaroo Island Ports Upgrade Project.
- Continued construction of the Majors Road Interchange on-off ramps on the Southern Expressway.
- Opened to traffic the new dual carriageway from Port Wakefield to Lochiel as part of the Augusta Highway Duplication Project.

- Continued construction of Main South Road Duplication Project (Aldinga to Sellicks Beach) Stage Two, as part of the Fleurieu Connections projects.
- Continued works on regional road networks including the Augusta, Barrier and Stuart Highways and on the upgrade of the Strzelecki Track.
- Introduced new and expanded bus services to Mount Barker.
- Commenced a review of Regional Public Transport Services to enhance public transport services for people living in regional South Australia.
- Returned the control of metropolitan train services to public hands, with continued work to do the same for trams.
- Finalised a competitive two-phase procurement process for the 19 regional bus services contracts.
- Commenced rollout of new protective bus driver security screens on government owned buses.
- Established the Northern Water Project Delivery Office and re-commenced the procurement process for the Northern Water Project's Design Build Operate Maintain contract.
- Procured and awarded multiple pre-delivery and support services contracts in support of the Northern Water Project.
- Established a new U class licence and online course to drive an ultra high powered vehicle.
- Introduced new State based initiatives to improve heavy vehicle driver competency and safety.
- Continued the delivery of the Way2Go program.
- Progressed significantly our Closing the Gap targets, including funding and in-kind support for South Australian Aboriginal Community Controlled Organisations as well as driver licence training and testing models and programs to increase the number of licensed Aboriginal drivers.
- Released South Australia's Road Safety Action Plan 2025-2027.
- Released the Passenger Transport Act review report in August 2024 and subsequent passage of legislation to implement recommendations.
- Legislation to allow the use of e-scooters and other personal mobility devices on footpaths, bike paths, and many bike lanes and roads.
- Legislation passed for Driver Training Reforms.
- Raised \$4.1 million in a number plate auction held in August 2024. The auction released 28 plates for sale, including plate 8 which sold for \$2.3 million.
- Raised \$84 000 in a Japanese Special Edition Plate auction held in February 2025, with 15 plates released for sale.
- Service SA handled a total of 31,824,761 transactions (including enquiries) across its key service delivery channels. Of these, 8,641,410 were transactions where a record was updated, payment made, or official document issued.

- Introduced a Quiet Hour at the five metropolitan centres open on Saturdays to assist neuro-divergent customers.
- The Department manages a range of road related assets, including approximately 13,000 km of sealed roads, 10,000 km of unsealed roads, 742 bridges and over 100,000 electrical assets including lighting, and Variable Message Signs.
- Removed restrictions on metropolitan rideshare and chauffeur drivers, allowing them to operate Statewide.
- Delivered South Australia’s Level Crossing Safety Strategy 2025-2034 and released South Australia’s Level Crossing Safety Action Plan 2025-2028.
- Launched the first ever South Australian Recreational Boating Safety Strategy.
- Continued to administer the \$2 million State Bicycle Fund, which enables local councils to build and improve bike paths and lanes.
- Completed works on the installation of a signalised intersection and pedestrian crossing at the John Rice Avenue and Haydown Road junction.
- Commenced planning studies on metropolitan and regional rail extensions and the Riverland network flood resilience.

Agency specific objectives and performance

The Department is committed to the continued delivery of a multi-billion dollar pipeline of infrastructure investment, while implementing key reforms, supporting the continued growth of the South Australian economy and the social wellbeing of our communities.

Agency objectives	Indicators	Performance
Effective Planning Policy	Infrastructure Planning	<p>Released the Forward Work Plan: Major Programs 2024-2027, outlining a four-year program of State Government infrastructure and transport projects across the State.</p> <p>Engaged with key stakeholders and over 6,000 members of the community to inform the development of South Australia’s first Transport Strategy, which was released in February 2025.</p> <p>Commenced stakeholder and community engagement for the development of South Australia’s Public Transport Strategy, which will set a 30-year vision for the State’s public transport system.</p> <p>Completed the High Productivity Vehicle Network strategic business case and developed Stage 1 upgrades to provide</p>

Agency objectives	Indicators	Performance
		<p>the necessary infrastructure to enable the high productivity vehicles network.</p> <p>Released the final master plans for the Cape Jervis and Penneshaw Harbour precincts.</p> <p>Progressed transport planning studies for the Northern Adelaide Growth Areas, mass Passenger Transport to Mount Barker, potential rail network extensions, Adelaide’s Inner and Outer Ring Route and the Department’s Strategic Asset Management Plan.</p> <p>Continued planning for transport infrastructure programs in partnership with the Australian Government including the Princes Highway, Black Spots Program, Safer Local Roads and Infrastructure Program, Level Crossing Removal Program and the Road Safety Program.</p> <p>Updated engineering Master Specifications and technical guidelines for safety barriers and light pole inspections.</p> <p>Provided technical advice for the North South Corridor project, mobile phone camera detection gantry structures, Dock One Pedestrian/Cyclist Bridge in Port Adelaide, Mount Barker Interchange and other major projects.</p> <p>Completed more than 600 heavy load bridge assessments, major repairs to Kidman Bridge on Henley Beach Road and repairs to other bridges, culverts and gantries as part of the Department’s Bridge Maintenance Program.</p> <p>Significantly upgraded the Department’s strategic transport model, geospatial mapping to support asset climate risk assessments and community consultations and collected vital information about our road network.</p> <p>Provided data, modelling and visualisation of information to inform evidence-based</p>

Agency objectives	Indicators	Performance
		<p>decisions for transport strategies and planning studies.</p> <p>Commenced planning for the Department’s Operational Carbon Management Plan.</p>
Efficient Transport Services	Customer Focused Services	<p>Completed the Port Dock Railway Line, including a new station, plaza area, landscaping, Shared Use Paths, bus interchange and re-establishment of the one-kilometre rail spur; opened for revenue services on 25 August 2024.</p> <p>Continued railway station upgrades at Clarence Park and Goodwood, and completed upgrades at Marino, Nurlutta, West Croydon, Noarlunga and Ethelton stations.</p> <p>Introduced new bus services to service The Boulevard in Parafield Gardens.</p> <p>Introduced AM and PM peak express routes from Mount Barker via the South Eastern Freeway, including a new Go Zone with higher frequency services.</p> <p>Commenced a review of regional public transport services to enhance services for people living in regional South Australia.</p> <p>Expanded the \$25 lifting fee to cover trips undertaken by people with a disability who rely on Access Taxis, to include all country Access Taxi drivers.</p> <p>Introduced two new State-based initiatives to improve heavy vehicle driver competency and safety, namely the Multi Combination Licence Program; and ending recognition of equivalent overseas heavy vehicle driving experience to progress to a Multi Combination licence.</p> <p>Finalised regulations that will allow riders over the age of 16 years to legally ride e-scooters and other personal mobility devices on footpaths, bike paths and many bike lanes and roads from 13 July 2025.</p>

Agency objectives	Indicators	Performance
		<p>Processed approximately 16,000 applications for heavy vehicle access via the National Heavy Vehicle Regulator.</p> <p>Continued to maintain and operate 24/7 River Murray Ferry services. The free of charge services transport approximately 1.6 million vehicles across the River Murray annually.</p> <p>Sixteen Stay Afloat lifejacket maintenance clinics were run at boat ramps and events across the State, with 422 lifejackets checked and over 850 public interactions recorded. Out of the 422 lifejackets that were checked, 178 failed a component of the check and were supplied free replacement parts.</p>
Valuable Social and Economic Infrastructure	Customer Focused Services	<p>Significant additional and dedicated services were provided for LIV Golf tournament held in February 2025 and the AFL Gather Round held in April 2025, which included two games in the Barossa.</p> <p>The election commitment to reverse the privatisation of train services was delivered smoothly on 2 February 2025.</p> <p>Finalised a competitive two-phase procurement process for the 19 regional bus services contracts in late 2024. Phase 2 included four of the remaining five contracts, which commenced on 1 November 2024.</p> <p>Installed smart validators on all diesel trains and 80% of Electric trains in readiness for smart ticketing to be rolled out across the train network.</p> <p>Installed external smart validators for the Tea Tree Plaza car park boom gate, enabling customers to use their Tap and Pay (EMV) ticket to exit the car park.</p> <p>Took delivery of the smart barrier gates in readiness for install at the Adelaide Railway Station.</p> <p>Conducted Round 3 of the South Australian Car Club Program, which</p>

Agency objectives	Indicators	Performance
		<p>provides grants to local car and motorbike clubs.</p> <p>Implemented the motorbike licensing Rider Safe reforms, including a series of education and on-range and on-road assessment components to improve road safety.</p> <p>Finalised the regulations that will allow riders over the age of 16 years to legally ride e-scooters and other personal mobility devices on footpaths, bike paths and many bike lanes and roads from 13 July 2025.</p> <p>Expanded the \$25 lifting fee to cover trips undertaken by people with a disability who rely on Access Taxis, to include all country Access Taxi drivers.</p> <p>Continued the delivery of the Way2Go program, which promotes safer, greener and more active travel for primary school students and their communities.</p> <p>Legislation passed for Driver Training Reforms which will be implemented over the next two years and see Government Examiners undertaking all car licence testing. Established a Consultative Forum with industry stakeholders to inform implementation of the reforms.</p> <p>Released Adelaide 500 Commemorative 25-year anniversary number plates, with 25 plates released via public auction.</p> <p>Held a Numeric Plate auction in August 2024, with 28 plates released including plate 8.</p> <p>Held a Japanese Special Edition Plate auction in February 2025, with 15 plates released.</p> <p>Service SA made ongoing its program to provide services to vulnerable people, in partnership with the Hutt St Centre.</p> <p>Service SA introduced a Quiet Hour at the five metropolitan centres open on Saturdays.</p>

Agency objectives	Indicators	Performance
		<p>Made available online the Hazard Perception Test, improving convenience and streamlining the process for those wanting to obtain their licence in their own time.</p> <p>Made available online the transfer of recreational boat registrations.</p> <p>Removed restrictions on metropolitan rideshare and chauffeur drivers, allowing them to operate statewide.</p> <p>Launched the Outback Unsealed Roads Grading Program interactive map on the Department’s website.</p> <p>Repaired flood-damaged roads to improve resilience and connectivity for remote communities.</p> <p>Supported major tourist attraction events including the Tour Down Under, by ensuring the safety and quality of the road network for participants.</p> <p>Took delivery of Marine Patrol 1, the most advanced patrol vessel of its kind in the Southern Hemisphere, increasing the State’s emergency response and Marine Safety on-water patrol capabilities.</p>
<p>Valuable Social and Economic Infrastructure</p>	<p>Enhancement of current transport infrastructure</p>	<p>Installed 11 bus shelters as part of an upgrade program.</p> <p>Delivered the Port Dock Railway Line Project, re-establishing the one-kilometre line and station including a new bus interchange at the existing Lipson Street car park.</p> <p>Ordered an additional 100 buses from Scania, consisting of 60 electric buses and 40 hybrid buses (due for delivery in 2026).</p> <p>Upgraded passive pedestrian maze at Nurlutta Railway Station, adjacent to Commercial Road, Salisbury. Also included improved access for people with disability to Nurlutta Railway Station.</p>

Agency objectives	Indicators	Performance
		<p>Constructed new active pedestrian crossing and improved station ramp at Clarence Park Railway Station.</p> <p>Upgraded Noarlunga Interchange, including improved amenity at the station, passenger information totem and a new escalator.</p> <p>Installed a Pedestrian Actuated (push button) Crossing at West Croydon near Kilkenny Primary School.</p> <p>Upgraded Woodlands Park Railway Station, including a new shelter, improved platform surface including tactiles and CCTV.</p> <p>Installed a new platform and upgraded connecting paths/ramps at Ethelton Railway Station.</p> <p>Converted 50 diesel railcars to hybrid battery diesel electric railcars.</p> <p>Installed Auxiliary Power Units for Flexity trams to convert the overhead power supply to usable power for air conditioning, lighting and passenger information.</p> <p>Refurbished the Belair Heritage Shelter proudly displaying its Heritage Colours.</p> <p>Commenced replacement of CCTV and Passenger Information Systems onboard trams.</p> <p>Installed tactile ground surface indicators for people with vision impairment at Largs and Midlunga railway stations.</p> <p>Improved artwork and landscaping at Parafield, Alberton and Christies Downs railway stations and improved landscaping at Seacliff and Largs railways stations.</p> <p>Undertook community engagement on the Rosewater Loop, resulting in improved greening and planting activities.</p> <p>Continued critical maintenance works and refurbishment of key structural elements of the Port Bonython Jetty to extend its operational lifespan.</p>

Agency objectives	Indicators	Performance
		<p>Expanded the network of marine webcams, which provide real-time information for boat operators.</p> <p>Upgraded Port Bonython Jetty to enable night berthing and to extend the life of this critical export facility by up to 50 years.</p> <p>Continued to deliver various programs of work to resurface and rehabilitate inner urban roads and reseal and rehabilitate rural roads.</p> <p>Graded more than 10,000 kilometres of unsealed roads across the outback road network.</p> <p>Completed 41 kilometres of resheeting on the Oodnadatta Track, improving safety and accessibility for road users.</p>
<p>Valuable Social and Economic Infrastructure</p>	<p>Progress of Major Transport and Social Infrastructure Projects, Programs, and Planning Studies</p>	<p>Awarded the Main Works Alliance Contract for the \$15.4 billion River Torrens to Darlington Project (T2D).</p> <p>Commenced main construction works at the T2D Project Southern Precinct with construction of the diaphragm wall structure for the Tunnel Boring Machine launch box for the Southern Tunnel.</p> <p>Continued to deliver the \$850 million package of Broader Network Upgrades to support the T2D Project.</p> <p>Completed construction of the Heights Technical College.</p> <p>Continued construction on the Limestone Coast and Port Augusta technical colleges.</p> <p>Completed the Roma Mitchell Secondary College expansion, Valley View High School redevelopment, Para Hills STEAM upgrade, Ceduna Area School Special Education Unit and significant upgrades at Black Forest and Woodend Primary Schools and the refurbishment of Findon High School.</p>

Agency objectives	Indicators	Performance
		<p>Undertook design works for the new Northern Suburbs High School.</p> <p>Continued delivery of the Flinders Medical Centre (FMC) Redevelopment. This included relocation of the FMC bus interchange, which also required changes to services, a review of routes and timetable improvements.</p> <p>Continued works on the new Mount Barker Hospital.</p> <p>Continued construction of the new South Australian Ambulance Service Precinct, which will provide an Emergency Operations Centre and State Health Control Centre.</p> <p>Completed construction of new South Australian Ambulance Service stations at Victor Harbor, Edwardstown, Golden Grove, Mount Barker and continued construction at Campbeltown and Gawler.</p> <p>Continued construction of various South Australia Police facilities to accommodate functions relocating from the existing Thebarton Barracks.</p> <p>Completed construction of the Gawler State Emergency Service Unit.</p> <p>Completed upgrades to the Thebarton Aquatic Centre.</p> <p>Continued construction of the Adelaide Aquatic Centre.</p> <p>Continued renewal and regeneration works on the SA Aquatic and Leisure Centre.</p> <p>Completed the Ovingham Churchill Road Pocket Park and opened it to the public in June 2025.</p> <p>Completed four roundabouts and pedestrian safety upgrades as part of the Port Lincoln Infrastructure Safety Upgrades.</p> <p>Continued major works on the Main South Road Stage 2 (Aldinga to Sellicks Beach)</p>

Agency objectives	Indicators	Performance
		<p>as part of the Fleurieu Connections package.</p> <p>Completed works on the Augusta Highway Duplication (Port Wakefield to Lochiel) with the dual carriageway open to traffic in March 2025.</p> <p>Continued construction of the Majors Road Interchange on the Southern Expressway.</p> <p>Continued works on the Tram Grade Separation Projects, which will include level crossing removals on Marion Road, Cross Road and Morphett Road, and modifications to the South Road tram overpass.</p> <p>Continued works on the Marion Road and Sir Donald Bradman Drive Intersection Upgrade.</p> <p>Completed works on the Brighton Road and Edwards Street signalised junction as part of the Brighton Road Intersection Improvements project, opening to traffic August 2024.</p> <p>Continued works on the \$215 million upgrade of the Strzelecki Track, which includes rehabilitation works and sealing along sections of the 472 kilometre track.</p> <p>Completed works on key regional highway corridors, including the Horrocks, Sturt, Princes, Eyre and Augusta highways.</p> <p>Continued works on regional road networks and various regional highways, including the Barrier and Augusta highways.</p> <p>Completed berthing and mooring works on Penneshaw and Cape Jervis ports enabling Sealink to complete its works for the introduction of new ferries.</p> <p>Completed works on the Heysen Tunnels Refit and Safety Upgrade as part of the South Eastern Freeway Upgrade, with final safety testing successfully completed in February 2025.</p>

Agency objectives	Indicators	Performance
		<p>Continued delivery of the \$500 million Freight Highway Upgrade Program. Works will be undertaken over the next decade to upgrade the freight corridors along the Stuart, Augusta and Dukes highways.</p> <p>Continued delivery of broader network upgrades to support the River Torrens to Darlington Project, with Manton Street and Adam Street junction opening to traffic in December 2024. Works continued for the Grange Road, Holbrooks Road and East Avenue intersection upgrade, and Sir Donald Bradman Drive and James Congdon Drive intersection upgrade.</p> <p>Completed the Yorktown Road and Adams Road roundabout and the John Rice Avenue and Haydown Road junction upgrade, both part of the Northern Adelaide Suburbs Road Upgrades.</p> <p>Completed flood recovery works on Olympic Dam Highway, Eyre Highway and Stuart Highway.</p> <p>Completed upgrades of four roundabouts along Jubilee Highway West (Princes Highway) at O'Leary Road, Suttontown Road, Wehl Street North and Penola Road (Riddoch Highway).</p> <p>Completed reconstruction of the historic Urrbrae Gatehouse in its new location as part of the Cross and Fullarton roads intersection upgrade.</p> <p>Completed essential maintenance works on retaining walls along Belair Road.</p> <p>Re-commenced the Expression of Interest for the Northern Water Project - Design Build Operate Maintain Procurement (DBOM) contract.</p> <p>Continued development of Contract Scope and Contract Requirements in readiness for the Request for Proposal release for the Northern Water Project DBOM contract.</p>

Agency objectives	Indicators	Performance
<p>Safe, Reliable and Efficient Movement</p>	<p>Speed / Safety Management Initiatives</p>	<p>Completed Department works on the delivery of the School Crossing Program.</p> <p>Completed safety improvements on Main Road, Cherry Gardens as part of the \$150 million Adelaide Hills Productivity and Road Safety Package.</p> <p>Completed works on Mallee, Thiele and Lincoln highways, Mannum Road and RM Williams Way as part of the \$168 million National Road Safety Program.</p> <p>Commenced the rollout of new protective bus driver security screens on 940 government owned buses.</p> <p>Continued the delivery of the Way2Go program, which promotes safer, greener and more active travel for primary school students and their communities.</p> <p>Upgraded VHF emergency radio monitoring equipment.</p> <p>Deckee – digital app for recreational boaters providing key access to boating safety information/reminders, including registration and safety equipment expiry, real time push notifications on navigational hazards, trip reporting sharing features, Marine Safety South Australia webcam access, reporting of non-compliance and marine pollution and weather and speed/vessel restrictions areas in designated waters.</p> <p>Legislative changes to introduce a 7-knot speed limit for all powered vessels on the backwaters of the River Murray and introduce a 7-knot speed limit at night on the River Murray.</p> <p>Inspected, replaced or refurbished marine buoys and signs at River Murray ferry crossings to ensure river users have the right information to cross safely at all ferry locations.</p> <p>Successfully implemented AI cameras to manage traffic exiting the Northern</p>

Agency objectives	Indicators	Performance
		Expressway onto Heaslip Road, at Penfield.

Corporate performance summary

During the 2023-2024 financial year, our People and Corporate Services Division enabled effective organisational assurance, safety and performance by:

- Developing and implementing initiatives aimed at enhancing the attraction, retention and development of employees who reflect the diversity of the community we serve. Key initiatives include the Women in DIT program, which celebrates and strengthens the representation of women, particularly in leadership and technical roles and the continuation of the 18-month Aboriginal and Torres Strait Islander Traineeship Program. Additionally, the Department has commenced advertising for an Aboriginal Graduate Program to further support career pathways for Aboriginal people.
- Continuing our commitment to providing a safe and healthy workplace through the expansion of our Mental Health First Aid Officer network.
- Implementing our Diversity, Equity and Inclusion Strategy and Action Plan 2024-2026, that outlines our commitment and actions we will take to create a diverse, equitable and inclusive workplace where all employees are valued and respected and are enabled to be highly capable, innovative, and adaptive. This Action Plan is further supported by the development and release of the Neurodiversity at Work framework that consists of educational and practical resources aimed at increasing awareness and understanding of neurodiversity.
- Achieving White Ribbon accreditation and delivering training and education aimed at preventing gender-based violence and coercive control.

Employment opportunity programs

Program name	Performance
Undergraduate Internship Program	The Department expanded its internship program in 2024-2025 providing paid opportunities for practical experience and a potential pathway into the Graduate Program for Construction Management and Engineering disciplines. A tailored stream was also introduced for students currently undertaking university studies in Law and Property, providing 12-month paid placements. Interns were engaged on either a full-time or part-time basis, with flexible scheduling arrangements in place to support and complement their academic commitments.

Program name	Performance
Graduate Program	<p>The Graduate Program continued to evolve in 2024–2025, introducing a professional development framework centred on five pillars: Knowing Self; Knowing Department; Knowing Profession; Knowing Network; and Knowing Community. Recruitment efforts focused on identifying candidates with a growth mindset, leadership potential, and a strong commitment to enhancing the lives of South Australians.</p> <p>There were 37 graduates commenced in the program, bringing diverse qualifications across Law, Commerce, Finance, Computer Science, Public Affairs, Psychology, Engineering (Civil, Mechanical, and Electrical) and Construction Management.</p>
Denise Hatzi Memoriam Award	<p>The Department once again opened applications for the Denise Hatzi Memoriam Award, which recognises exceptional women or gender-diverse individuals studying a degree in civil engineering. Between September 2024 and February 2025, three paid student placements were completed, with additional placements scheduled for later in 2025. All award recipients will be considered for entry into the Graduate Program upon formal completion of their qualifications.</p>
Aboriginal and Torres Strait Islander Employment Initiatives	<p>The Department remains committed to strengthening the capability, confidence and resilience of Aboriginal and Torres Strait Islander peoples by creating meaningful pathways to achieve their educational and employment aspirations. In March 2024, nine Aboriginal and Torres Strait Islander trainees commenced an 18-month program combining on-the-job experience with formal training. Four trainees successfully completed a Certificate III in Business and one trainee secured a promotional opportunity prior to completing their traineeship. The Department has also opened applications for an Aboriginal Graduate Program which is open to any Aboriginal or Torres Strait Islander person who will complete their degree in 2025, or as graduated with a bachelor's degree (or higher) within the last three years.</p>

Agency performance management and development systems

Performance management and development system	Performance
<p>Operating procedure 008: Managing our People</p>	<p>The Department uses a blended learning model for employees offering, 70% of learning through on the job experience, 20% through mentoring, coaching and networks and 10% through formal training.</p> <p>This model enables learning and development through formal training that is heavily supported by engagement, experiences and exposure across the Department.</p> <p>During the 2024-2025 financial year, approximately \$1.379 million was invested in formal learning and development opportunities including: building leadership capability through the Current and Emerging Leader programs; continuation of the Dare to Lead Program; an initiative of Women in DIT; and the introduction of a further Alumni session; further enhancement of the Graduate Program; the commencement of an in-house Mentoring Program; the continuation of the Aboriginal Cultural Footprint Program, Mental Health Awareness, Vicarious Trauma and Performance Matters suite of programs.</p> <p>There has been an overall 4% increase in Department-wide Performance and Learning Agreement completion rates over the 2024-2025 financial year. The Department continues to focus on maintaining a performance culture underpinned by regular conversations, supporting employees and managers to build their capability and confidence to review progress against role outcomes consistent with the Department’s Capability Framework.</p>

Work health, safety and return to work programs

Program name	Performance
Influenza Vaccination Program	The percentage of employees participating in the 2025 Influenza Vaccination Program was 54%, a slight increase of 1% from 2024. The 2025 program consisted of eight worksite sessions and was complemented by a large pharmacy voucher system.
Employee Assistance Program	There were 11 worksites utilise the onsite walk and talk service. The traditional face-to-face service has an annual utilisation rate of 6.4% (of all employees). The effectiveness of the program is based on feedback received through customer satisfaction surveys. Customer satisfaction from the last 12 months indicated 85% were either satisfied or very satisfied with their EAP experience.
Corporate Cup	The Department supports workers participating in the Corporate Cup with 134 workers participating in 2024, a decrease of 40 participants from 2023.
Fitness Passport	The Department has 99 primary members and 44 secondary members with 54 Single Memberships and 46 Family Memberships.
Mental Health First Aider Network	The Department has a network of 116 Mental Health First Aid Officers, who provide support to employees facing mental health challenges or in need of a confidential conversation. The Mental Health First Aid Officers are supported by quarterly Community of Practice meetings hosted by Workforce Strategy and Culture.
Rehabilitation Programs (Return to Work Program)	The Department’s Injury Management and Return to Work Program (Rehabilitation) is administered by the Department of Treasury and Finance Work Injury Services. The Department works in close collaboration with all parties to facilitate successful return to work outcomes for all involved. The Department’s Early Intervention Program continues to play an essential role in ensuring injured workers get the support they need as soon as possible.

Workplace injury claims	Current year 2024-2025	Past year 2023-2024	% Change (+ / -)
Total new workplace injury claims	51	49	+4%
Fatalities	0	0	0
Seriously injured workers*	0	1	-100%
Significant injuries (where lost time exceeds a working week, expressed as frequency rate per 1000 FTE)	6.1	5.7	+7%

*number of claimants assessed during the reporting period as having a whole person impairment meeting the relevant threshold under the Return to Work Act 2014 (Part 2 Division 5).

Work health and safety regulations	Current year 2024-2025	Past year 2023-2024	% Change (+ / -)
Number of notifiable incidents (<i>Work Health and Safety Act 2012, Part 3</i>)	47	45	+4%
Number of provisional improvement, improvement and prohibition notices (<i>Work Health and Safety Act 2012 Sections 90, 191 and 195</i>)	12	14	-14%

Return to work costs**	Current year 2024-2025	Past year 2023-2024	% Change (+ / -)
Total gross workers compensation expenditure (\$)	\$2.9 million	\$2.3 million	+26%
Income support payments – gross (\$)	\$0.9 million	\$0.7 million	+29%

**before third party recovery

Data for previous years is available at: [Work Health & Safety and Return to Work Performance for the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au)

Executive employment in the agency

Executive classification	Number of executives
EXEC0F	1
SAES1	34
SAES2	12

Data for previous years is available at: [Executive Employment in the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/executive-employment-in-the-department-for-infrastructure-and-transport).

The [Office of the Commissioner for Public Sector Employment](#) has a [workforce information](#) page that provides further information on the breakdown of executive gender, salary and tenure by agency.

Financial performance

Financial performance at a glance

The following is a brief summary of the overall financial position of the agency. Full audited financial statements for 2024-2025 are attached to this report at Appendix 1.

For a detailed breakdown of financial performance, please refer to Note 1.4 Budget Performance.

The Department has assets worth \$50.469 billion. This consists mainly of network, land and building assets, and Deposits at call with the Treasurer, the Hon Stephen Mullighan MP. The Department has total liabilities of \$1.027 billion. This mainly consists of financial lease liabilities and expenses due but not yet paid on supplies and services and capital projects.

Consultants disclosure

In 2024-2025 the Department did not engage any consultants.

Data for previous years is available at: [Consultants engaged by the Department of Planning, Transport and Infrastructure - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/consultants-engaged-by-the-department-of-planning-transport-and-infrastructure).

See also the [Consolidated Financial Report of the Department of Treasury and Finance](#) for total value of consultancy contracts across the South Australian Public Sector.

Contractors disclosure

A summary of external contractors that have been engaged by the agency during 2024-2025, the nature of work undertaken and contract award value, is attached as Appendix 2.

Data for previous years is available at: [External contractors engaged by the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/external-contractors-engaged-by-the-department-for-infrastructure-and-transport).

The details of South Australian Government-awarded contracts for goods, services, and works are displayed on the SA Tenders and Contracts website. [View the agency list of contracts](#).

The website also provides details of [across government contracts](#).

Other financial information

Pursuant to section 79D of the *Road Traffic Act 1961*, the responsible Minister is required to report to Parliament on the operations of the Community Road Safety Fund. This report is provided separate to this annual report and will be tabled by the Minister for Police, the Hon Stephen Mullighan MP.

Risk management

Risk and audit at a glance

The Department manages a wide range of complex areas with the need to manage significant levels of risk and is committed to embedding, monitoring and refining risk management processes into our culture, practices, and decision-making processes.

Fraud detected in the agency

Category/nature of fraud	Number of instances
Confirmed	0

NB: Fraud reported includes actual and reasonably suspected incidents of fraud.

Strategies implemented to control and prevent fraud

- Continue to implement and continuously improve fraud and corruption control strategies in line with Australian Standard 8001-2008 Fraud and Corruption Control.
- Completion of the online Fraud and Corruption Control training module by all employees within the Department.
- Continue to promote behaviour in line with the Code of Ethics for the South Australian Public Sector.
- Assess and test controls relating to fraud as part of internal audit processes and reviews.
- Monitoring and reporting processes, where any anomalies, errors and material misstatements may be discovered.
- Additional resources focused on cyber-security awareness and quality assurance activities.
- Continue to develop relationships between the Investigations, Conduct and Assurance unit, People, Culture and Capability directorate and other business units to develop and plan projects and resources that mitigate any potential risks
- Targeted face to face training sessions are held with senior Departmental leaders and specific business units based on their risk profile.
- Fraud and Corruption Control presentations at corporate induction days for new employees.

- Staff are reminded of their obligations to report any conflicts of interest and instances where they have received a gift or benefit. Conflicts of Interest and Gifts and Benefits reporting requirements are continuously monitored.
- Probity presentations to employees in the Department requiring probity briefings.
- Review of fraud and corruption control policies and procedures and training materials.

Data for previous years is available at: [Fraud Detected in the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/fraud-detected-in-the-department-for-infrastructure-and-transport).

Public interest disclosure

Number of occasions on which public interest information has been disclosed to a responsible officer of the agency under the *Public Interest Disclosure Act 2018*:

Nil.

Data for previous years is available at: [Public Interest Information \(Whistle-blowers'\) disclosure for the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/public-interest-information-whistle-blowers-disclosure-for-the-department-for-infrastructure-and-transport).

Note: Disclosure of public interest information was previously reported under the *Whistleblowers Protection Act 1993*, and repealed by the *Public Interest Disclosure Act 2018*, on 1/7/2019.

Reporting required under any other act or regulation

Reporting on the administration of the *Harbors and Navigation Act 1993*

Act or Regulation	Requirement
<i>Harbors and Navigation Act 1993</i>	Section 10 – Annual Report (1) The CE must, on or before 31 October in each year, report on the administration of this Act during the preceding financial year. (2) The Minister must, within six sitting days after receiving the report, cause copies to be laid before both Houses of Parliament.

The following report is provided in accordance with section 10 of the *Harbors and Navigation Act 1993* (the Act), for the 2024-2025 financial year.

Registration and Licences in 2023-2024

In 2024-2025, 6,692 new boat licences were issued and 177 Special Permits were issued for persons aged 12 to 15. Of these Special Permit holders, 38 undertook a theory examination and a practical test to allow them to operate unsupervised. A further 139 undertook a theory test only, which only allows them to operate supervised with a full boat licence holder. There are a total of 307,689 boat licence holders in South Australia. In terms of registration, there were 2,373 new boat registrations in 2024-2025, with a total of 50,292 boats registered at the end of June 2025.

Safety strategies

A marketing campaign ran from October 2024, to April 2025, to help combat irresponsible and dangerous behaviour across the State’s coastal and inland waters. The campaign was derived from the top compliance issues that Marine Safety Officers encountered on South Australian waters. The key areas were lifejacket wear and servicing, safe speed limits, having the correct safety equipment on board, boat maintenance, safe personal watercraft use and understanding the weather conditions.

The campaign was supported by the dedicated Marine Safety SA Facebook page. The campaign included social media posts throughout the season and boosted social media posts around school holidays and long weekends, radio advertisements on a metropolitan radio fishing show, radio advertisements on radio streaming services and podcasts, advertising via YouTube videos, Fishing SA magazine editorial and digital advertising on websites that boaters visit.

A monthly newsletter was distributed to almost 6,900 subscribers (an increase of approximately 1,400 subscribers compared to the previous financial year), providing regular information about new regulations, and boating safety. Media releases were issued at peak boating periods with Marine Safety and Compliance staff undertaking

radio interviews and media spots as part of television weather forecasts to promote key safety messages.

Stay Afloat lifejacket maintenance clinics were the first initiatives under South Australia's Recreational Boating Safety, offering lifejacket maintenance tips, replacement parts and boating safety information. Between February and June 2025, 18 lifejacket clinics checked more than 400 lifejackets with nearly half failed at least one component of the lifejacket checklist and parts were provided to make them safe to use while boating.

Aquatic Activity Licences

Aquatic Activity Licenses are issued to organisations for the purpose of an aquatic sport, activity, or other purpose to be conducted on State waters. During 2024-2025, 118 Aquatic Activity Licenses were issued for events such as races, exhibitions and fireworks displays.

Pilotage

The South Australian Government is responsible for issuing pilot licenses and pilotage exemptions for a vessel 35 metres or more in length which must not be navigated within a 'prescribed area' (compulsory pilotage area) unless the vessel is navigated under the control or at the direction of a licensed pilot; or the master of the vessel holds a Pilotage Exemption certificate; or the vessel is a Royal Australian Navy vessel. There were no new Pilot Licences and six pilotage exemptions covering 12 different ports across South Australia issued during 2024-2025.

Safe operation of vessels

The Department employs a team of Marine Safety Officers who operate throughout the State. These officers conduct routine and targeted patrols by land and by water, to observe boating behaviours and to inspect vessels for compliance and safety equipment, registration and licensing requirements. During 2024-2025, there were 4,502 recreational vessels inspected with 35% non-compliant. During 2024-2025, there were 486 expiation notices issued for a total of 2,208 offences and 1,089 cautions were issued to owners or operators. The majority of these were issued for offences relating to failing to carry one to two items of safety equipment, failure to carry and/or wear lifejackets, failure to carry or expired flares, operating unregistered, and speeding.

New Ports Open

In November 2024, the State Government officially opened the Port of Narungga, a new port to support South Australia's grain export industry. The T-Ports controlled Narungga export facility is located within two kilometres of the existing Wallaroo port facility operated by Flinders Ports. Wallaroo Harbor has been divided into two sections – the Flinders Ports-operated Wallaroo Harbor and the new T-Ports-operated Narungga Harbor – to ensure safe and efficient operations.

It is the first time a harbour and a port in Australia have been named in honour of the traditional custodians of the sea and land. T-Ports also operates from a grain facility out of the Port of Lucky Bay on the eastern side of the Eyre Peninsula.

Port Operating Agreements are in place for both Lucky Bay and Narungga, affirming T-Ports obligation under the Act for the safe management of port and transshipment operations.

Boating Facilities

In early 2025, the Marine Services division of the Department commenced a review of boating facilities in South Australia. The review is to determine whether the existing legislative and funding framework established under the Act provides effective support for recreational boating experiences and the broader community.

Feedback from stakeholders has been gathered, incorporating views from representative bodies such as RecFish SA, Boating Industry Association, SA Recreational Boating Council Inc, Seafood Industry South Australia Inc, and local and state government agencies.

The Department will consider the key issues and opportunities identified through the review prior to making any recommendations to the Minister in 2025-2026.

Reporting against the *Air Transport (Route Licensing—Passenger Services) Act 2002*

Act or Regulation	Requirement
<p><i>Air Transport (Route Licensing—Passenger Services) Act 2002</i></p>	<p>section 19</p> <p>(1) The administrative unit of the Public Services that is, under the Minister, responsible for the administration of this Act must, on or before 30 September in each year, present a report for the Minister on the operation and administration of this Act during the previous financial year.</p> <p>(2) A report required under this section may be incorporated in the annual report of the relevant administrative unit.</p> <p>(3) The Minister must, within 12 sitting days after receipt of a report under this section, cause copies of the report to be laid before each House of Parliament.</p>

Operation and Administration of the Act in 2024-2025

There were no Declared Routes or Route Licenses in 2024-2025.

Reporting required under the *Carers' Recognition Act 2005*

The Department fully complies with the requirements of the *Carer's Recognition Act 2005*, and integrates the principles of the Carer's Charter into its Human Resource Policy. This policy serves as the overarching framework for managing human resources across the Department.

The principles of the Charter are embedded in our corporate induction and onboarding materials, which outline a range of flexible options tailored to support individual employee circumstances. These include flexible working arrangements, various types of leave, such as family carer's leave, special leave, cultural leave, and purchased leave, as well as access to wellbeing resources and services. Managers are also guided on their responsibilities to support staff in accessing these arrangements.

The Department is committed to maintaining safe and inclusive premises where all individuals are treated with dignity and respect. We continue to contribute to the We're Equal initiative, maintain active membership with the Diversity Council, and support a range of internal Diversity, Equity and Inclusion (DEI) initiatives. These include Communities of Practice, the development and implementation of our DEI Action Plan 2024-2026, the Neurodiversity at Work framework, and the current consultation occurring on our draft Carer's Support Policy and Toolkit.

The Department provides public transport information on network accessibility for people with a disability, their families and their carers via the Adelaide Metro website, social media, the Adelaide Metro InfoLine and InfoCentre. The range of accessibility features has been enhanced to include ramps available on public transport services, priority and allocated seating, provision for assistance animals, alternative signage and audible information. Regular engagement and consultation sessions also occur with people with a disability.

Reporting against the *Passenger Transport Act 1994*

Act or Regulation	Requirement
<p><i>Passenger Transport Act 1994</i></p>	<p>24A—Annual report</p> <p>(1) The administrative unit of the Public Service that is, under the Minister, responsible for the administration of this Act must, on or before 30 September in each year, prepare a report on the operation and administration of this Act for the financial year ending on the preceding 30 June.</p> <p>(2) The report must include specific reports on the following matters for the relevant financial year:</p> <ul style="list-style-type: none"> (a) levels of public utilisation of passenger transport services within the State; (b) issues affecting the accessibility and utilisation of public transport within the State; (c) the number and nature of complaints, compliments and submissions made to the Minister by members of the public under any centralised system established for the purpose under this Act; (d) the general availability of taxis on taxi-stands in Metropolitan Adelaide, and response times to bookings within the taxi industry, and must also include any other information required by this Act. <p>(3) A report under this section may be incorporated into the annual report of the relevant administrative unit.</p> <p>(4) The Minister must cause a copy of the report to be laid before both Houses of Parliament within 12 sitting days after the report is prepared.</p>

The Department administers the *Passenger Transport Act 1994* (the PT Act), and Passenger Transport Regulations 2024 by planning, regulating and funding public transport services (bus, train and tram, taxi and hire car) across South Australia. Pursuant to section 24A of the PT Act the following report is provided.

The Department has performance-based franchise contracts with bus, tram and train operators that keeps the operator focused firmly on the efficiency and quality of service delivery to customers. The government retains ownership of rail assets (including trains, trams, tracks, stations and all infrastructure); sets requirements for levels of services; continues to set the fare price for travel on bus, tram and trains and retains the revenue.

Public transport bus and tram services across metropolitan Adelaide are provided by four private transport providers: Torrens Transit Pty Ltd which operates three contract areas (East West, Outer North and Outer North East); Busways South Australia Pty Ltd which operates the Outer South contract area; and Australian Transit Enterprises Pty Ltd trading as Southlink which operates the Hills contract area. Torrens Connect (a joint venture between Torrens Transit Pty Ltd, UGL Rail Services Pty Ltd and John Holland Pty Ltd) provide both bus and light rail services in the North-South contract area.

The bus and tram contracts commenced on 5 July 2020. Rail infrastructure maintenance for tram functions (i.e. within track, civil, signalling and overhead) transitioned to Torrens Connect on 31 January 2021, in line with the commencement of the new train contract.

Bus Operators have advised that impacts caused by COVID-19 and subsequent Government directions and changing workforce landscape impacted their ability to retain and attract drivers, which has resulted in the temporary suspension of a number of weekday bus services.

The Outsourced Rail Operations Agreement with Keolis Downer Adelaide commenced on 31 January 2021, for the operation and maintenance of the Adelaide Metropolitan Passenger Rail Network. On 2 February 2025, the election commitment to reverse privatisation of train operations was delivered smoothly.

In line with the Government's election commitment to return rail to government hands, agreements were reached with the train operator Keolis Downer Adelaide and tram operator Torrens Connect, to hand back operational functions for trains at 3:00 am on Sunday, 2 February 2025, and for trams at 3:00 am on Sunday, 31 August 2025, respectively.

Public transport services in regional South Australia, outside the metropolitan network, are also administered by the Department and provided through a range of contracted private regional transport providers to run bus services. The regional bus services provide regular bus routes for schools, as well as connections to smaller towns and centres, special medical-related services, Dial-a-Ride services and connections between regional South Australia and metropolitan Adelaide.

The Department supports community passenger networks across regional South Australia and within metropolitan Adelaide.

The Community Passenger Networks Program is established to facilitate access to transport for people who are transport disadvantaged. The program is jointly funded by the Commonwealth Home Support Program and the Department of Human Services.

The Department is committed to continually improving public transport services and infrastructure and making public transport more accessible and easier to use for all users. The metropolitan bus fleet is now 100% accessible.

The Department continues to upgrade selected stations along metropolitan passenger rail lines, with improvements focusing on safety, amenity and accessibility in line with the *Disability Discrimination Act 2002*, for public transport services. Improved facilities for commuters may include new shelters, improved lighting, platform furniture, improved access, pedestrian crossings, bike enclosures, additional CCTV cameras, new access paths and ramps along with new car and bike parking facilities.

Accessibility gates at the Adelaide Railway Station are monitored and provide 'sighted guide' assistance to passengers to board trains if needed. Information regarding accessible journeys is published on the Adelaide Metro website.

Adelaide Metro patronage 2024-2025 (millions)

The total patronage on the public transport system increased by 2.9% compared with the previous financial year.

Total patronage by mode

Bus	Train	Tram	Total patronage*
45,930,664	14,646,651	9,011,665	69,588,980

Total patronage by passenger type

Regular	Concession	Student	Seniors	Special Passes	Free travel	Total patronage*
21,955,103	18,373,038	10,465,007	8,223,732	1,814,331	8,757,769	69,588,980

Total patronage by ticket type

Metrocard	Single trip	Daytrip	Free travel	Total patronage*
58,909,520	1,621,725	299,966	8,757,769	69,588,980

*Note: *The figures listed above include free travel data.*

Public Transport South Australia has progressively introduced a range of additional new payment options including EMV (Eurocard, Mastercard and Visa) which allows full fare customers to tap onto the network using their credit and debit cards and new Buy & Go digital QR tickets through the Adelaide Metro Buy & Go app. The progressive rollout of the new features and functions include:

Tap and Pay (EMV) - Trams and O-Bahn Buses	September 2021
Tap and Pay (EMV) – All Remaining Buses	November 2022
Buy & Go app (Digital QR Tickets)	February 2024

Below are the patronage details for the new payment systems for the financial year 2024-2025, please note that these numbers are already included in above tables.

Tap and Pay	Buy and Go
6,658,505	983,211

Special event services

On 23 October 2014, an amendment to the *Passenger Transport Act 1994*, was enacted with respect to the management and funding of public transport for special events. The aim of the legislation is to facilitate the successful planning of special events in metropolitan Adelaide by requiring mandatory notification of major events and also to provide a mechanism for the costs of additional public transport services required for the event to be recovered where the event is considered a "commercial event".

The key elements of the legislation include the requirement for venue managers to notify the Department six months in advance (or as soon as the event is known) of any event expected to attract more than 5,000 patrons and, where additional public transport services are required, that commercial events contribute to the cost of these extra services.

Events are classified as one of two different categories of event for the purposes of the legislation. The two categories are:

- Commercial Events – organised for profit where there is a fee for participants either in the form of a ticket or an indirect fee i.e. membership of a club or association; or
- Community Events – organised as not for profit, the event is open to the community and attendance is free or a voluntary donation from attendees may be sought.

Based on the information provided in the notification form, the Department will make a determination regarding the need for additional or special public transport services to cater for the event and, where extra services are required, events categorised as "commercial" will be required to fund the services.

Throughout 2024-2025, the State Government continued to support major events in Adelaide by providing additional public transport services to deliver patrons safely to and from events. In addition to the regular AFL seasons where a significant number of additional bus, train and tram services operate before and after games, special event public transport services were also provided to events such as Anzac Day dawn service in the city, the Royal Show, the Christmas Pageant and the VAILO 500. Major international events hosted in Adelaide included Gather Round, LIV Golf and Socceroos vs China.

Regional services

Funding of regional bus service contracts ensures the delivery of viable and sustainable transport services in regional and remote South Australia for the long term, which is crucial for residents who depend on reliable regional public transport to access appointments, essential support and services and to connect with family and local community.

The Department finalised a competitive two-phase procurement process for the 19 regional bus services contracts in late 2024.

Phase 1 included 14 contracts, which commenced on 1 October 2023, and have a term of eight years, with two extension options of two years each.

Phase 2 included four of the remaining five contracts, which commenced on 1 November 2024, and have a term of eight years and eleven months and include one extension option of two years.

All regional service vehicles now comply with the *Disability Discrimination Act 1992* requirements, which ensure public transport services are accessible for everyone in regional communities.

Dial-a-Ride door to door services are provided in Victor Harbor, Port Lincoln, Murray Bridge, the Copper Coast and Barossa Valley. These supplement regular timetabled services and extend the range of public transport options for these communities.

Patronage on regional bus services has continually decreased in the last 10 years, this year we have seen an increase in the regional bus patronage.

Based on data provided by regional bus operators, regional bus patronage in 2024-2025 was 606,182, an increase of 5.6% from the previous year.

Complaints, commendations and submissions

Feedback on public transport

Feedback from customers about passenger transport services is welcomed as it provides the ability to improve and assess existing services and practices. Customers are presented with multiple opportunities to provide their feedback through the Adelaide Metro website, Adelaide Metro InfoLine and InfoCentre, as well as social media such as Facebook and Twitter. Complaints represented 0.03% of total public transport patronage (initial boardings and transfers) in the 2024-2025 reporting year, with an increase of 5,538 (37.5%) compared to the previous year.

There was an increase of 19 commendations (2.3%) compared to the previous year.

The table below shows Feedback information on public transport.

Feedback	2021-2022	2022-2023	2023-2024	2024-2025
Commendations	703	851	819	838
Suggestions	694	818	784	1,063
Complaints				
Service changes and service quality	8,207	8,979	9,021	8,328
Punctuality	3,121	5,095	3,822	7,000
Fares and ticketing	523	618	1,345	3,522
Passenger comfort	254	345	561	1,437
Other	0	0	0	0
Total complaints	12,105	15,037	14,749	20,287

Feedback on taxi and small passenger vehicle (SPV) services

The Department receives complaints and commendations regarding taxis and small passenger vehicles. Complaints may lead to disciplinary action if a breach of the regulations under the Act is found to have occurred.

The table below shows feedback information on taxis and SPVs.

Feedback	2018-19	2019-20	2020-21	2021-22	2022-23	2023-2024	2024-2025
Commendations	3	1	0	0	1	2	2
Complaints	172	109	103	204	228	213	183

As at June 2025, there were 7,041 small passenger vehicles (including rideshare) in the metropolitan area that can provide point to point services; an increase from 6,631 in 2022-2023.

Waiting times

The taxi centralised booking services reported that the average waiting time for general taxis in metropolitan Adelaide for 2024-2025 was 6 minutes and 17 seconds during the day (6 am to 6 pm), 8 minutes and 42 seconds at night (6 pm to 6 am) weekdays and 7 minutes and 40 seconds on weekend days and 8 minutes and 43 seconds weekend nights. The figures include waiting times for phone-booked, hailed and taxi rank trips and meet the prescribed waiting time of 12 minutes, as stated in the conditions for accreditation.

In 2024-2025, 1,007 general taxi licences operated in metropolitan Adelaide, noting that not all licences were operational.

Access Taxis

The taxi centralised booking services reported that the average waiting time for Access Taxis in metropolitan Adelaide for 2024-2025 was 4 minutes and 55 seconds during the day (6 am to 6 pm) on weekdays and 5 minutes and 16 seconds on weekends, and 11 minutes and 44 seconds at night (6 pm to 6 am) on weekdays and 12 minutes and 44 seconds on weekends.

Average waiting times for Access Taxis improved from 2023-2024, when the average waiting times were 4 minutes and 55 seconds during the day (6 am to 6 pm) on weekdays and 5 minutes and 16 seconds on weekends, and 11 minutes and 44 seconds at night (6 pm to 6 am) on weekdays and 12 minutes and 44 seconds on weekends.

Approximately 6,970 Access Taxi jobs took more than 30 minutes to pick up the passenger. This compares with 6,970 in 2023-2024, representing a decrease of 33.5% in the number of jobs with a 30 minutes or more waiting time.

There were 99 general licences with special conditions (Access Taxis) operating as at 30 June 2025, a reduction of three licences from 2023-2024, noting that not all licences were operational throughout the year.

Passenger Transport Standards Committee

The Passenger Transport Standards Committee (PTSC) is a statutory committee, established under the Act, responsible for exercising disciplinary powers under Part 4, Division 5 of the Act and for exercising or performing such other powers or functions as may be conferred by the Minister from time to time.

In 2024-2025, the PTSC sat on 94 occasions and considered 844 matters which comprised:

- 110 accreditation applications; and
- 734 disciplinary matters.

Of the 734 disciplinary matters, the PTSC:

- suspended the accreditation of 237 accredited persons for a period of time;

- revoked the accreditation of 438 accredited persons and disqualified them for a period of time; and
- permanently disqualified 1 person from holding accreditation under the Act.

The remainder were dealt with by other actions, such as a fine, reprimand, caution issued; or found to have no cause to answer.

Disciplinary matters included people who failed to demonstrate they met the standards and requirements to hold an accreditation under the Act.

Temporary suspensions primarily related to administrative matters, such as the suspension of a driver's licence through the fines enforcement system, or following an alcohol related driving offence, or after the expiry of annual medical clearances. In most instances, the suspension remains until the driver's licence has been reinstated or until the updated medical report is provided indicating that the person meets the commercial medical standards to drive a public passenger vehicle.

The majority of accreditation revocations relate to interstate driver's licence transfers, as a driver cannot hold an accreditation in South Australia if they do not live in the state (with the exception of cross-border workers). Others had their accreditation revoked because their working with children check had been revoked, or their driver's licence was disqualified or cancelled.

After holding an enquiry, the PTSC found no cause for disciplinary action against three accredited persons.

In addition to the above disciplinary matters, the PTSC also placed conditions on the accreditation of five persons.

Public complaints

Number of public complaints reported for Public Transport (as required by the Ombudsman)

Complaint categories	Sub-categories	Example	Number of Complaints 2024-2025
Professional behaviour	Staff attitude	Failure to demonstrate values such as empathy, respect, fairness, courtesy, extra mile; cultural competency	1,581
Professional behaviour	Staff competency	Failure to action service request; poorly informed decisions; incorrect or incomplete service provided	2,866
Professional behaviour	Staff knowledge	Lack of service specific knowledge; incomplete or out-of-date knowledge	0
Communication	Communication quality	Inadequate, delayed or absent communication with customer	190
Communication	Confidentiality	Customer's confidentiality or privacy not respected; information shared incorrectly	0
Service delivery	Systems/technology	System offline; inaccessible to customer; incorrect result/information provided; poor system design	3,405
Service delivery	Access to services	Service difficult to find; location poor; facilities/ environment poor standard; not accessible to customers with disabilities	4,137
Service delivery	Process	Processing error; incorrect process used; delay in processing application; process not customer responsive	0
Policy	Policy application	Incorrect policy interpretation; incorrect policy applied; conflicting policy advice given	174
Policy	Policy content	Policy content difficult to understand; policy	0

Complaint categories	Sub-categories	Example	Number of Complaints 2024-2025
		unreasonable or disadvantages customer	
Service quality	Information	Incorrect, incomplete, out-dated or inadequate information; not fit for purpose	223
Service quality	Access to information	Information difficult to understand, hard to find or difficult to use; not plain English	13
Service quality	Timeliness	Lack of staff punctuality; excessive waiting times (outside of service standard); timelines not met	4,220
Service quality	Safety	Maintenance; personal or family safety; duty of care not shown; poor security service/ premises; poor cleanliness	2,892
Service quality	Service responsiveness	Service design doesn't meet customer needs; poor service fit with customer expectations	586
No case to answer	No case to answer	Third party; customer misunderstanding; redirected to another agency; insufficient information to investigate	0
		Total	20,287

Additional Metrics	Total
Number of positive feedback comments	838
Number of negative feedback comments	20,287
Total number of feedback comments	21,125
% complaints resolved within policy timeframes	88%

Data for previous years is available at: [Public complaints received by the Department of Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/public-complaints-received-by-the-department-of-infrastructure-and-transport)

Transport Network Improvements**New bus shelters**

A total of 11 bus shelters were installed as part of an upgrade program across metropolitan Adelaide.

Gather Round

The third edition of Gather Round involved the introduction of games in the Barossa. A new suite of event services were provided to get passengers to the games from the city and around the Barossa.

Parafield Gardens

In April 2025, bus services were adjusted to service The Boulevard in Parafield Gardens delivering an election commitment.

Hills

In August 2024, the Department introduced further services to improve public transport access to Mount Barker and the Adelaide Hills. These were the AM and PM peak express routes from Mount Barker via the South Eastern Freeway. These services were re-numbered from T840/840X/T843 to route T800, and the all-stopping route travelling via Mount Barker Road re-numbered from 864/864F to routes 801 and T801, to provide a consistent and easy to understand route numbering system. This initiative also introduced a new Go Zone into the network, operating on weekdays every 6 minutes in the peak periods, at least every 15 minutes from 6:45am to 7:00pm, and half hourly in the early morning, at night and on weekends.

Flinders Medical Centre (FMC) & Outer South

As part of a major redevelopment of the FMC, the main entrance to the FMC was relocated, necessitating the relocation of the bus interchange currently within the FMC site onto Flinders Drive. This required a major, permanent change to the network including a reduction of services travelling into FMC, particularly at peak times. To offset any effects of the forced change required by the FMC Project, a review of routes was undertaken and opportunities to improve timetables were identified. The following was introduced in August 2024:

- A new Go Zone through the synchronisation of Route 640, 681 and 720 along Ocean Boulevard and Sturt Road.
- An extended Go Zone along South Road and Anzac Highway on Route 719 and 720.
- Simplification of express patterns on South Road/Main South Road and Goodwood Road.
- Improved trip spacing along common sections of route.
- Consistent frequencies and improved train and bus connections.
- Earlier and later trips to improve access and connectivity across the network.
- Improved frequency by filling in some existing gaps in service.
- Improved weekend services on most timetables with significant increases on Route 720 and route 733.
- Improved operational efficiencies.

Summer Holiday Timetables

Due to the significantly lower traffic volumes during the summer holidays, buses frequently run ahead of schedule in peak times and are then required to wait at timepoints for up to 5 minutes (depending on the service). To address this, PTSA introduced “Summer Timetables.” A note was added to all timetables advising passengers that journey times will be adjusted during peak times in the summer holidays to reduce the need to wait at timepoints and therefore, provide an overall faster journey. Detailed adjustments to timetables and communication to passengers occurred for the December 2024 to January 2025 school holidays.

New Bus Stops

New bus stops installed on Bower Road to support the opening of the Yitpi Yartapuultiku Centre in Port Adelaide.

Buy & Go app

Creation of a new app enabling customers to buy digital QR tickets to be validated directly on the new smart validators. This provided an alternative to paper tickets and plastic metroCARDS for those customers that preferred a digital ticketing option.

Railway Station Enhancements

- **Ethelton Station** - New station built to modern standards.
- **Marino Station** - Station upgrade including improved lighting, CCTV, tactile ground surface indicators, new shelter, passenger information, emergency phone and new platform surface.
- **Clarence Park Station** - Improved access to the station via new ramp, new platform surface, tactile ground surface Indicators, automated pedestrian crossing.
- **Belair Heritage Shelter** - Restored to original condition.
- **Noarlunga** - Upgraded lighting, new passenger information totems, improved wayfinding, art/murals.
- **Kilkenny – Jane Street Pedestrian Crossing** - New automated pedestrian crossing with artwork by Kilkenny Primary School.
- **Warradale** - Improved wayfinding.
- **Mitchell Park Station** - Improved access via Kirra Avenue.
- **Largs and Midlunga** - Tactile ground surface indicators for people with vision impairment.

Rail Care Improvements

- Collaborations with non-government organisations such Novita.
- Parafield landscaping and artwork.
- Alberton artwork installation.
- Seacliff station improved landscaping.
- Largs station landscaping.
- Ethelton station mural.
- Christie Downs mural on shelter and upgraded landscaping.
- Pennington Primary School tree propagation for replanting across network.
- Rosewater Loop engagement with community on greening with planting.

Passenger Information Plinths/Totems

New design which allows for single view across bus, train, and tram.

Customer Relationship Management (CRM) system Improvements

Group Booking Initiative

Designed and deployed a dedicated Group Bookings module (replacing the manual excel spreadsheet process) that automatically flags potential conflicts, automates approval workflows and issues customer confirmations. This cuts manual handling time by 65%, freeing staff for higher-value work.

Service-Provider Performance Reporting

Introduced reports that track monthly complaint volumes and response-time KPIs.

Added a dispute workflow that lets service providers validate their KPI metrics in real time, replacing the monthly cycle and strengthening trust and accountability.

Dynamics 365 Feature Uptake and Organisational Alignment

Adopted Microsoft's newest feature releases, giving users a better interface and optimising processes.

Supported corporate restructures by updating forms, business rules and security roles. Keeping reports accurate without service interruption.

Adelaide Metro website improvements

Added a direct subscription option to Service Disruption emails

Introduced a direct subscription management feature for Service Disruption emails, allowing recipients to easily unsubscribe via a convenient link. This enhancement provides users with a more efficient and user-friendly way to manage their email alerts.

Creating Stop pages to support the Port Dock Train Route

Developed three new stop pages on the Adelaide Metro website to support the rollout of the Port Dock train spur line. This initiative enhances customer access to information and supports the expanded public transport service.

metroCARD web updates

Introduced an automated address suggestion feature to improve the registration and account update experience for metroCARD web users. This enhancement streamlines the process by allowing users to select or auto-populate their postal address, significantly reducing manual data entry and input errors.

To enhance communication with metroCARD online users, a dynamic pop-up banner feature was introduced on the metroCARD login page. This update enables timely notifications about known system-related issues - particularly those impacting login functionality - allowing us to proactively inform users of disruptions and scheduled maintenance.

Developing a fresh feedback tool to replace the Hotjar feedback tool

As part of our commitment to user-driven improvement, we developed a custom anonymous feedback tool. This new, user-centric interface encourages richer, more actionable feedback across key pages of the Adelaide Metro website. The initiative supports ongoing enhancement of the user experience through more effective insights.

Ensuring the security of our data

Conducted vulnerability audits and external penetration test to safeguard the integrity of the Adelaide Metro website and the metroCARD webpage. These proactive assessments reinforce our commitment to maintaining a secure, trustworthy and resilient digital environment for both our internal and external stakeholders.

Site Navigation restructure

Implementing the proposed new site navigation onto the Adelaide Metro website, which include using new keywords for site pages. This also includes the introduction of new website pages such as the City Connector, Mobility Scooters and Lost Property page.

Content review of Adelaide Metro website

Updated the entire Adelaide Metro website as part of our yearly review. The review ensured all pages were up to date and allowed us to overhaul the retailer and facilities map, updating and adding locations that were assigned to the correct categories. We also did an extensive review of the Safety and Security page, adding key safety information on public transport during customer's commute.

Savings Estimator

We revamped our Savings Estimator to remove our reliance on the RAA survey data that is no longer being produced. We now have ownership of our data, providing greater accuracy and flexibility in managing updates.

Customer Service Quality Measurement – InfoLine & InfoCentre

Designed and deployed new feedback and measurement mechanisms for InfoLine (call centre) and InfoCentre (at Adelaide Railway Station) to assess quality of service delivered by these channels / customer service officers and measure customer satisfaction. This has allowed Adelaide Metro to leverage direct customer feedback to drive meaningful improvements in service delivery and overall customer experience.

Try Before You Ride

A series of Try Before You Ride sessions held to support people with a disability gain education and confidence travelling on public transport. Sessions were held at Adelaide Central Bus Station, Glanville Railway Station and Gawler Railway Station.

Compliance Statement

The Department for Infrastructure and Transport is compliant with Premier and Cabinet Circular 039 – complaint management in the South Australian public sector	Y
The Department for Infrastructure and Transport has communicated the content of PC 039 and the agency’s related complaints policies and procedures to employees.	Y

Public complaints – Other areas of the Department

Number of public complaints reported for other areas of the Department (as required by the Ombudsman)

Complaint categories	Sub-categories	Example	Number of Complaints 2024-2025
Professional behaviour	Staff attitude	Failure to demonstrate values such as empathy, respect, fairness, courtesy, extra mile; cultural competency	102
Professional behaviour	Staff competency	Failure to action service request; poorly informed decisions; incorrect or incomplete service provided	144
Professional behaviour	Staff knowledge	Lack of service specific knowledge; incomplete or out-of-date knowledge	40
Communication	Communication quality	Inadequate, delayed or absent communication with customer	4
Communication	Confidentiality	Customer's confidentiality or privacy not respected; information shared incorrectly	36
Service delivery	Systems/technology	System offline; inaccessible to customer; incorrect result/information provided; poor system design	739
Service delivery	Access to services	Service difficult to find; location poor; facilities/ environment poor standard; not accessible to customers with disabilities	26
Service delivery	Process	Processing error; incorrect process used; delay in processing application; process not customer responsive	63
Policy	Policy application	Incorrect policy interpretation; incorrect policy applied; conflicting policy advice given	19
Policy	Policy content	Policy content difficult to understand; policy	502

OFFICIAL

2024-2025 ANNUAL REPORT for the Department for Infrastructure and Transport

Complaint categories	Sub-categories	Example	Number of Complaints 2024-2025
		unreasonable or disadvantages customer	
Service quality	Information	Incorrect, incomplete, out-dated or inadequate information; not fit for purpose	87
Service quality	Access to information	Information difficult to understand, hard to find or difficult to use; not plain English	0
Service quality	Timeliness	Lack of staff punctuality; excessive waiting times (outside of service standard); timelines not met	0
Service quality	Safety	Maintenance; personal or family safety; duty of care not shown; poor security service/ premises; poor cleanliness	22
Service quality	Service responsiveness	Service design doesn't meet customer needs; poor service fit with customer expectations	210
No case to answer	No case to answer	Third party; customer misunderstanding; redirected to another agency; insufficient information to investigate	73
		Total	2,067

Additional Metrics	Total
Number of positive feedback comments	44
Number of negative feedback comments	79
Total number of feedback comments	123
% complaints resolved within policy timeframes	84%

Data for previous years is available at: [Public complaints received by the Department of Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/public-complaints-received-by-the-department-of-infrastructure-and-transport).

Service Improvements

Report on how your organisation has improved its complaints management system, set new KPI's or updated system features.

- Trends in complaints and ministerials discussed regularly at team meetings and improvements raised in JIRA and Knowhow.
- Regular reporting data used to audit complaints data.
- Records management data also used to audit positive feedback and other complaints not captured in other reporting processes.

Business and service improvements resulting from complaints or customer suggestions:

- Improvements to online transactions within the mySAGOV account such as lodgement of a Notice of Disposal. Instructions were updated and streamlined the process of submission.
- Additional ID documents were added to facilitate creating a mySAGOV account. Customers can now also use details from their SA learner's permit, SA proof of age card, Australian Medicare card and vehicle payment number. The change allows someone that only has a proof of age card/learner's permit and/or does not have a vehicle registered under their name to create an account online without having to call us or attend a centre.
- Added expiry date to payment methods stored in the mySAGOV account.
- Updated troubleshooting mySAGOV account web page on sa.gov.au to include how to refresh data that is not updating in the mySAGOV app.
- Implemented system change to provide better gender option for non-binary customers. The gender option 'intersex' was replaced with 'X', which can be used as an overall term to correctly categorise a non-male or female gender identity. The change assists in accurately capturing customer information in the database.
- Strengthened identity guidelines for customers establishing a company client number to transact with Service SA and to nominate third parties acting on behalf of the company.
- Service SA expanding services through assisting vulnerable people in partnership with the Hutt St Centre, and incarcerated people, to obtain vital identification documents.

Appendix 1: Audited financial statements 2024-2025

OFFICIAL



Government of South Australia
Audit Office of South Australia

Our ref: A25/177

Level 9
State Administration Centre
200 Victoria Square
Adelaide SA 5000
Tel +618 8226 9640
ABN 53 327 061 410
enquiries@audit.sa.gov.au
www.audit.sa.gov.au

Mr J Whelan
Chief Executive
email: DIT.Auditor-GeneralCorrespondence@sa.gov.au

Dear Mr Whelan

**Audit of the Department for Infrastructure and Transport
for the year to 30 June 2025**

We have completed the audit of your accounts for the year ended 30 June 2025. Two key outcomes from the audit are the:

- 1 Independent Auditor's Report on your agency's financial report
- 2 audit management letters recommending you address identified weaknesses.

1 Independent Auditor's Report

We are returning the financial report for the Department for Infrastructure and Transport, with the Independent Auditor's Report. This report is unmodified.

The *Public Finance and Audit Act 1987* allows me to publish documents on the Audit Office of South Australia website. The enclosed Independent Auditor's Report and accompanying financial report will be published on that website on Tuesday 14 October 2025.

My annual report to Parliament indicates that we have issued an unmodified Independent Auditor's Report on your financial report.

2 Audit management letters

During the year, we sent you audit management letters detailing the weaknesses we noted and improvements we considered you need to make including matters we considered in forming our collective opinion on financial controls required by the *Public Finance and Audit Act 1987*.

OFFICIAL

Significant matters related to:

- the Across Government Facilities Management Arrangements (AGFMA) are still not operating as intended and in line with the contract
- performance and contract management controls need to improve across a range of contract areas
- asset management practices could improve for several key asset categories
- documentation to support the Department for Infrastructure and Transport's allocation of overhead costs for asset capitalisation could improve.

We have received responses to our letters and will follow these up in the 2025-26 audit.

I have also included summary comments about these matters in my annual report. These identify areas we assessed as not meeting a sufficient standard of financial management, accounting and control.

What the audit covered

Our audits meet statutory audit responsibilities under the *Public Finance and Audit Act 1987* and the Australian Auditing Standards.

Our audit covered the principal areas of the agency's financial operations and included test reviews of systems, processes, internal controls and financial transactions. Some notable areas were:

- accounts payable
- payroll
- fees and charges, including motor vehicle, driver's licences and public transport
- income and expenditure for maintenance, property and building construction services
- accounts receivable
- bank accounts and reconciliations
- general ledger
- governance
- fixed assets, including capital works, road and rail network assets, plant and equipment, and land, buildings and facilities
- the AGFMA
- contract management for road maintenance and public transport contracts
- asset management for selected road, marine and bus assets
- purchasing non-current assets, including procurement, contract management and project delivery
- construction on behalf of other SA Government agencies, including procurement, contract and project management
- operating expenditure, including contract management for key operational contracts
- expenditure of Commonwealth Government funding.

OFFICIAL

Particular attention was given to:

- the revaluation of land, buildings and facilities
- management's review of the fair value of network assets
- the approach taken to prepare the procurement reporting disclosures.

We concluded that the financial report was prepared in accordance with the financial reporting framework.

I would like to thank the staff and management of your agency for their assistance during this year's audit.

Yours sincerely



Andrew Blaskett
Auditor-General

23 September 2025

enc

INDEPENDENT AUDITOR'S REPORT



Government of South Australia

Audit Office of South Australia

Level 9
State Administration Centre
200 Victoria Square
Adelaide SA 5000
Tel +618 8226 9640
ABN 53 327 061 410
enquiries@audit.sa.gov.au
www.audit.sa.gov.au

**To the Chief Executive
Department for Infrastructure and Transport**

Opinion

I have audited the financial report of the Department for Infrastructure and Transport for the financial year ended 30 June 2025.

In my opinion, the accompanying financial report gives a true and fair view of the financial position of the Department for Infrastructure and Transport as at 30 June 2025, its financial performance and its cash flows for year then ended in accordance with relevant Treasurer's Instructions issued under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards.

The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2025
- a Statement of Financial Position as at 30 June 2025
- a Statement of Changes in Equity for the year ended 30 June 2025
- a Statement of Cash Flows for the year ended 30 June 2025
- notes, comprising material accounting policy information and other explanatory information
- a Statement of Administered Comprehensive Income for the year ended 30 June 2025
- a Statement of Administered Financial Position as at 30 June 2025
- a Statement of Administered Cash Flows for the year ended 30 June 2025
- a Schedule of Expenses and Income by Administered Programs for the year ended 30 June 2025
- notes, comprising material accounting policy information and other explanatory information for administered items
- a Certificate from the Chief Executive and the Executive Director, People and Corporate Services.

Basis for opinion

I conducted the audit in accordance with the *Public Finance and Audit Act 1987* and Australian Auditing Standards. My responsibilities under those standards are further described in the 'Auditor's responsibilities for the audit of the financial report' section of my report. I am independent of the Department Infrastructure and Transport. The *Public Finance and Audit Act 1987* establishes the independence of the Auditor-General. In conducting the audit, the relevant ethical requirements of APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* have been met.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Responsibilities of the Chief Executive for the financial report

The Chief Executive is responsible for the preparation of the financial report that gives a true and fair view in accordance with relevant Treasurer's Instructions issued under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards, and for such internal control as management determines is necessary to enable the preparation of the financial report that gives a true and fair view and that is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the Chief Executive is responsible for assessing the entity's ability to continue as a going concern, taking into account any policy or funding decisions the government has made which affect the continued existence of the entity. The Chief Executive is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the assessment indicates that it is not appropriate.

Auditor's responsibilities for the audit of the financial report

As required by section 31(1)(b) of the *Public Finance and Audit Act 1987*, I have audited the financial report of the Department for Infrastructure and Transport for the financial year ended 30 June 2025.

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

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

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

My report refers only to the financial report described above and does not provide assurance over the integrity of electronic publication by the entity on any website nor does it provide an opinion on other information which may have been hyperlinked to/from the report.

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



Andrew Blaskett
Auditor-General

23 September 2025

**Department for Infrastructure and Transport -
Controlled**

Financial Statements

For the year ended 30 June 2025

Department for Infrastructure and Transport CERTIFICATION OF THE FINANCIAL STATEMENTS

We certify that the:

- financial statements of the Department for Infrastructure and Transport:
 - are in accordance with the accounts and records of the Department; and
 - comply with relevant Treasurer's instructions; and
 - comply with relevant accounting standards; and
 - present a true and fair view of the financial position of the Department at the end of the financial year and the result of its operations and cash flows for the financial year.
- Internal controls employed by the Department for Infrastructure and Transport for the financial year over its financial reporting and its preparation of the financial statements have been effective.



Jon Whelan
Chief Executive

Department for Infrastructure
and Transport
South Australia

15 September 2025



Graeme Jackson
Executive Director, People
and Corporate Services

Department for Infrastructure
and Transport
South Australia

15 September 2025

Department for Infrastructure and Transport - Controlled
Statement of Comprehensive Income
for the year ended 30 June 2025

	Note	2025 \$'000	2024 \$'000
Income			
Appropriation	3.1	822 875	690 735
Fees and charges	3.2	878 691	826 615
Grants and subsidies	3.3	1 186 479	838 914
Intra-government transfers	3.4	153 142	37 583
Sales of goods and services	3.5	46 384	36 749
Rental income	3.6	221 879	218 600
Interest	3.7	12 716	13 316
Resources received free of charge	3.8	16 311	7 396
Net gain from the disposal of property, plant and equipment	3.9	7 391	10 527
Other income	3.10	39 084	38 667
Total income		3 384 952	2 719 102
Expenses			
Employee related expenses	4.1	154 307	161 451
Supplies and services	4.2	928 498	852 784
Depreciation and amortisation	4.4	791 975	761 176
Grants, subsidies and SA Government transfers	4.5	253 426	113 711
Borrowing costs	4.6	32 029	30 361
Cash alignment payments to Department of Treasury and Finance	4.8	125 190	179 470
Other expenses	4.7	66 071	28 662
Total expenses		2 351 496	2 127 615
Net result		1 033 456	591 487
Other comprehensive income			
Items that will not be reclassified to net result:			
Changes in property, plant and equipment asset revaluation surplus	5.2,5.3,5.7	2 002 657	1 366 327
Total other comprehensive income		2 002 657	1 366 327
Total comprehensive result		3 036 113	1 957 814

The accompanying notes form part of these financial statements. The net result and total comprehensive result are attributable to the SA Government as owner.

Department for Infrastructure and Transport - Controlled
Statement of Financial Position
as at 30 June 2025

	Note	2025 \$'000	2024 \$'000
Current assets			
Cash and cash equivalents	6.1	3 924 701	3 921 839
Receivables	6.2	298 703	294 164
Inventories	5.6	5 301	6 204
Other Assets	6.3	61 245	27 898
Non-current assets held for sale	5.7	4 074	1 940
Total current assets		4 294 024	4 252 045
Non-current assets			
Receivables	6.2	119 723	128 797
Other Assets	6.3	126 380	76 712
Land Buildings and Facilities	5.1	5 465 783	4 477 381
Plant and Equipment	5.2	759 882	773 235
Network assets	5.3	36 374 264	35 288 373
Capital works in progress	5.4	3 317 223	2 038 655
Intangible assets	5.5	12 198	14 199
Total non-current assets		46 175 453	42 797 352
Total assets		50 469 477	47 049 397
Current liabilities			
Payables	7.1	448 993	292 776
Lease liabilities	7.2	122 681	116 696
Employee related liabilities	7.3	36 055	35 522
Provisions	7.4	5 011	9 815
Other current liabilities	7.5	18 820	19 023
Total current liabilities		631 560	473 832
Non-current liabilities			
Payables	7.1	8 607	3 725
Lease liabilities	7.2	950 762	1 004 893
Employee related liabilities	7.3	50 223	48 855
Provisions	7.4	17 087	20 544
Total non-current liabilities		1 026 679	1 078 017
Total liabilities		1 658 239	1 551 849
Net assets		48 811 238	45 497 548
Equity			
Contributed Capital		5 504 252	5 227 404
Retained earnings		15 235 693	14 202 516
Asset revaluation surplus		28 071 293	26 067 628
Total equity		48 811 238	45 497 548

Total equity is attributable to the SA Government as owner.

Department for Infrastructure and Transport - Controlled
Statement of Changes in Equity
for the year ended 30 June 2025

	Contributed capital \$'000	Asset revaluation surplus \$'000	Retained earnings \$'000	Total equity \$'000
Balance at 1 July 2023	4 950 556	24 700 947	13 592 080	43 243 583
Prior Period - error corrections	-	-	19 305	19 305
Restated Balance at 1 July 2023	4 950 556	24 700 947	13 611 385	43 262 888
Net result for 2023-24	-	-	591 487	591 487
Gain / (loss) on Revaluation of Land, Buildings and Facilities during 2023-24	-	51 313	-	51 313
Gain / (loss) on Revaluation of Network Assets during 2023-24	-	1 268 635	-	1 268 635
Gain / (loss) on Revaluation of Plant and Equipment during 2023-24	-	46 379	-	46 379
Total comprehensive result for 2023-24	-	1 366 327	591 487	1 957 814
Transfer between equity components				
Equity transfer on asset disposals	-	355	(355)	-
Other	-	(1)	(1)	(2)
Transactions with SA Government as Owner				
Equity Contribution Received	276 848	-	-	276 848
Balance at 30 June 2024	5 227 404	26 067 628	14 202 516	45 497 548
Net result for 2024-25	-	-	1 033 456	1 033 456
Gain / (loss) on Revaluation of Land, Buildings and Facilities during 2024-25	-	963 580	-	963 580
Gain / (loss) on Revaluation of Network Assets during 2024-25	-	1 021 892	-	1 021 892
Gain / (loss) on Revaluation of Plant and Equipment during 2024-25	-	17 185	-	17 185
Total comprehensive result for 2024-25	-	2 002 657	1 033 456	3 036 113
Transfer between equity components				
Equity transfer on asset additions and disposals	-	1 008	(1 008)	-
Net assets transferred as a result of an administrative restructure	-	-	729	729
Transactions with SA Government as Owner				
Equity Contribution Received	276 848	-	-	276 848
Balance at 30 June 2025	5 504 252	28 071 293	15 235 693	48 811 238

All changes in equity are attributable to the SA Government as owner.

Department for Infrastructure and Transport - Controlled
Statement of Cash Flows
for the year ended 30 June 2025

		2025 (Outflows) Inflows \$'000	2024 (Outflows) Inflows \$'000
Cash flows from operating activities	Note		
Cash inflows			
Appropriation		822 875	690 735
Fees and charges		878 428	826 915
Grants and Subsidies		1 186 479	838 914
Intra-government transfers		153 142	37 583
Rental income		235 306	183 399
Sales of goods and services		40 265	30 261
Interest received		11 927	12 482
Construction work reimbursements		1 178 759	829 432
GST recovered from the ATO		239 922	205 770
Other receipts		41 287	41 886
Cash generated from operations		4 788 390	3 697 377
Cash outflows			
Employee related payments		(154 325)	(151 666)
Payments for supplies and services		(1 234 858)	(919 539)
Payments of grants, subsidies and SA Government transfers		(253 426)	(113 711)
Interest paid		(32 029)	(30 361)
Cash alignment payments to Department of Treasury and Finance		(125 190)	(179 470)
Construction work payments		(1 051 377)	(794 676)
Other payments		(27 363)	(26 156)
Cash used in operations		(2 878 568)	(2 215 579)
Net cash provided by/(used in) operating activities	8.3	1 909 822	1 481 798
Cash flows from investing activities			
Cash inflows			
Proceeds from sale of property, plant and equipment		17 179	20 315
Cash generated from investing activities		17 179	20 315
Cash outflows			
Purchase of property, plant and equipment and network assets		(2 038 775)	(2 098 617)
Cash used in investing activities		(2 038 775)	(2 098 617)
Net cash provided by/(used in) investing activities		(2 021 596)	(2 078 302)
Cash flows from financing activities			
Cash inflows			
Equity contributions received		276 848	276 848
Repayment of finance lease receivables		15 294	16 231
Cash generated from financing activities		292 142	293 079
Cash outflows			
Repayment of lease liabilities		(119 506)	(116 702)
Advance payment to meet T2D capital requirements		(58 000)	-
Cash used in financing activities		(177 506)	(116 702)
Net cash provided by/(used in) financing activities		114 636	176 377
Net increase/(decrease) in cash and cash equivalents		2 862	(420 127)
Cash and cash equivalents at 1 July		3 921 839	4 341 966
Cash and cash equivalents at 30 June	6.1	3 924 701	3 921 839

**Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025**

1. About the Department for Infrastructure and Transport

The Department for Infrastructure and Transport (the department) is a government department of the State of South Australia, established pursuant to the *Public Sector Act 2009*. The department is an administrative unit acting on behalf of the Crown.

The financial statements and accompanying notes include all the controlled activities of the department.

The department does not control any other entity and has no interests in unconsolidated structured entities.

Transactions and balances relating to administered resources are not recognised as departmental controlled income, expenses, assets and liabilities.

As administered items are significant in relation to the department's overall financial performance and position, they are disclosed in the Administered Financial Statements which are disclosed following the controlled departmental general purpose financial statements. Except as otherwise disclosed administered items are accounted for on the same basis and using the same accounting policies as for departmental transactions.

1.1. Basis of preparation

The financial statements are general purpose financial statements prepared in compliance with:

- section 23 of the *Public Finance and Audit Act 1987*;
- Treasurer's Instructions and Accounting Policy Statements issued by the Treasurer under the *Public Finance and Audit Act 1987*; and
- relevant Australian Accounting Standards.

The financial statements have been prepared based on a 12-month reporting period and presented in Australian currency. The historical cost convention is used unless a different measurement basis is disclosed.

Income, expenses and assets are recognised net of the amount of GST except:

- when the GST incurred on a purchase of goods or services is not recoverable from the Australian Tax Office (ATO) in which case the GST is recognised as part of the cost of acquisition of the asset or as part of the expense item applicable; and
- receivables and payables, which are stated with the amount of GST included.

The net amount of GST recoverable from, or payable to the ATO is included as part of receivables in the Statement of Financial Position.

Cash flows are included in the Statement of Cash Flows on a gross basis. However, the GST components of cash flows arising from investing and financing activities are recoverable from, or payable to, the ATO are classified as operating cash flows.

Assets and liabilities that are to be sold, consumed or realised as part of the 12-month operating cycle have been classified as current assets or current liabilities. All other assets and liabilities are classified as non-current.

Material accounting policy information is outlined in Note 8.4 and within the Notes.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.2. Objectives and programs

The department is responsible for the design, delivery and maintenance of state infrastructure used to deliver essential and important services to the community; and for managing and developing transport networks and the service delivery that supports them within South Australia.

The department supports a growing economy and a thriving community by working on enabling the movement of people, goods and services across the state's transport networks in a safe, sustainable, efficient, cost-effective manner; and by leading and coordinating the development, management and sustainment of public sector building assets and infrastructure that support the delivery of government services.

Departmental Organisation

The structure of the department has been established in a manner that provides clear accountabilities and responsibilities for all divisions and enables an open and steady flow of information between these areas.

The divisions of the department as at 30 June 2025 are:

- Commercial and Contract Management;
- People and Corporate Services;
- Transport Strategy and Planning;
- Transport Policy and Regulation;
- Public Transport South Australia;
- Road and Marine Services;
- Infrastructure Delivery;
- Public Affairs;
- North-South Corridor Program Delivery Office; and
- Northern Water Project Delivery Office

In achieving its objectives, the department provides a range of services classified into the following programs:

Program 1 Public Transport Services

Provision and maintenance of safe, efficient and accessible public transport services in metropolitan Adelaide and assisting regional areas to deliver passenger transport services that meet the needs of their community.

Program 2 Roads and Marine

Provision of safe, effective and efficient maintenance, operations and service delivery on roads and marine infrastructure that is in the care and control of the department, regulation of driver and vehicle access to the transport network and the delivery of services that support customer and community mobility.

Program 3 Delivery of Transport Projects

Provision of major infrastructure safely and efficiently to sustain and support growth and maximise the benefit of SA Government's investment in transport assets.

Program 4 Provision and Management of Across Government Services

Provision of services to government agencies for the construction and maintenance of buildings, and facilities management of property assets.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.2. Objectives and programs (continued)

- Program 5 Infrastructure Planning and Policy**
Establish strategic plans, standards and program management frameworks for network development to deliver positive community and economic benefits for South Australians.
- Program 6 Road Safety**
Provision of policy and investment advice, community information on road safety, and the provision of services for safe and sustainable road use and travel behaviour. This program also includes development and management of road safety infrastructure programs such as the Black Spot Program.
- Program 7 Office of Local Government**
(transferred to the Department of Housing and Urban Development as at 1 July 2024)
The Office of Local Government provides policy and other advice to the Minister for Local Government. This includes advice on the operation of the *Local Government Act 1999* and related legislation, the delivery of the Municipal Services in Aboriginal Communities Program, and on the functions of the Outback Communities Authority, the South Australian Local Government Grants Commission, the South Australian Local Government Boundaries Commission and the Behavioural Standards Panel

The disaggregated disclosures schedules present expenses, income, assets and liabilities information attributable to each of the activities for the years ended 30 June 2025 and 30 June 2024 below.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.2. Objectives and programs (continued)

	Road Safety		Public Transport Services		Roads and Marine	
	2025	2024	2025	2024	2025	2024
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Income						
Appropriation	182 411	108 116	449 827	402 597	183 863	173 573
Fees and charges	2 703	2 479	115 419	107 711	760 569	716 425
Grants and subsidies	24 455	6 822	58 127	56 263	49 072	53 432
Intra-government transfers	103 495	-	2 456	2 088	17 425	17 375
Sales of goods and services	-	-	20	16	4 147	4 322
Rental income	-	-	100	127	19	44
Interest	-	1 529	-	-	1 954	1 903
Net gain from the disposal of property plant and equipment	8	-	(154)	(193)	8	(200)
Resources received free of charge	1 161	283	5 442	2 693	6 233	2 893
Other income	49	80	15 188	13 845	11 197	11 644
Total income	314 282	119 309	646 425	585 147	1 034 487	981 411
Expenses						
Employee related expenses	7 675	7 716	18 403	21 396	79 080	71 089
Supplies and services	5 690	6 335	567 099	519 057	204 418	196 525
Depreciation and amortisation	264	152	173 687	149 402	468 870	465 751
Grants, subsidies and SA Government transfers	150 927	59 637	15 752	15 030	23 666	15 752
Borrowing costs	1	-	13	2	48	45
Other expenses	72	424	(2 805)	820	20 533	16 346
Total expenses	164 629	74 264	772 149	705 707	796 615	765 508
Net result	149 653	45 045	(125 724)	(120 560)	237 872	215 903

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.2. Objectives and programs (continued)

	Delivery of Transport		Provision and Management of		Infrastructure Planning and Policy	
	Projects		Across Government Services			
	2025	2024	2025	2024	2025	2024
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Income						
Appropriation	-	-	-	-	6 774	6 449
Grants and subsidies	1 033 107	703 997	-	-	21 718	18 400
Intra-government transfers	776	6 875	58	9 204	28 932	2 041
Sales of goods and services	487	76	41 730	32 335	-	-
Rental Income	8 688	10 533	213 072	207 896	-	-
Interest	566	-	8 826	8 737	1 370	1 147
Net gain from the disposal of property plant and equipment	7 654	-	(125)	10 920	-	-
Resources received free of charge	599	140	2 234	1 007	642	358
Other income	2 806	5 476	330	309	9 514	7 313
Total income	1 054 683	727 097	266 125	270 408	68 950	35 708
Expenses						
Employee related expenses	2 971	6 150	33 936	39 410	12 222	14 495
Supplies and services	30 548	28 596	96 954	84 269	23 809	16 746
Depreciation and amortisation	-	680	124 594	120 066	24 560	25 125
Grants, subsidies and SA Government transfers	32 613	201	96	5 086	30 372	14 754
Borrowing costs	53	44	31 913	30 270	1	-
Other expenses	18 750	1 203	29 478	9 862	43	7
Total expenses	84 935	36 874	316 971	288 963	91 007	71 127
Net result	969 748	690 223	(50 846)	(18 555)	(22 057)	(35 419)

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.2. Objectives and programs (continued)

	Office of Local Government		General / Not Attributable		Total	
	2025	2024	2025	2024	2025	2024
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Income						
Appropriation	-	-	-	-	822 875	690 735
Fees and charges	-	-	-	-	878 691	826 615
Grants and subsidies	-	-	-	-	1 186 479	838 914
Intra-government transfers	-	-	-	-	153 142	37 583
Sales of goods and services	-	-	-	-	46 384	36 749
Rental Income	-	-	-	-	221 879	218 600
Interest	-	-	-	-	12 716	13 316
Net gain from the disposal of property plant and equipment	-	-	-	-	7 391	10 527
Resources received free of charge	-	22	-	-	16 311	7 396
Other income	-	-	-	-	39 084	38 667
Total income	-	22	-	-	3 384 952	2 719 102
Expenses						
Employee related expenses	-	1 195	-	-	154 287	161 451
Supplies and services	-	1 256	-	-	928 518	852 784
Depreciation and amortisation	-	-	-	-	791 975	761 176
Grants, subsidies and SA Government transfers	-	3 251	-	-	253 426	113 711
Borrowing costs	-	-	-	-	32 029	30 361
Cash alignment payments to Department of Treasury and Finance	-	-	125 190	179 470	125 190	179 470
Other expenses	-	-	-	-	66 071	28 662
Total expenses	-	5 702	125 190	179 470	2 351 496	2 127 615
Net result	-	(5 680)	(125 190)	(179 470)	1 033 456	591 487

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
For the year ended 30 June 2025

1.2. Objectives and programs (continued)

	Road Safety		Public Transport Services		Roads and Marine	
	2025	2024	2025	2024	2025	2024
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Assets						
Receivables	-	-	7 403	19 824	703	854
Inventories	-	-	3 349	4 079	1 929	2 102
Other assets	-	-	655	289	163	165
Non-current assets classified as held for sale	-	-	246	246	-	-
Land, buildings and facilities	262	288	585 088	377 682	1 462 794	652 830
Plant and equipment	647	692	721 161	739 078	33 522	28 535
Network assets	-	-	3 454 065	3 363 122	32 891 183	31 895 618
Capital works in progress	2 733	1 912	71 542	71 932	165 467	88 299
Intangible assets	-	-	3 322	4 829	8 876	9 370
Total assets	3 642	2 892	4 846 831	4 581 081	34 564 637	32 677 773
Liabilities						
Payables	-	-	41 801	29 770	59 233	38 962
Employee related liabilities	4 342	4 446	9 401	1 946	44 739	46 066
Provisions	729	936	7 476	7 137	8 990	15 643
Other liabilities	-	-	15 182	17 220	1 109	155
Total liabilities	5 071	5 382	73 860	56 073	114 071	100 826

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.2. Objectives and programs (continued)

	Delivery of Transport		Provision and		Infrastructure	
	Projects		Management of Across		Planning and Policy	
	2025	2024	2025	2024	2025	2024
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Receivables	11 197	6 212	394 817	394 314	4 306	1 736
Inventories	-	-	-	-	23	23
Other assets	89 224	25	97 422	104 093	161	38
Non-current assets classified as held for sale	-	-	3 828	1 694	-	-
Land, buildings and facilities	151	151	2 986 509	2 990 676	430 979	455 754
Plant and equipment	290	370	479	586	3 783	3 974
Network assets	28 422	29 633	594	-	-	-
Capital works in progress	2 869 206	1 667 859	130 656	57 145	77 619	151 508
Total assets	2 998 490	1 704 250	3 614 305	3 548 508	516 871	613 033
Liabilities						
Payables	233 363	135 456	110 648	74 309	12 555	17 990
Lease liabilities	-	-	1 072 916	1 117 589	527	4 000
Employee related liabilities	1 681	3 381	19 200	19 107	6 915	9 061
Provisions	282	712	3 224	4 023	1 397	1 908
Other liabilities	1 132	278	807	781	590	589
Total liabilities	236 458	139 827	1 206 795	1 215 809	21 984	33 548

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.2. Objectives and programs (continued)

	Office of Local Government		General / Not Attributable		Total	
	2025 \$'000	2024 \$'000	2025 \$'000	2024 \$'000	2025 \$'000	2024 \$'000
Assets						
Cash and cash equivalents	-	-	3 924 701	3 921 839	3 924 701	3 921 839
Receivables	-	-	-	21	418 426	422 961
Inventories	-	-	-	-	5 301	6 204
Other assets	-	-	-	-	187 625	104 610
Non-current assets classified as held for sale	-	-	-	-	4 074	1 940
Land, buildings and facilities	-	-	-	-	5 465 783	4 477 381
Plant and equipment	-	-	-	-	759 882	773 235
Network assets	-	-	-	-	36 374 264	35 288 373
Capital works in progress	-	-	-	-	3 317 223	2 038 655
Intangible assets	-	-	-	-	12 198	14 199
Total assets	-	-	3 924 701	3 921 860	50 469 477	47 049 397
Liabilities						
Payables	-	14	-	-	457 600	296 501
Lease liabilities	-	-	-	-	1 073 443	1 121 589
Employee related liabilities	-	370	-	-	86 278	84 377
Provisions	-	-	-	-	22 098	30 359
Other liabilities	-	-	-	-	18 820	19 023
Total liabilities	-	384	-	-	1 658 239	1 551 849

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.3. Changes to the Department

The *Public Sector (Reorganisation of Public Sector Operations) Notice 2024*, as outlined in the Government Gazette on 27 June 2024, prescribed that effective from 1 July 2024

- that the Office of Local Government (OLG) transferred to the Department of Housing and Urban Development (DHUD), and
- employees of Minister Szakacs' office transferred to the Department of State Development.

Net Assets transferred out:

	Office of Local Government \$'000	Minister Szakacs' Office \$'000	Total \$'000
Total assets			
Receivables	-	-	-
Property, plant and equipment	-	-	-
Intangibles	-	-	-
Other Assets	-	-	-
Total assets	-	-	-
Total liabilities			
Payables	13	-	13
Employee related liabilities	525	191	716
Total liabilities	538	191	729
Net assets transferred as a result of an administrative restructure	(538)	(191)	(729)

In addition, *The Public Sector Proclamation 2024* (dated 27 June 2024) proclaimed that effective from 1 July 2024, the Office of Northern Water Delivery was established as an Office attached to the Department for Infrastructure and Transport.

As outlined in the South Australian Government Gazette dated 21 November 2024, the attached Office assigned the title Office of Northern Water Delivery was transferred from the Department for Infrastructure and Transport and assigned to the Department for Energy and Mining. The Public Sector (Abolition of Attached Offices) Proclamation 2025 (dated 1 May 2025) proclaimed that effective from 7 May 2025, the Office of Northern Water Delivery was abolished, and resources were transferred to the Department for Energy and Mining. The Department for Infrastructure and Transport is continuing to provide pre delivery and procurement activities for the Northern Water Project under Ministerial direction.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.4. Budget performance

The budget performance table compares the department's outcomes against budget information presented to Parliament (2024-25 Budget Paper 4, Volume 3). The budget amounts have not been adjusted to reflect revised budgets or administrative restructures.

The budget process is managed by the Department of Treasury and Finance and the Budget papers containing the departments original budget are not subject to audit.

Statement of Comprehensive Income	Note	Original budget 2025 \$'000	Actual 2025 \$'000	Variance \$'000
Income				
Appropriation		791 531	822 875	31 344
Fees and charges		818 659	878 691	60 032
Grants and subsidies	a	975 976	1 186 479	210 503
Intra-government transfers	b	35 292	153 142	117 850
Sales of goods and services		35 076	46 384	11 308
Rental Income		203 856	221 879	18 023
Interest		8 623	12 716	4 093
Net gain from the disposal of property plant and equipment		300	7 391	7 091
Resources received free of charge		-	16 311	16 311
Other income		37 412	39 084	1 672
Total income		2 906 725	3 384 952	478 227
Expenses				
Employee related expenses		176 531	154 307	(22 224)
Supplies and services	c	740 017	928 498	188 481
Depreciation and amortisation		771 764	791 975	20 211
Grants, subsidies and SA Government transfers	d	106 728	253 426	146 698
Borrowing costs		29 595	32 029	2 434
Cash alignment payments to Department of Treasury and Finance	e	-	125 190	125 190
Other expenses		33 363	66 071	32 708
Total expenses		1 857 998	2 351 496	493 498
Net result		1 048 727	1 033 456	(15 271)
Other comprehensive income				
Items that will not be reclassified to net result				
Changes in property, plant and equipment asset revaluation surplus	f	40 761	2 002 657	1 961 896
Total other comprehensive income		40 761	2 002 657	1 961 896
Total comprehensive result		1 089 488	3 036 113	1 946 625

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

1.4. Budget Performance (continued)

The following are brief explanations of variances between original budget and actual amounts. Explanations are provided for variances where the variance exceeds the greater of 10% of the original budgeted amount and 5% of original budgeted total expenses.

- a) Grant funding received for Land Transport and Infrastructure projects was higher than original budget largely due to the timing and recognition of Australian Government contributions towards several major projects.
- b) Intra-government transfers are higher than original budget predominately due to the transfer of funds to the Community Road Safety Fund now recorded in the Administered statements and resources received for the reimbursement of costs related to the Northern Water project delivery office.
- c) Supplies and Services expenditure higher than original budget relating to: the inclusion of the Northern Water Project Delivery Office, insourcing of rail services for Rail Commissioner Employees and indexation escalation and cost increases related to the delivery of road maintenance services.
- d) Grants, subsidies and SA Government transfers is predominantly higher than original budget due to the transfer of the Community Road Safety Fund being transferred to the Administered statements (IGT), as well as an increase in grants payments to local councils.
- e) Cash Alignment payments are determined from previous financial year net result for the department's Operating Account. Budgets are determined during the financial year and are not part of the original budget.
- f) Changes in the revaluation surplus are due to the revaluation of network, property, plant and equipment assets.

Investing Expenditure Summary

	Original budget 2025 \$'000	Actual 2025 \$'000	Variance \$'000
Investing expenditure summary			
Total new projects	35 813	28 495	7 318
Total existing projects	1 961 551	1 937 283	24 268
Total annual programs	165 459	154 812	10 647
Total Investing expenditure	2 162 823	2 120 590	42 233

1.5. Significant transactions with government related entities

All significant transactions with SA government-related entities are identifiable in this financial report.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

2. Board and committees

2.1. Key Management Personnel

Key management personnel of the department include the Minister for Infrastructure and Transport, the Chief Executive and the 11 members of the Executive Team who have responsibility for the strategic direction and management of the department.

The compensation detailed below excludes salaries and other benefits the Minister for Infrastructure and Transport received. The Minister's remuneration and allowances are set by the *Parliamentary Remuneration Act 1990* and the Remuneration Tribunal of SA respectively and are payable from the Consolidated Account (via the Department of Treasury and Finance) under section 6 the *Parliamentary Remuneration Act 1990*. See administered items for disclosures of the Minister's remuneration paid by the DIT and recovered from the Consolidated Account.

	2025	2024
	\$'000	\$'000
Compensation		
Salaries and other short term employee benefits	3 574	3 141
Post-employment benefits	405	358
Total	3 979	3 499

Transactions with key management personnel and other related parties

There were no transactions with key management personnel and other related parties during the year.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

2.2. Board and Committee Members

Members during the 2024-25 financial year were:

Passenger Transport Standards Committee

BIRD M (Expired 31/12/2024)
BUTLER C *(Appointed 01/01/2025)
DUNSTONE J (Expired 31/12/2024)
HORVAT D* (Appointed 01/01/2025)
JOANNOU K* (Appointed 01/01/2025)
KING B (Expired 31/12/2024)
KOHLMORGEN A *(Appointed 01/01/2025)
KOWALSKI D* (Appointed 01/01/2025)
KUSS R *(Appointed 01/01/2025)
LANDS J *(Appointed 01/01/2025)
LEPORE C *(Appointed 01/01/2025)
LOHMEYER M* (Appointed 01/01/2025)
MADAN V (Expired 31/12/2024)
MORTIMER K P* (Reappointed 01/01/2025)
O'GRADY J *(Appointed 01/01/2025)
POPLE F *(Appointed 01/01/2025)
RICHARDS J (Expired 31/12/2024)
SHAIK S *(Appointed 01/01/2025)
SIMIONATO P (Expired 31/12/2024)
SMITH N *(Appointed 01/01/2025)
SPAGNOLETTI M* (Expired 31/12/2024)
TILBROOK D* (Appointed 01/01/2025)
TURNER M (Expired 31/12/2024)
VENNING-SMITH S* (Appointed 01/01/2025)
WIGGLESWORTH R* (Expired 31/12/2024)
WILSON J* (Reappointed 01/01/2025)
WILLIAMS M *(Appointed 01/01/2025)

Performance and Risk Committee

ALFORD A
CLARK S*
DAW S
HASLAM R
JACKSON G*
NORMAN P* (Appointed 01/07/2024)

South Australian Boating Facility Advisory Committee

ANDREW B (Expired 02/12/2024)
BOLTON G (Expired 02/12/2024)
FLAHERTY T (Expired 02/12/2024)
MILAZZO A J (Expired 01/12/2024)
SCHAHINGER B M (Expired 02/12/2024)
SEAMAN V (Expired 02/12/2024)
STEPHENS L (Expired 23/05/2025)
TOUMAZOS K (Expired 02/12/2024)
VINES S (Expired 23/05/2025)

Road User Safety Advisory Committee

TUCKEY A* (Expired 12/02/2025)
KOKAR E M* (Expired 12/02/2025)
MOUNTAIN C (Expired 12/02/2025)
MCARDLE S *(Expired 12/02/2025)
PLOUFFE J (Expired 12/02/2025)
PETROCCHITTO S (Expired 12/02/2025)
PARROT I* (Expired 12/02/2025)
SHANNON A B (Expired 12/02/2025)
WUNDERSITZ L (Expired 12/02/2025)
WADDINGTON-POWELL J M* (Expired 12/02/2025)

Mount Barker Infrastructure Advisory Committee

BROPHY N (Reappointed 26/03/2025)
BURTON P (Appointed 26/11/2024)
CLANCEY B J (Retired 22/08/2024)
EXCELL A* (Expired 21/08/2024)
KERNICH G*
CHELSEA K L (Appointed 26/03/2025)
WARD G
WALKER E R (Expired 26/03/2025)

* In accordance with the Premier and Cabinet Circular No. 016, government employees did not receive any remuneration for board/committee duties during the financial year.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

2.2. Board and Committee Members (continued)

Board and Committee Remuneration

The number of members whose remuneration received or receivable falls within the following bands:	2025	2024
\$1 - \$19 999	11	15
\$20 000 - \$39 999	-	1
Total number of members	11	16

Remuneration of members reflects all costs of performing committee member duties including sitting fees, superannuation contributions, fringe benefits tax and other salary sacrifice arrangements. The total remuneration received by members was \$0.076 million (\$0.118 million).

3. Income

3.1. Appropriation

	2025	2024
	\$'000	\$'000
Appropriations from Consolidated Account pursuant to the Appropriation Act	822 875	690 735
Total appropriation	822 875	690 735
Net revenues from SA Government	822 875	690 735

Appropriations are recognised on receipt.

This table does not show appropriations from equity contributions. Where money has been appropriated in the form of an equity contribution, the Treasurer has acquired a financial interest in the net assets of the department, and the appropriation is recorded as contributed equity. Refer to the Statement of Changes in Equity.

3.2. Fees and Charges

	2025	2024
	\$'000	\$'000
Drivers licence fees	78 671	75 534
Metrotickets	96 413	89 852
Motor registrations	645 298	604 401
Marine related fees and charges	22 411	22 590
Other fees and charges	35 898	34 238
Total fees and charges	878 691	826 615

Revenues from the levying of fees or charges set in accordance with various legislative acts (e.g. vehicle registration and drivers' licence fees) are recognised when the department obtains control over the funds. Control is generally obtained upon receipt of those funds.

Road Safety

In accordance with the *Highways Act 1926*, \$13.112 million (\$12.589 million) being one-sixth of driver's licence collections and \$1.403 million (\$1.315 million) being 1/100th of Heavy Vehicle Registrations, was applied towards funding transport safety related initiatives under the Road Safety activity.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

3.3. Grants and subsidies

	2025	2024
	\$'000	\$'000
Australian Government sourced grants		
Land Transport and Infrastructure projects*	1 122 796	763 148
Roads to Recovery Program**	5 370	7 597
Local Roads and Community Infrastructure Program***	1 375	5 906
Regional Hydrogen Hub Program****	-	6 000
SA Government grants and subsidies		
Concessional passenger income	56 849	56 173
Other grants and subsidies	89	90
Total Grants and subsidies	1 186 479	838 914

Australian Government sourced funding

Australian Government sourced funding is recognised in accordance with AASB 1058 as income on receipt. Obligations under Australian Government sourced funding are required to be met by the State of South Australia.

Where the department receives the grant monies via the Department of Treasury and Finance (DTF), for accounting purposes the obligations under the funding arrangements do not sit with the department. Hence, where the delivery of the programs, or infrastructure does not align with payments received by the State, contract assets or liabilities will be recognised by DTF as the representative of State of South Australia, not the department.

Where the department receives the grant monies directly from the Australian Government (i.e. Roads to Recovery funding, Regional Hydrogen Hub and Local Roads and Community Infrastructure program) the department is the representative of the State and the obligations under the funding arrangements rest with the department. This funding is recognised progressively as the department satisfies its obligations under the agreement through expenditure on these programs. As at 30 June 2025 the department did not have any unsatisfied obligations on the revenue recognised as all funds were spent.

* Australian Government sourced funding received from the Department of Treasury and Finance (DTF) represents funding under the National Partnership Agreement on Land Transport and Infrastructure (NPA) and the Land Transport Infrastructure Projects – Federation Funding Agreement (FFAS) received under the National Land Transport Act 2014.

** Roads to Recovery funding received under the *Nation Building Program (National Land Transport) Act 2014*.

*** Australian Government sourced grants received for the Local Roads and Community Infrastructure Program.

**** Australian Government grant funding provided to the Department under the Regional Hydrogen Hubs: Hub Implementation program. This funding was provided to the Office of Hydrogen Power South Australia. Refer note 4.5 Grants, subsidies and SA Government transfers.

SA Government grants and subsidies

Concessional Passenger income relates to funding received from other SA government agencies in relation to concessional travel provided to seniors, pensioners, the unemployed and students on passenger transport in metropolitan and regional areas.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

3.4. Intra-government transfers

	2025	2024
	\$'000	\$'000
Intra-government transfers	134 699	26 234
Transfers from contingency provisions	18 443	11 349
Total Intra-government transfers	153 142	37 583

Intra-government transfers and transfers from contingency provisions relate to amounts received from other SA government entities for the delivery of departmental objectives. These are recognised as income on receipt.

In 2024-25 Intra-government transfers include a transfer of funding from DIT Administered for the Community Road Safety Fund (CRSF) of \$91.032 million for road safety works.

3.5. Sales of Goods and Services

	2025	2024
	\$'000	\$'000
Maintenance services	286	1 453
Project and contract management fees	28 300	23 914
Other sale of goods and services	17 798	11 382
Total sales of goods and services	46 384	36 749

Revenues are derived from the provision of goods and services to other SA Government agencies and to the public. These revenues are driven by consumer demand and are recognised upon the delivery of those goods and services to the customers or by reference to the stage of completion.

Project and contract management fees

The department acts as project manager for major capital works in relation to government buildings and government accommodation and for a range of minor capital works and maintenance type activities associated with the role of facilities manager. The department charges a fee to recover the cost of its project management activities which is recorded as revenue over time as it delivers the service.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

3.6. Rental Income

	2025	2024
	\$'000	\$'000
Government accommodation	203 849	198 719
Property rents and recoveries	11 729	13 773
Other	6 301	6 108
Total Rental Income	221 879	218 600

Rental income consists of income from the provision of office accommodation to general government sector agencies, government employee housing rent and other property rentals. Office accommodation rental is payable monthly in advance, other rentals are payable in arrears.

Under AASB15, contract assets and liabilities are recognised where consideration has been received for rental periods in advance or rental periods in arrears. Contract assets and liabilities in relation to rental income are immaterial.

3.7. Interest

	2025	2024
	\$'000	\$'000
Interest on deposit accounts	8 436	9 039
Interest on finance leases	4 086	4 261
Other	194	16
Total interest	12 716	13 316

Deposits at call with the Treasurer earn a floating interest rate based on a daily banking deposit rate.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

3.8. Resources Received Free of Charge

	2025	2024
	\$'000	\$'000
Land, buildings and facilities	6 260	-
Services received free of charge – SA government entities	10 051	7 396
Total resources received free of charge	16 311	7 396

Resources received free of charge were recognised at their fair value.

The department receives accounting services from Shared Services SA and ICT services from the DTF free of charge. The department also receives audit services free of charge from the Audit Office of South Australia. A corresponding expense is recognised in the Supplies and Services (see Note 4.2).

3.9. Net gain from the disposal of property, plant and equipment

	2025	2024
	\$'000	\$'000
Land, Buildings and Facilities		
Net Proceeds from disposal	10 973	15 041
Less carrying amount of assets disposed	(7 195)	(7 921)
Costs incurred to facilitate disposal	(57)	(9)
Net gain (loss) from disposal of land, buildings and facilities	3 721	7 111
Plant and equipment		
Net Proceeds from disposal	44	155
Less carrying amount of assets disposed	(187)	(527)
Net gain (loss) from disposal of plant and equipment	(143)	(372)
Non-Current Assets Held for Sale		
Net Proceeds from disposal	6 162	5 119
Less carrying amount of assets disposed	(1 912)	(3 729)
Costs incurred to facilitate disposal	(437)	2 398
Net gain (loss) from disposal of non-current assets held for sale	3 813	3 788
Total assets		
Net Proceeds from disposal	17 179	20 315
Less carrying amount of assets disposed	(9 294)	(12 177)
Costs incurred to facilitate disposal	(494)	2 389
Net gain from disposal of property, plant and equipment	7 391	10 527

Gains/Losses from the disposal of property, plant and equipment are recognised on a net basis when control of the asset has passed to the buyer. When revalued assets are sold, the revaluation surplus is transferred to retained earnings.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

3.10. Other Income

	2025	2024
	\$'000	\$'000
Recoveries and contributions	16 745	17 875
Reimbursement works and external project contributions	18 993	20 242
Service recoveries received from other government agencies	3 346	550
Total other income	39 084	38 667

The department receives recoveries and contributions in accordance with contractual obligations. Reimbursement works and external project contributions relate to recoveries that the department receives in relation to contracted project works.

4. Expenses

4.1. Employee Related Expenses

	2025	2024
	\$'000	\$'000
Salaries and wages	109 512	111 175
Board and committee fees	68	105
Employment on-costs - superannuation	14 477	13 500
Employment on-costs - payroll	6 852	6 853
Annual leave	11 746	11 054
Long service leave	5 998	6 010
Workers compensation expenses	1 950	8 297
TVSPs payments	1 901	2 449
Skills and Experience Retention Leave	1 046	1 266
Other employee related expenses	757	742
Total employee related expenses	154 307	161 451

The superannuation employment on-cost represents the department's contributions to superannuation plans in respect of services provided by employees.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

4.1. Employee Related Expenses (continued)

Remuneration of Employees

Remuneration of employees

The number of employees whose remuneration received or receivable falls within the following bands:

	2025	2024
	No.	No.
\$166 001 - \$171 000*	n.a.	14
\$171 001 - \$191 000	29	20
\$191 001 - \$211 000	11	15
\$211 001 - \$231 000	12	12
\$231 001 - \$251 000	10	7
\$251 001 - \$271 000	7	8
\$271 001 - \$291 000 (b) (d)	7	6
\$291 001 - \$311 000 (d)	4	2
\$311 001 - \$331 000 (a)	5	3
\$331 001 - \$351 000 (e)	1	5
\$351 001 - \$371 000	3	-
\$371 001 - \$391 000	-	1
\$391 001 - \$411 000	2	1
\$431 001 - \$451 000 (d)	-	1
\$511 001 - \$531 000	-	1
\$531 001 - \$551 000 (c)	2	-
Total	93	96

*This band has been included for the purposes of reporting comparative figures based on the executive base level remuneration rate for 2023-24.

The table includes all employees whose normal remuneration was equal to or greater than the base executive remuneration level during the year. Remuneration of employees reflects all costs of employment including salaries and wages, payments in lieu of leave, superannuation contributions, salary sacrifice benefits and fringe benefits and any fringe benefits tax paid or payable in respect of those benefits as well as any termination benefits for employees who have left the department.

The total remuneration received by these employees for the year was \$22.4 million (\$22.1 million).

(a) 2025 - includes TVSP payment for two employees

(b) 2025 - includes TVSP payment for one employee

(c) 2025 - includes Executive Termination payment for one employee

(d) 2024 - includes TVSP payment for one employee

(e) 2024 - includes Executive Termination payment for one employee

The department had 47 (51) Executives as at 30 June 2025.

There were executive termination payments of \$0.220 million in 2024-25.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

4.1. Employee Related Expenses (continued)

Targeted Voluntary Separation Packages (TVSPs)

The number of employees who received a TVSP during the reporting period was 20 (28).

	2025	2024
	\$'000	\$'000
Amounts paid to separated employees:		
Targeted voluntary separation packages	1 901	2 449
Leave paid to separated employees	984	1 125
Recovery from the Department of Treasury and Finance	-	(1 609)
Net cost to the department	2 885	1 965

The department did not receive reimbursement from the Department of Treasury and Finance in 2024-25.

4.2. Supplies and Services

	2025	2024
	\$'000	\$'000
Public transport service contracts	452 780	447 336
Rail Commissioner employee expense reimbursements	44 923	9 664
Major infrastructure maintenance contracts	117 168	116 543
Other service contracts	136 351	109 472
Property expenses	52 294	55 610
Plant, equipment and vehicle expenses	5 177	4 027
Information technology and communications	10 606	10 879
Materials and other purchases	7 737	9 508
Utilities	31 393	30 660
Insurance	9 659	6 180
Legal services	4 707	4 126
Short term and low value leases	16 417	17 743
Commissions - transaction processing	1 177	1 324
Auditor's remuneration*	1 512	1 746
Administrative costs	8 464	7 526
Other	28 133	20 440
Total supplies and services	928 498	852 784

*Fair value of services received free of charge by the Audit Office of South Australia under the *Public Finance and Audit Act 1987*. No other services were provided by the Audit Office.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

4.3. Expenditure – SA Business and Non-SA Business

The following table includes all expenditure in relation to contracts above \$55,000 (GST inclusive) resulting from a procurement as defined in Treasurer's Instructions 18 – Procurement.

Arrangements between public authorities and arrangements with other governments are not included.

Expenditure is inclusive of non-recoverable GST.

	2025	Proportion SA and Non-SA businesses
	\$'000	%
Total expenditure with South Australian businesses	3 296 813	93.3%
Total expenditure with Non-South Australian businesses	238 152	6.7%
Total expenditure	3 534 965	100%

Classification as SA business or non-SA business is generally based on circumstances as at the time of entering into a contract. For contracts entered into before 20 February 2023, where sufficient evidence of an assessment made under previous procurement requirements is known to the department, this was used to determine classification. For contracts where such evidence of prior assessment is not available and for all other contracts, classification is based on the definition of an SA business provided in Treasurer's Instruction 18.

Treasurer's Instruction 18 defines a business as being South Australian where it operates in South Australia and more than 50% of the workforce delivering the contract, resulting from the procurement on behalf of the business, are South Australian residents.

The disclosure for expenditure with SA businesses reflects the total spent on contracts within the Treasurer's Instruction 18 definition and in some instances includes the cost of goods sourced from outside South Australia.

In many cases, the determination has been made on the basis of representations made by suppliers at a point in time which has not been subject to independent verification.

The table above includes expenditure on contracts executed on behalf of other government agencies, as the department is responsible to deliver the requirements under Premier and Cabinet Circular 028 (PC028) Construction Procurement Policy Project Implementation Process and Premier and Cabinet Circular 114 (PC114) Government Real Property Management. The department recovers the costs of providing these services directly from the government agencies as it delivers the service.

The table above also includes expenditure on contracts executed for the delivery of capital projects classified as Works in Progress.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

4.4. Depreciation and Amortisation

	2025	2024
	\$'000	\$'000
Depreciation		
Network assets	541 618	532 448
Plant and equipment	54 694	62 330
Buildings and facilities	92 239	66 992
Right-of-use plant and equipment	1 665	1 659
Right-of-use building	98 794	94 812
Total Depreciation	789 010	758 241
Amortisation		
Intangible assets	2 965	2 935
Total Amortisation	2 965	2 935
Total depreciation and amortisation	791 975	761 176

The useful life of an asset is generally determined on the basis of "economic useful life to the department". The useful lives of all major assets held by the department are reassessed on an annual basis.

All non-current assets having a limited useful life are systematically depreciated/amortised over their estimated useful lives in a manner that reflects the consumption of their service potential. Land, unsealed roads (graded and formed), rail and road earthworks, road pavement sub-base, non-current assets held-for-sale and works in progress are not depreciated.

The value of building assets under finance lease is amortised over the asset's useful life. Capitalised software is amortised over the useful life of the intangible asset.

Depreciation and amortisation expense for the current year have been impacted by asset revaluations and the related useful life changes. Refer to notes 5.1,5.2 and 5.3.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

4.4. Depreciation and Amortisation (continued)

Useful Life

Depreciation and amortisation for non-current assets is determined as follows:

<u>Asset Class</u>	<u>Depreciation Method</u>	<u>Estimated Useful Life</u>
Buildings and Facilities:		
Buildings and facilities	Straight Line	1 to 204 years
Dwellings	Straight Line	10 to 67 years
Right-of-use buildings	Straight Line	1 to 17 years
Plant and Equipment:		
Plant and equipment	Straight Line	3 to 100 years
Buses	Diminishing Value	25 years
Tram and train rolling stock	Straight Line	28 to 40 years
Information technology	Straight Line	3 to 15 years
Right-of-use plant and equipment	Straight Line	1 to 3 years
Network Assets:		
Roads (sealed surface)	Straight Line	25 to 30 years
Roads (sealed pavement)	Straight Line	48 to 77 years
Roads (sheeted)	Straight Line	18 years
Structures	Straight Line	33 to 195 years
Metro rail Infrastructure	Straight Line	10 to 149 years
Busway Infrastructure	Straight Line	70 to 100 years
Other	Straight Line	28 to 100 years
Intangible Assets:		
Intangible	Straight Line	3 to 24 years

Pavement sub-base, Earthworks, Graded and formed unsealed roads have indefinite useful lives and are not depreciated.

Review of accounting estimates

During the year, the department reassessed the useful lives of the above-mentioned asset classes. As a result, the 2024-25 and future depreciation expense will decrease by \$0.4 million per annum. This does not include assets that were revalued in 2024-25.

During the year, the department also completed asset revaluations, resulting in an increase in current and future depreciation expense of \$49 million per annum. The most significant increase in depreciation expense was attributable to the Port Bonython Jetty, \$23.4 million. This was as a result of an increase to the fair value assessment and a change in useful life, as disclosed in Note 5.1.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

4.5. Grants, subsidies and SA Government transfers

Grants, subsidies and SA Government transfers by program	2025	2024
	\$'000	\$'000
Contribution for policing services*	-	48 063
Transport Subsidy Scheme	11 469	11 110
Grants to local councils	65 595	26 024
Transport concessions	3 725	3 273
Provision of Municipal Services	-	3 240
Local Roads and Community Infrastructure Program	2 033	2 394
Regional Hydrogen Hub Program	-	6 000
Intra-government transfer - Community Road Safety Fund*	139 172	-
Other **	31 432	13 607
Total grants, subsidies and SA Government transfers	253 426	113 711

*In 2024-25 the Community Road Safety Fund (CRSF) was transferred from a Controlled item to an Administered item of the department. The purpose of the fund, as set out in the purpose of the special deposit account, is to 'receive revenue derived from anti-speeding devices and other monies approved by both the Minister and the Treasurer and to make payments for road safety programs and policing'. DIT cannot use the funds for its own purposes without further approval or authorisation. As a result, funding received in 2024-25 by the department for the CRSF was transferred to the DIT Administered Statements via intra-government transfer.

In addition, Contribution for policing services (CRSF) is now accounted for as an Administered item of the department and is shown the DIT Administered financial statements.

**Other Grants includes a \$25 million contribution towards the Thebarton Oval Precinct development including public accessibility, improved active travel and public realm connections to Thebarton Oval and Kings Reserve.

The Provision of Municipal Services was transferred to the Department of Housing and Urban Development as at 1 July 2024.

4.6. Borrowing Costs

	2025	2024
	\$'000	\$'000
Interest paid/payable on Borrowing Costs		
Interest on leases	32 029	30 361
Total borrowing costs	32 029	30 361

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

4.7. Other Expenses

	2025	2024
	\$'000	\$'000
Rates, taxes and levies	9 873	9 331
Donated assets*	38 391	608
Bad debts	685	112
Write-off of assets	1 733	4 976
Indentured Ports***	10 058	11 260
Increase in provision for contractual arrangements	(2 317)	474
Other payments to consolidated account**	5 939	850
Expected credit loss movement	206	(132)
Other	1 503	1 183
Total other expenses	66 071	28 662

* Relates to land and infrastructure assets donated to other government and non-government agencies. Refer to Notes 5.1,5.3,5.4.

** Other payments to consolidated account relates to the transfer of proceeds from property disposals as required under Premier and Cabinet Circular PC114 Government Real Property Management.

*** This relates to amounts paid to the Consolidated Account in accordance with section 90 of the *Harbors and Navigation Act 1993*. Charges collected for cargo services and harbour services are allocated to the department and applied to the maintenance of indentured ports. Any remaining funds are paid to the Consolidated Account in accordance with section 90 of the *Harbors and Navigation Act 1993*. Assets associated with these ports include land and facilities at Port Bonython, Ardrossan and Whyalla.

4.8. Cash alignment payments to Department of Treasury and Finance

	2025	2024
	\$'000	\$'000
Return of surplus cash pursuant to cash alignment policy	125 190	179 470
Total cash alignment payments to department of treasury and finance	125 190	179 470

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5. Non-Financial Assets

5.1. Land, Buildings and Facilities

	2025	2024
	\$'000	\$'000
Land		
Land at fair value	1 200 969	983 651
Total Land	1 200 969	983 651
Land Under Roads		
Land under roads at cost	373 989	345 914
Total Land Under Roads	373 989	345 914
Land for Current Projects		
Land for current projects at cost*	997 190	912 810
Total Land for Current Projects	997 190	912 810
Buildings and Facilities		
Buildings and facilities at fair value	3 898 233	2 436 261
Accumulated depreciation at 30 June	1 719 137	944 052
Total Buildings and Facilities	2 179 096	1 492 209
Right-of-use land and buildings		
Right-of-use land and buildings at cost	1 350 833	1 312 426
Accumulated depreciation at 30 June	636 294	569 629
Total Right-of-use land and buildings	714 539	742 797
Total Land, Buildings and Facilities	5 465 783	4 477 381

* This includes land transferred from other land categories deemed at cost. Land under Road and Land for Current Projects is not revalued.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.1. Land, Buildings and Facilities (continued)

RECONCILIATION OF LAND, BUILDINGS AND FACILITIES

Reconciliation 2024-25

	Land	Land Under Roads	Land for Current Projects	Buildings & Facilities	ROU Land & Buildings	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2024	983 651	345 914	912 810	1 492 209	742 797	4 477 381
Reclassification from/(to) assets held for sale	(1 028)	-	-	(3 019)	-	(4 047)
Additions	-	2 408	105 161	75 014	46 788	229 371
Disposals	(6 870)	-	-	(325)	-	(7 195)
Donated assets	(433)	-	(2 322)	(22 697)	-	(25 452)
Resources received free of charge	-	-	6 260	-	-	6 260
Write offs	-	-	-	(934)	-	(934)
Revaluation increment/(decrement)	226 597	-	-	736 983	-	963 580
Depreciation and amortisation	-	-	-	(92 239)	(98 794)	(191 033)
Transfers due to reclassification of assets	(948)	25 667	(24 719)	(5 896)	-	(5 896)
Re-Measurement	-	-	-	-	23 748	23 748
Carrying amount at 30 June 2025	1 200 969	373 989	997 190	2 179 096	714 539	5 465 783

Reconciliation 2023-24

	Land	Land Under Roads	Land for Current Projects	Buildings & Facilities	ROU Land & Buildings	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2023	946 480	270 855	612 243	1 488 438	725 317	4 043 333
Reclassification from/(to) assets held for sale	(780)	-	-	(113)	-	(893)
Additions	7 494	-	409 567	64 301	99 753	581 115
Disposals	(7 414)	-	-	(507)	-	(7 921)
Donated assets	(188)	-	-	(5)	-	(193)
Write offs	-	-	-	(178)	-	(178)
Revaluation increment/(decrement)	4 318	-	-	46 995	-	51 313
Depreciation and amortisation	-	-	-	(66 992)	(94 812)	(161 804)
Transfers due to reclassification of assets	33 741	75 059	(109 001)	(39 731)	-	(39 932)
Re-Measurement	-	-	-	-	12 541	12 541
Other movements	-	-	1	1	(2)	-
Carrying amount at 30 June 2024	983 651	345 914	912 810	1 492 209	742 797	4 477 381

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.1. Land, Buildings and Facilities (continued)

Valuation of Land, Buildings and Facilities

For non-specialised land, buildings and facilities the valuer arrived at fair value using the market approach. The valuation was based on recent market transactions for similar land, buildings and facilities in the area. This includes adjustments for factors specific to the land, buildings and facilities being valued, such as size and location and are disclosed in Note 11.1.

Specialised land i.e. land dedicated to marine purposes and land in the rail corridor, have their values discounted to account for the restriction in their use to arrive at fair value. These land categories usually comprise of individual parcels.

For specialised building and facilities, the valuer used depreciated replacement cost given the lack of an active market. The valuation has been prepared from a combination of internal records, specialised knowledge, acquisition and or transfer costs.

Land under Road and Land for Current Projects are not revalued, the department currently has an exemption to Treasurer's Instruction (Accounting Policy Statement) 116.C. The Department of Treasury and Finance coordinates with the Valuer-General to ensure asset value attributed to Land under Road on the consolidated financial report is recorded at fair value. Land for Current Projects is land acquired for ongoing construction projects; they are usually transferred to Land under Road on project completion. Land under Roads is only recognised after 1 July 2008.

In 2024-25 independent valuers were engaged by the department to undertake and prepare full fair value valuations for the Government Employee Housing, Metro Rail, Bus Interchanges and Marine assets.

The most significant revaluation increment was recorded for marine assets, primarily the Port Bonython jetty. As at 1 July 2024, the jetty was valued at a replacement cost of \$1.38 billion and fair value of \$690 million, reflecting increases of \$1.129 billion and \$552 million respectively. The remaining useful life was revised down from 50 years to 25 years, in line with the condition-based depreciation methodology. The asset condition was assessed using the Institute of Public Works Engineering Australasia (IPWEA) 1-5 Condition Rating Scale, a standard framework widely adopted by Australian infrastructure reporting entities.

This reduction in useful life has resulted in a substantial increase in the depreciation expense for the financial year and disclosed in Note 4.4.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.1. Land, Buildings and Facilities (continued)

Right-of-Use (ROU) Buildings

Right of Use (ROU) buildings leased by the department are recorded at cost. Movements in the ROU buildings are shown in the above movement schedule. Short term leases of 12 months or less and low value leases where the underlying asset value is less than \$15,000 are not recognised as right-of-use assets. The associated lease payments are recognised as an expense and are disclosed in Note 4.2.

The department leases properties from external landlords to provide office and other accommodation for the whole of the government sector. These leases are recognised on the statement of financial position as right-of-use building assets and lease liabilities in accordance with AASB16 Leases. The lease liabilities related to the ROU buildings are disclosed in Note 7.2. The department's maturity analysis of its lease liabilities is disclosed in Note 11.2. Expenses related to leases, including depreciation and interest expenses, are disclosed in Note 4. Cash outflows related to leases are disclosed in Note 8.3.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.1. Land, Buildings and Facilities (continued)

Timing of Land, Buildings and Facilities Revaluations

The following table shows when and by whom land, buildings and facilities were revalued:

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach	
Land	Government Employee Housing	1 July 2024	Valuer-General	1	2	Market	
	Government Agency Accommodation	1 July 2020	Savillis/Opteon/m3	6	2	Market	
	Ex Australian National Railways Land	1 July 2019	Valuer-General	6	2	Market	
	Metro Rail Stations, Yards and Corridors	1 July 2024	Acumentis	6	2&3	Market	
	Marine Land	1 July 2024	Public Private Property	6	2&3	Market	
	Bus Depot Land	1 July 2020	Knight Frank	6	2	Market	
	Future Road Construction	1 July 2019	Valuer-General	6	2	Market	
	Leigh Creek Land	1 July 2019	Valuer-General	6	2	Market	
	Adelaide Oval	1 July 2023	Marsh' Ltd	6	2	Market	
	Other Departmental Land (Bus Interchanges)	1 July 2024	Jones Lang LaSalle	6	2	Market	
Buildings and Facilities	Marine Related	1 July 2024	Public Private Property	6	2&3	Cost	
	Metro Rail Stations and Yards	1 July 2024	Acumentis	6	3	Cost	
	Ex Australian National Railways	1 July 2019	Maloney Field Services	6	3	Cost	
	Bus Depots	1 July 2020	Knight Frank	6	3	Cost	
	Tram/Train Depot	1 July 2024	Acumentis	6	3	Cost	
	Leigh Creek Building	1 July 2019	Valuer-General	6	3	Cost	
	Adelaide Oval	1 July 2023	Marsh Ltd	6	3	Cost	
	Busway Interchanges	1 July 2024	Jones Lang LaSalle	6	3	Cost	
	Other	1 July 2019	Valuer-General	6	3	Cost	
	Residential Buildings						
	Government Employee Housing	1 July 2024	Valuer-General	1	2	Market	
	Future Road Construction	1 July 2019	Valuer-General	6	2	Market	
	Commercial Buildings						
Government Agency Accommodation	1 July 2020	Savillis/Opteon/m3	6	2	Market		
Future Road Construction	1 July 2019	Valuer-General	6	2	Market		
Depots	1 July 2022	Public Private Property	6	2	Market		
Land, Buildings and Improvements Under Lease	Land, Buildings and Improvements Under Lease- RMH	NA	NA	NA	NA	NA	

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.2. Plant and Equipment

	2025	2024
	\$'000	\$'000
Plant and equipment (at fair value)	2 142 874	2 015 392
Information technology	4 088	5 352
Right-of-use plant at cost	240	5 704
	2 147 202	2 026 448
Accumulated Depreciation:		
Accumulated depreciation - Plant and equipment	1 383 648	1 246 139
Accumulated depreciation - Information technology	3 605	4 525
Accumulated depreciation - ROU Plant	67	2 549
	1 387 320	1 253 213
Total Plant and Equipment	759 882	773 235

RECONCILIATION OF PLANT AND EQUIPMENT

Reconciliation 2024-25

	Plant and Equipment	Information Technology	ROU Plant	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2024	769 253	827	3 155	773 235
Additions	26 639	31	2 932	29 602
Disposals	(187)	-	-	(187)
Write offs	(370)	-	-	(370)
Revaluation increment/(decrement)	17 185	-	-	17 185
Depreciation and amortisation	(54 319)	(375)	(1 665)	(56 359)
Transfers due to reclassification of assets	1 025	-	-	1 025
De-recognition	-	-	(4 249)	(4 249)
Carrying amount at 30 June	759 226	483	173	759 882

Reconciliation 2023-24

	Plant and Equipment	Information Technology	ROU Plant	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2023	738 072	1 104	2 001	741 177
Additions	50 443	420	2 851	53 714
Disposals	(527)	-	-	(527)
Donated assets	(415)	-	-	(415)
Write offs	(497)	(3)	-	(500)
Revaluation increment/(decrement)	46 379	-	-	46 379
Depreciation and amortisation	(61 635)	(695)	(1 659)	(63 989)
Transfers due to reclassification of assets	(2 567)	-	(37)	(2 604)
Other movements	-	1	(1)	-
Carrying amount at 30 June	769 253	827	3 155	773 235

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.2. Plant and Equipment (continued)

Valuation of Plant and Equipment

For non-specialised plant and equipment, the valuer arrived at fair value using the market approach. The valuation was based on recent market transactions for similar plant and equipment and includes adjustments for factors specific to the plant and equipment being valued, such as size and location.

For specialised plant and equipment, the valuer used depreciated replacement cost due to there not being an active market for such plant and equipment. The valuation was based on a combination of internal records, specialised knowledge and acquisition/transfer costs.

An annual fair value review on the Metro Rail Plant & Equipment resulted in no change to the assets values.

In 2024-25 independent valuers were engaged by the department to undertake and prepare full fair value valuations for the Bus, Bus depot plant, Patrol Boats, MetroCard System and Rail Rolling Stock assets.

Right- of-Use (ROU) Plant

ROU vehicles and plant leased by the department are recorded at cost. Movements in the ROU plants are shown in the above movement schedule.

Motor vehicles were leased from the South Australian Government Financing Authority (SAFA). Effective 1 April 2025 SAFA issued new lease agreements for all its existing and new leases. These new lease agreements give SAFA Fleet substantive substitution rights in accordance with section B14 (a) of AASB 16. As a result, SAFA's motor vehicle leases will no longer be captured by AASB 16 and will be recognised as operating leases. Consequently, the department has de-recognised the ROU assets, accumulated depreciation and liabilities related to the vehicles leased from SAFA. The remaining ROU assets are miscellaneous plant leased by the department.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.2. Plant and Equipment (continued)

Timing of Plant and Equipment Revaluations

The following table shows when and by whom plant and equipment was revalued:

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach
Plant and Equipment	Buses	1 July 2024	Jones Lang LaSalle	6	3	Cost/Market
	Tram and Train Rolling Stock	1 July 2024	Acumentis	6	3	Cost
	Bus Depots	1 July 2024	Jones Lang LaSalle	6	3	Cost
	Rail	1 July 2021	Colliers	6	2 & 3	Cost/Market
	Patrol Boats	1 July 2024	Jones Lang LaSalle	6	2 & 3	Cost/Market
	Tall Ships	1 July 2020	Public Private Property/ Pickles	6	3	Cost
	Ferries (including Modules)	1 July 2019	Pickles Auctions	6	2	Market
	Aids to Navigation	1 July 2019	Valuer-General	6	3	Cost
	Heavy Plant	1 July 2019	Pickles Auctions	6	2	Market
	Metro-ticket System	1 July 2024	Jones Lang LaSalle	6	3	Cost
	Other Plant & Equipment	Not required under Policy	Not applicable	NA	NA	NA
Information Technology (IT)	Information Technology	NA	Not applicable	NA	NA	NA

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.3. Network Assets

	2025 \$'000	2024 \$'000
Network Assets		
Roads and structures (at fair value)	46 536 008	44 782 761
Rail and bus track (at fair value)	5 582 011	5 259 807
	52 118 019	50 042 568
Accumulated Depreciation		
Accumulated depreciation - Roads and structures	13 918 157	13 150 951
Accumulated depreciation - Rail and bus track	1 825 598	1 603 244
	15 743 755	14 754 195
Total Network Assets	36 374 264	35 288 373

RECONCILIATION OF NETWORK ASSETS

Reconciliation 2024-25

	Rail and Bus			Total
	Roads	Structures	Track	
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2024	27 678 572	3 953 238	3 656 563	35 288 373
Additions	496 508	51 787	57 500	605 795
Donated assets	(4 660)	-	-	(4 660)
Write offs	-	(389)	-	(389)
Revaluation increment/(decrement)	755 625	107 223	159 044	1 021 892
Depreciation and amortisation	(339 534)	(79 494)	(122 590)	(541 618)
Transfers due to reclassification of assets	-	(1 025)	5 896	4 871
Carrying amount at 30 June 2025	28 586 511	4 031 340	3 756 413	36 374 264

Reconciliation 2023-24

	Rail and Bus			Total
	Roads	Structures	Track	
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2023	26 335 278	3 675 799	3 438 984	33 450 061
Additions	897 797	138 760	27 372	1 063 929
Write offs	-	(4 298)	-	(4 298)
Revaluation increment/(decrement)	804 336	179 398	284 901	1 268 635
Depreciation and amortisation	(358 424)	(76 348)	(97 676)	(532 448)
Transfers due to reclassification of assets	(415)	39 927	2 982	42 494
Carrying amount at 30 June 2024	27 678 572	3 953 238	3 656 563	35 288 373

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.3. Network Assets (continued)

Valuation of Roads and Structures

Approval has been granted by the Treasurer for a variation to the requirements of Treasurer's Instructions (Accounting Policy Statements), which requires an independent valuation appraisal to be performed at least every 6 years. The variation enables the department to value its road and structures assets using an internally developed revaluation methodology, with unit rates independently sourced and verified for key areas by industry experts.

In accordance with the department's policy, the network assets were due for a full revaluation in 2024-25. This revaluation has been deferred to 2025-26 financial year with the department continuing to comply with Treasurers Instructions (Accounting Policy Statements) 116.E that mandates revaluation to be performed at least every six years. For the 2025 financial year the department applied the Australian Bureau of Statistics road and bridge construction index as at 1 July 2024 to network assets resulting in a \$0.863 billion increase in fair value across the roads and structures network. The movement in road and bridge construction index for 2024-25 is 2.73%.

The department adopts a network asset valuation model. This approach is defined as valuing a group of assets by applying representative stereotypes and associated unit rates (developed by independent experts) to calculate replacement costs.

All road and structures assets are valued at written down replacement cost by senior professional engineers with the knowledge and expertise in that area. Independent recognised industry experts are engaged to provide input with respect to key areas of the revaluation. As these assets have no active market, they are measured at written down replacement cost which is considered to be their fair value.

The valuation model segments the network assets into components that have similar engineering and functional characteristics. For the roads assets these components are:

- Sealed road surfacings
- Sealed road pavements – Base
- Sealed road pavements – Sub-base
- Sealed road earthworks

Each road component is then characterised by a representative stereotype. The main representative stereotypes are Motorways, Heavy Urban, Light Urban, Heavy Rural, Light Rural and Unsealed Roads (Sheeted, Graded, and Formed). Replacement unit rates are calculated based on the estimated resources necessary to complete a ten-kilometre length for each stereotype. The department estimates the current replacement cost of the sealed pavements, surfacing and earthworks by multiplying the relevant adjusted replacement cost unit rate by the surfacing areas and unsealed pavements by the carriageway area.

For structures assets, the calculation of current replacement cost is divided into a generic group and a specific group. The generic group contains structures suitable for valuation using a unit rate per square metre of deck area. This group contains most of the bridges culverts and large retaining walls controlled by the department. Specific Group contains structures deemed unsuitable for valuation using the unit rate method. Structures in the special group are valued individually by calculating the estimated cost of building a new structure using current construction techniques.

All roads and structures assets, except for earthworks and the pavement sub-base, are subject to depreciation.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.3. Network Assets (continued)

Valuation of Rail and Bus Network Assets

For specialised rail and bus network assets, the depreciated replacement cost was used in the valuation methodology due to there not being an active market for rail and bus network assets. The valuation is usually based on a combination of internal records, specialised knowledge and acquisition/transfer costs.

For the year ended June 2025 the Rail network was independently revalued with an increase to the fair value of \$151 million attributable to increases in labour and material costs, whilst the Busway track structure assets increased by \$8 million after applying Australian Bureau of Statistics road and bridge construction index rates.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.3. Network Assets (continued)

Timing of Network Asset Revaluations

The following table shows when and by whom network assets were revalued:

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input Level	Fair Value Approach
Network Assets						
Roads	Road Pavements base, Sub-base, and Surface	1 July 2019	Janey Mitson, B.Eng (Civil)*	5*	3	Cost
	Earthworks	1 July 2019	Janey Mitson, B.Eng (Civil)*	5*	3	Cost
Structures	Bridges / Culverts	1 July 2019	Grant Wilksch, B.Eng (Civil)*	5*	3	Cost
	Ferry Landings	1 July 2019	Grant Wilksch, B.Eng (Civil)*	5*	3	Cost
	Drainage	1 July 2020	Public Private Property	5*	3	Cost
	Weighbridges and Weigh Slabs	1 July 2020	Public Private Property	5	3	Cost
Rail and Bus Track	Busway Track and Structures	1 July 2019	Grant Wilksch, B.Eng (Civil)	5*	3	Cost
	Metro Rail Structure (includes bridges)	1 July 2024	Acumentis	6	3	Cost
	Metro Rail, Tram Lines Track and Other	1 July 2024	Acumentis	6	3	Cost

* These revaluation has been deferred to 2025-26 financial year with the department continuing to comply with Treasurer's Instructions (Accounting Policy Statements) 116.E that mandates revaluation to be performed at least every six years.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.4. Capital Works in Progress

	2025	2024
	\$'000	\$'000
Land, buildings and facilities	225 770	118 023
Road network	2 839 109	1 770 032
Plant, equipment and intangibles	86 201	71 287
Rail and bus track	166 143	79 313
Total capital works in progress	3 317 223	2 038 655

Reconciliation of Capital Works in Progress

Reconciliation 2024-25

	Road Network	Plant and Equipment/ Intangibles	Land, Buildings and Facilities	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2024	1 770 032	71 287	118 023	79 313	2 038 655
Additions	1 617 373	42 604	316 467	144 331	2 120 775
Transfer to capital	(548 296)	(27 674)	(199 970)	(57 500)	(833 440)
Transfer to operating	-	(16)	(471)	(1)	(488)
Transfer due to reclassification of assets	-	-	-	-	-
Donated asset	-	-	(8 279)	-	(8 279)
Carrying amount at 30 June 2025	2 839 109	86 201	225 770	166 143	3 317 223

Reconciliation 2023-24

	Road Network	Plant and Equipment/ Intangibles	Land, Buildings and Facilities	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2023	1 552 767	40 479	66 681	51 861	1 711 788
Additions	1 253 940	85 265	534 459	53 037	1 926 701
Transfer to capital	(1 036 557)	(53 555)	(481 362)	(27 371)	(1 598 845)
Transfer to operating	(118)	(903)	(1 754)	1 786	(989)
Other movements	-	1	(1)	-	-
Carrying amount at 30 June 2024	1 770 032	71 287	118 023	79 313	2 038 655

Valuation of Works in Progress

Capital Works in Progress is not revalued and is recorded at historic cost in accordance with AASB 116 *Property, Plant and Equipment*

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.5. Intangible Assets

	2025	2024
	\$'000	\$'000
Intangibles		
Intangibles	86,103	85,295
	<u>86,103</u>	<u>85,295</u>
Accumulated amortisation		
Accumulated amortisation - Intangibles	73,905	71,096
	<u>73,905</u>	<u>71,096</u>
Total Intangible Assets	12,198	14,199

RECONCILIATION OF INTANGIBLE ASSETS

Reconciliation 2024-25

	Total
	\$'000
Carrying amount at 1 July 2024	14,199
Additions	1,004
Write-off of non-current assets	(40)
Amortisation	(2,965)
Carrying amount at 30 June 2025	12,198

Reconciliation 2023-24

	Total
	\$'000
Carrying amount at 1 July 2023	14,442
Additions	2,692
Amortisation	(2,935)
Carrying amount at 30 June 2024	14,199

Intangible Assets

Intangible assets are not revalued and are recorded at historic cost.

Intangible assets are identifiable as non-monetary assets without physical substance. Intangible assets are measured at cost and are tested for indications of impairment at each reporting date. Following initial recognition, intangible assets are carried at cost less any accumulated amortisation and any accumulated impairment losses.

The useful lives of the intangible assets are assessed to be either finite or indefinite. The department only has intangible assets with finite lives. The amortisation period and method for intangible assets is reviewed on an annual basis.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

5.6. Inventories

	2025	2024
	\$'000	\$'000
Current - held for distribution at no or nominal consideration		
Road making material and stores at cost	1 930	2 103
Rail material and stores at cost	3 084	3 765
Total inventories held for distribution at no or nominal consideration	5 014	5 868
Current - other than those held for distribution at no or nominal consideration:		
Other inventory at cost	287	336
Total inventories other than those held for distribution at no or nominal consideration	287	336
Total Current Inventories	5 301	6 204

Inventories include goods and other property held for distribution in the ordinary course of business and excludes depreciable assets.

Inventories held for distribution at no or nominal consideration are adjusted when applicable for any loss of service potential. The basis for assessing loss of service potential includes current replacement cost and technological or functional obsolescence.

Inventories of roadside materials are measured at historic cost and stores are measured on a weighted average historic cost basis. Inventories held for works performed for clients external to the department are measured at cost.

5.7. Non-Current Assets Classified as Held for Sale

	2025	2024
	\$'000	\$'000
Land, buildings and facilities	4 074	1 940
Total non-current assets classified as held for sale	4 074	1 940

The department has identified land, buildings and facilities that are surplus to the department's requirements. The land, buildings and facilities are expected to be sold within 12 months by public tender or auction.

Valuation of Non-Current Assets Classified as Held for Sale

Non-current assets classified as held for sale generally consist of land and buildings that have been declared surplus to the needs of the department for which a plan of sale has been determined, the sale is highly probable and is expected to be completed within one year from the date of classification.

Non-current assets classified as held for sale are measured at the lower of carrying amount and fair value less cost to sell in accordance with *AASB 5 Non-Current Assets Held for Sale and Discontinued Operations*. The assets in this category are re-valued upon reclassification in line with the valuation techniques outlined in notes 5.1 to 5.3. They are presented separately from the other assets in the Statement of Financial Position and are not subject to depreciation.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

6. Financial assets

6.1. Cash and Cash Equivalents

	2025	2024
	\$'000	\$'000
Deposits at call with the Treasurer	3 919 082	3 921 710
Imprest Account	3	15
Deposits with SAFA	5 504	1
Other	112	113
Total cash and cash equivalents	3 924 701	3 921 839

6.2. Receivables

	2025	2024
	\$'000	\$'000
Current		
Contractual receivables		
From government entities	214 287	204 155
From non-government entities	28 110	31 544
Less impairment loss on receivables	(617)	(411)
Total contractual receivables	241 780	235 288
Statutory receivables		
GST input tax recoverable	5 289	4 071
Total statutory receivables	5 289	4 071
Finance lease receivables	16 346	14 950
Accrued revenues	35 288	39 855
Total current receivables	298 703	294 164
Non-current		
From government entities	174	174
From non-government entities	346	269
Finance lease receivables	119 203	128 354
Total non-current receivables	119 723	128 797
Total receivables	418 426	422 961
Allowance for impairment loss on contractual receivables	2025	2024
	\$'000	\$'000
Carrying amount at the beginning of the period	411	543
Amounts written off	(685)	(112)
Increase / (Decrease) in allowance recognised in profit or loss	891	(20)
Carrying amount at 30 June	617	411

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

6.2. Receivables (continued)

Contractual receivables arise in the normal course of the provision of goods and services provided to other government agencies and the public. Contractual receivables are normally settled within 30 days after the issue of an invoice or from when goods or services have been provided under a contractual agreement. Receivables and accrued revenues are non-interest bearing.

Collectability of receivables is reviewed on an ongoing basis. Other than as recognised in the allowance for impairment loss on contractual receivables, it is not anticipated that debtors will fail to discharge their obligations. The carrying amount of receivables approximates their fair value due to being receivable on demand. There is no concentration of credit risk.

Statutory receivables do not arise from contracts with customers. They are related to taxes and equivalents as well as statutory fees and charges. Statutory receivables are recognised and measured similarly to contractual receivables but are not classified as financial instruments for disclosure purposes.

The net amount of GST recoverable from the ATO is included as part of receivables.

Impairment losses relate to contracts with customers external to SA Government. No impairment loss was recognised in relation to statutory receivables.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

6.2. Receivables (continued)

Finance lease receivables

The department is responsible for managing whole of government office accommodation arrangements under Premier and Cabinet Circular PC018. This includes leasing of accommodation from private landlords and subsequent sub-leasing these properties to government agencies. Where the sub-lease meets the definition of a lease under AASB16 and substantially transfers all the risks and rewards of the head lease to another government agency, the department recognises a finance lease receivable for the net investment of the lease. Finance lease receivables represent approximately 25 sub-leases.

During 2024-25, the department recognised finance income on finance lease receivables of \$4.086 million (\$4.261 million).

The following table sets out the maturity analysis of lease receivables, showing the undiscounted and discounted lease payments to be received after the reporting date.

<i>Finance Lease receivables</i>	2025	2024
	\$'000	\$'000
Finance lease receivables contracted for at the reporting date are as follows:		
Within one year	20 157	18 865
Later than one year but no longer than five years	80 094	76 130
Later than five years	52 900	68 206
Minimum lease payments	153 151	163 201
Less unearned finance income	(17 602)	(19 897)
Total Finance Lease Receivables	135 549	143 304

The present value of finance lease receivable is as follows:

Within one year	16 346	14 950
Later than one year but no longer than five years	69 403	64 672
Later than five years	49 800	63 682
Present Value of Finance Lease	135 549	143 304

Representing:

Current	16 346	14 950
Non-current	119 203	128 354
Total Finance Lease Receivables	135 549	143 304

Refer to Note 11.3 for further information on risk management.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

6.3. Other Assets

	2025	2024
	\$'000	\$'000
Current		
Prepayments	49 567	16 974
Accommodation Incentives	11 216	10 384
Other	462	540
Total Current Other Assets	61 245	27 898
Non-Current Assets		
Accommodation Incentives	68 380	76 712
Advance payment to meet T2D capital requirements*	58 000	-
Total Non-Current Other Assets	126 380	76 712
Total other assets	187 625	104 610

Accommodation Incentives received by the department which do not fall under AASB16 are amortised over the lease term.

*Advance payment of \$58 million provided to the Alliance to meet the capital requirements for the project. In particular the payment of quarterly foreign exchange contracts (exchange of AUD currency to EUR currency) entered into by the T2D Alliance to mitigate against exchange rate volatility for the purchase of specialist plant, equipment and associated services required for the delivery of the North-South Corridor, River Torrens to Darlington (T2D) Project. The payment will be returned in full to the department once the final foreign exchange contract is made, this is anticipated to be in the third quarter of 2027. The funds are held in a separate interest-bearing bank account with any interest earned paid to the department once final foreign exchange contract is made.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

7. Liabilities

7.1. Payables

	2025	2024
	\$'000	\$'000
Current		
Contractual payables	15 393	3 715
Accrued expenses	421 607	283 191
Rail Commissioner (Federally Awarded Employees)	11 018	4 571
Statutory payables	975	1 299
Total current payables	448 993	292 776
Non-Current:		
Rail Commissioner (Federally Awarded Employees)	8 607	3 725
Total non-current payables	8 607	3 725
Total payables	457 600	296 501

Payables and accrued expenses are recognised for all amounts owing but unpaid. Contractual payables are normally settled within 30 days from the date the invoice is first received. All payables are non-interest bearing. The carrying amount of payables represents fair value due to the amounts being payable on demand.

Statutory payables do not arise from contracts. Statutory payables include government taxes and equivalents, statutory fees and charges. This is in addition to employee related payables, such as payroll tax, Fringe Benefit Tax, Pay as You Go Withholding and ReturnToWorkSA levies. Statutory payables are carried at cost.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

7.2. Lease Liabilities

	2025	2024
	\$'000	\$'000
Lease Liabilities	122 681	116 696
Total current lease liabilities	122 681	116 696
Non-Current		
Lease Liabilities	950 762	1 004 893
Total non-current lease liabilities	950 762	1 004 893
Total lease liabilities	1 073 443	1 121 589

Movements in the Lease Liabilities:	2025	2024
	\$'000	\$'000
Carrying amount at the beginning of the period	1 121 589	1 092 408
Additions	51 333	135 194
Increase/(Decrease) due to lease modifications and re-measurements	20 027	10 689
Reductions resulting from payments	(119 506)	(116 702)
Carrying amount at 30 June	1 073 443	1 121 589

All material cash outflows are reflected in the lease liabilities disclosed above.

Lease liabilities are effectively secured as the rights to the leased assets revert to the lessor in the event of default.

As at 30 June 2025 the department had committed to material leases for building assets which had not yet commenced. The future cash flows for these leases is \$87.718 million over 10 years.

The department's leasing activities as lessee include government accommodation, motor vehicles, office equipment and other plant and equipment. Refer Note 8.4.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

7.3. Employee Related Liabilities

	2025	2024
	\$'000	\$'000
Current		
Annual leave	22 612	22 245
Long service leave	5 945	6 802
Skills and Experience Retention Leave	1 612	1 674
Accrued salaries and wages	865	-
Employment on-costs	5 021	4 801
Total current employee related liabilities	36 055	35 522
Non-current		
Long service leave	45 454	44 309
Employment on-costs	4 769	4 546
Total non-current employee related liabilities	50 223	48 855
Total employee related liabilities	86 278	84 377

Employee related liabilities are accrued as a result of services provided up to the reporting date that remain unpaid. Apart from long service leave, employee related liabilities are measured at nominal amounts.

Salaries and Wages, Annual Leave, Skills and Experience Retention Leave (SERL) and Sick Leave

The liability for salaries and wages is measured as the amount unpaid at the reporting date at current remuneration rates at the reporting date.

The annual leave and SERL liabilities are expected to be paid within 12 months and are measured at the undiscounted amounts expected to be paid.

No provision has been made for sick leave as all sick leave is non-vesting and the average sick leave taken in future years by employees is estimated to be less than the annual entitlement for sick leave.

Long Service Leave

The liability for long service leave is measured as the present value of expected future payments to be made in respect of services provided by employees up to the end of the reporting period using the projected unit credit method. The expected timing and amount of long service leave payments is determined through whole-of-government actuarial calculations, which are based on actuarial assumptions on expected future salary and wage levels, experience of employee departures and periods of service. These assumptions are based on employee data over SA Government entities.

The discount rate used in measuring the liability is reflective of the yield on long-term Commonwealth Government bonds. The yield on long term Commonwealth Government bonds has not increased from 2024 and remains at 4.25% in 2025.

The net financial effect of changes to actuarial assumptions are immaterial for the financial year 2024-25. The impact on future periods is impracticable to estimate as the long service leave liability is calculated using a number of demographical and financial assumptions – including the long-term discount rate.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

7.3. Employee Related Liabilities (continued)

As the actuarial assessment performed by the Department of Treasury and Finance for the salary inflation rate is consistent with 2024 (3.5%), there are no material net financial effect impacts in 2025.

The long service leave liability has been allocated between current and non-current liabilities using the leave pattern history of previous years.

Employment on-costs liabilities

Employment on-costs include payroll tax, ReturnToWorkSA levies and superannuation contributions and are settled when the respective employee benefits that they relate to are discharged. These on-costs primarily relate to the balance of leave owing to employees. Estimates as to the proportion of long service leave estimated to be taken as leave, rather than paid on termination, affects whether certain on-costs are recognised as a consequence of long service leave liabilities.

The department contributes to several State Government and externally managed superannuation schemes. These contributions are treated as an expense when they occur. There is no liability for payments to beneficiaries as they have been assumed by the respective superannuation schemes. The only liability outstanding at reporting date relates to any contributions due but not yet paid to the South Australian Superannuation Board and externally managed schemes.

As actuarial assumptions for long service leave are consistent with 2024 (44%), there are no material net financial effect impacts in 2025. The average factor for the calculation of employer superannuation cost on-costs has changed from the 2024 rate (11.5%) to 12%. These rates are used in the employment on-cost calculation. The net financial effect of the changes in the current financial year is an increase in the employment on-cost of \$0.119 million (\$0.154 million) and employee benefits expense of \$0.119 million (\$0.154 million). The impact on future periods is impracticable to estimate.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

7.4. Provisions

	2025	2024
	\$'000	\$'000
Current		
Provision for workers compensation	2 350	2 472
Site remediation	1 476	5 942
Provision for contractual arrangements	1 185	1 401
Total current provisions	5 011	9 815
Non-current		
Provision for workers compensation	14 226	15 583
Provision for contractual arrangements	2 861	4 961
Total non-current provisions	17 087	20 544
Total provisions	22 098	30 359
Reconciliation of Workers Compensation		
The following table shows the movement of the workers compensation provision:		
Carrying amount as at 1 July	18 055	11 713
Increase (decrease) in provision due to revision of estimates	1 408	8 179
Reductions resulting from payments	(2 887)	(1 837)
Carrying Amount at 30 June	16 576	18 055
Reconciliation of Site Remediation		
The following table shows the movement of the site remediation provision:		
Carrying amount as at 1 July	5 942	9 922
Reductions resulting from payments	(4 466)	(3 980)
Carrying Amount at 30 June	1 476	5 942
Reconciliation of Provision for contractual arrangements		
The following table shows the movement of the contractual arrangements provision:		
Carrying amount as at 1 July	6 362	5 889
Increase (decrease) in provision due to revision of estimates	(2 126)	1 247
Reductions resulting from payments	(190)	(774)
Carrying Amount at 30 June	4 046	6 362

Provisions have been reported to reflect unsettled workers compensation claims, land remediation work required under the Ports Corp Business and Sale Agreement and contractual arrangements regarding outsourced heavy rail operations.

The workers compensation provision is based on an actuarial assessment of the outstanding liability as at 30 June 2025 provided by a consulting actuary engaged through the Office of the Commissioner for Public Sector Employment. The provision is for the estimated cost of ongoing payments to employees as required under current legislation. The department is responsible for the payment of workers compensation claims.

Under the Outsourced Rail Operations Agreement, the department is liable for the Long Service Leave associated with the contractors' employees including staff that transferred to the contractor from the Rail Commissioner.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

7.5. Other Liabilities

	2025	2024
	\$'000	\$'000
Current		
Deferred income	18 796	16 755
Other	24	2 268
Total current other liabilities	18 820	19 023
Total other liabilities	18 820	19 023

Deferred Income

The department sells MetroCards for travel on public transport. The value of unused MetroCards as at 30 June 2025 was \$13.659 million (\$13.923 million) and is recognised as a liability.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

8. Other disclosures

8.1. Equity

The asset revaluation surplus is used to record increments and decrements in the fair value of property and plant and equipment to the extent that they offset one another. Relevant amounts are transferred to retained earnings when an asset is derecognised.

8.2. Equity Adjustments

	2025
	\$'000
Restatement of Opening Balances	
Adjustments against Retained Earnings:	
Work in progress adjustments	(1 134)
Asset recognition adjustments	19 536
Other adjustments	903
Total equity	19 305

The table above represents total adjustments to the equity opening balance. Adjustments totalling \$19.305 million (\$2.678 million) were identified in the year ended 30 June 2025 which affect the year ended 30 June 2024 and prior years.

RESTATEMENT OF OPENING BALANCES

Adjustments against Retained Earnings

Work in progress adjustment

A review of projects expenditure by the department in the year ended 30 June 2025 identified \$1.202 million (\$4.897 million) of costs included in capital works in progress at 30 June 2024 that should have been expended in a prior year. The prior period errors are corrected in the current year by an adjustment to retained earnings. The impact on the financial statements for 2023-24 is summarised below:

	2024	2023
	\$'000	\$'000
Rail and Bus Track - work in progress	1 786	10 106
Road network - work in progress	-	(10 739)
Plant, Equipment and Intangibles - work in progress	(234)	(62)
Land, Buildings and Facilities - work in progress	(1 621)	(439)
Total work in progress adjustment	(69)	(1 134)

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

8.2. Equity Adjustments (continued)

Asset Recognition

The total effect of assets book value adjustments that relate to prior financial periods is \$14.903 million (\$0.391 million) mainly due to addition and disposal of various Network Structures and Track assets omitted in prior years. The prior period errors are corrected in the current year by an adjustment to retained earnings. The impact on the financial statements prior to 2023-24 is summarised below:

	2024	2023
	\$'000	\$'000
Land, buildings and facilities	(7)	-
Plant and equipment	(19)	-
Rail and Track	(299)	20 832
Assets held For Sale	(313)	-
Roads and Structures	(3 995)	(1 296)
Total asset recognition adjustments	(4 633)	19 536

Other Adjustments

A review of operating income and expenditure by the department in the year ended 30 June 2025 identified \$1.299 million (\$1.171 million) of prior period errors predominantly due to incorrect issue of Accounts receivable invoices in prior years and incomplete accruals recorded as at 30 June 2024. The prior period errors are corrected in the current year by an adjustment to retained earnings. The impact on the financial statements for 2023-24 is summarised below:

	2024	2023
	\$'000	\$'000
Accounts Receivables	396	(58)
Grants, subsidies and SA Government transfers expense	-	961
Total other adjustments	396	903

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

8.3. Cash Flow Reconciliation

	2025	2024
	\$'000	\$'000
Leases		
Buildings	112 700	109 899
Plant and equipment	8 182	8 335
Total cash outflow for leases	120 882	118 234

	2025	2024
	\$'000	\$'000
Reconciliation of cash and cash equivalents at the end of the reporting period		
Cash and cash equivalents disclosed in the Statement of Financial Position	3 924 701	3 921 839
Balance as per the Statement of Cash Flows	3 924 701	3 921 839

Reconciliation of net cash provided by operating activities to net result		
Net cash provided by/(used in) operating activities	1 909 822	1 481 798
Add / (less) non-cash items		
Net gain (loss) on sale or disposal of non-current assets	7 391	10 527
Depreciation/amortisation expense of non-current assets	(791 975)	(761 176)
Assets written off	(1 733)	(4 976)
Assets donated	(38 391)	(608)
Resources received free of charge	16 311	7 396
Works in progress adjustments	-	(69)
Movements in Assets and Liabilities:		
Increase (Decrease) in receivables	13 165	46 231
Increase (Decrease) in inventories	(903)	(162)
Increase (Decrease) in other assets	(7 563)	16 908
(Increase) Decrease in payables and provisions	(71 413)	(201 007)
(Increase) Decrease in employee benefits	(1 458)	(3 434)
(Increase) Decrease in other liabilities	203	59
Net result	1 033 456	591 487

Cash flows are included in the Statement of Cash Flows on a gross basis and the GST component of cash flows arising from investing and financing activities, which is recoverable from, or payable to, the ATO is classified as part of operating cash flows.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

8.4. Accounting policies

Accounting policy information not disclosed elsewhere in this report are detailed below.

Business Overheads

The department adopts a full cost approach to recognising its infrastructure capital and recurrent works. This methodology requires the allocation of a proportionate share of overheads to these activities. These overhead costs include corporate overheads such as the cost of the traditional corporate areas, general whole of department costs as well as business specific overhead costs.

These costs are allocated using a costing model developed to reflect the proportionate consumption of overheads by output sections.

Contracts in progress

The department acts as project manager for major capital works in relation to government buildings or government accommodation and for a range of minor capital works and maintenance type activities associated with the role of facilities manager. The department charges a fee to recover the cost of its project management activities which is recorded as revenue in accordance with AASB 15.

The expenses incurred in undertaking these capital works and/or maintenance activities and the revenue recovered from charging the respective government departments are recognised within the Statement of Financial Position. The net of the expenditure incurred, and the revenue recovered is accounted for as a receivable or payable.

Non- Current Assets

Assets have been classified according to their nature and have not been offset unless required or permitted by a specific accounting standard, or where offsetting reflects the substance of the transaction or other event.

Acquisition and Recognition of Non-Current assets

The department capitalises non-current physical assets with an individual or grouped value of \$10,000 or greater in accordance with policies that are consistent with Treasurer's Instructions (Accounting Policy Statements) and the requirements of Accounting Standard AASB 116 *Property, Plant and Equipment*. Exceptions to this policy are assets under construction, land and buildings and assets categorised as "grouped assets" in the department's policy which are capitalised irrespective of their value.

Assets under construction are capitalised from Capital Works in Progress to the appropriate asset classes at the completion of the project. Project costs that do not meet the recognition criteria of an asset are expensed.

APS 1051.A specifies that land under roads acquired before 1 July 2008, are not to be recognised by the department as an asset. However, any land under roads acquired after 1 July 2008 have been recognised by the department in accordance with AASB 1051 *Land Under Roads*, paragraph 15, when the asset recognition criteria is met. Land under roads includes land under roadways, road reserves, footpaths, nature strips and median strips.

Buildings or other structures residing on land acquired for current road projects are not separately recognised in the Statement of Financial Position. The costs incurred in acquiring the buildings in these instances are deemed to be part of the costs of acquiring the land.

Non-current assets are initially recorded at cost or at the value of any liabilities assumed, plus any incidental costs incurred with the acquisition. Where the department acquires assets at no cost, or minimal cost, these items are recorded at their fair value in the Statement of Financial Position. If the assets are acquired at no or nominal value as part of a restructuring of administrative arrangements, then the assets are recognised at book value i.e. the amount recorded by the transferor entity immediately prior to the restructure.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

8.4 Accounting policies (continued)

Revaluation of Non-Current Assets

In accordance with Treasurer's Instruction (Accounting Policy Statements) the department revalues all its non-current physical assets to their estimated fair value. Revaluations are performed only in instances where the fair value of the asset or asset group at the time of acquisition is greater than \$1.5 million, and the estimated useful life is greater than three years.

The department's revaluation frequency is 5 years for Road Network assets and 6 years for other major infrastructure assets. Residential property is revalued every year while all other government agency property is revalued every 6 years. The department also conducts fair value reviews to ensure carrying value is not materially different from asset fair value.

The department revalues its assets in accordance with the required timelines, depending on the nature or purpose for which that asset is held. Assets are revalued by appropriately qualified valuation professionals, internal experts using external estimators or internal estimates based on recent transactions/indices. All valuers are independent unless otherwise indicated.

When non-current assets are revalued, the department uses the gross method in accounting for most assets except for land and buildings that are subject to commercial leases and held for provision of government agency accommodation and for provision of housing of government employees in remote areas.

If at any time the carrying amount of an asset materially differs from its fair value, the department re-values the asset regardless of when the last valuation took place. The department assesses material differences in fair value from notification from business units or changes in circumstances and environmental factors that the department becomes aware of. Revaluation movements are recorded in the Revaluation reserves. Non-current physical assets that are acquired between revaluations are held at cost until the next valuation.

Upon disposal or de-recognition, any revaluation surplus relating to that asset is transferred to retained earnings.

AASB116.70 specifies that an entity will de-recognise the carrying amount of a replaced portion of an asset and if unable to determine this amount, the replacement cost may be used. The department does not recognise the disposal of road pavements or track network assets as the determination of the disposal amount is impracticable to calculate due to the data structure of the financial systems.

The valuation methodology applied to specific classes of non-current assets under revaluations and the timing of asset valuations are disclosed in the Notes applicable to those assets. See Note 5.

Impairment

Non-current assets owned by the department carried at its fair value has not been assessed for impairment as they are non-cash generating assets, that are specialised in nature and held for continual use of their service capacity. However, assets held at cost is assessed for impairment at the end of each reporting period.

Revaluation of non-current assets is undertaken on a regular cycle as detailed in Note 5. If at any time management considers that the carrying amount of an asset materially differs from its fair value, then the asset will be revalued regardless of when the last valuation took place.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

8.4 Accounting policies (continued)

Remediation of Non-Current Assets

Land remediation undertaken by the department is primarily designed to restore the asset to its original state or condition and would not normally meet the criteria for asset recognition under *AASB 116 Property, Plant and Equipment*.

Where remedial work is to be performed in response to a present obligation, either under legislation or under a contractual arrangement to a third party, the department recognises a provision for any future work in accordance with the requirements of *AASB 137 Provisions, Contingent Liabilities and Contingent Assets*. Other land remediation costs are therefore expensed in the period in which the obligation is recognised.

Leases

The department enters lease arrangements as both lessee and lessor.

The Treasurer's Instructions (Accounting Policy Statements) specify the required accounting policies for public authorities in applying AASB 16. These requirements are reflected in the department's accounting policies as follows:

- AASB 16 is not applied to leases of intangible assets;
- Right-of-use assets and lease liabilities are not recognised for leases of low value assets, being assets which have a value of \$15 000 or less, nor short-term leases, being those with a lease term of 12 months or less;
- the department, in the capacity of a lessee, does not include non-lease components in lease amounts;
- Right-of-use assets are subsequently measured applying a cost model; and
- the incremental borrowing rate published by the Department of Treasury and Finance is used when the implicit rate in the lease is not able to be determined.

Material accounting policies related to the application of AASB 16 are disclosed under the relevant notes.

Lease activities in the department:

As Lessee:

Commercial Property:

The department is responsible for the management of accommodation arrangements on behalf of other government agencies under Premier and Cabinet Circular PC018 *Government Office Accommodation Framework* (PC018). The department has approximately 295 leases of commercial properties from external parties as well as departmentally owned properties to enable this. Approximately 231 of these external leases include extension options.

Commercial accommodation leases with external parties are non-cancellable with remaining terms ranging from 1 to 17 years. Lease extensions or options are typically renegotiated before the end of the current term. Rent is generally payable monthly in advance. Leases include a fixed rate increase, CPI and/or periodic market review. Major value leases typically have a predetermined fixed rate annual increase (between 2%-4%) factored into the lease.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

8.4 Accounting policies (continued)

Office accommodation provided to general government sector agencies under PC018 do not meet the definition of a lease under AASB 16. Revenue for these agencies is recognised under AASB 15 and classified as Government accommodation rental income (refer note 3.6). Where the department leases this accommodation from an external party the department records the Right-of-Use asset and Lease Liability on its statement of financial position.

For some office accommodation provided to the general government sector agencies under PC018 the department provides accommodation incentives (e.g. fit out). These have been recognised as an asset and are amortised against rental income on a straight-line basis over the term of the arrangement with the government sector agency.

Leased accommodation provided by the department outside of the scope PC018 are accounted for as leases under AASB 16. Where the department acts as sub-lessor it recognises a Finance Lease receivable for the net investment in the lease. Refer to Note 6.2.

Lease liabilities are classified as both current and non-current, with the minimum lease payments allocated between borrowing costs and the reduction of lease liability for the period.

Right of Use assets are depreciated over the reasonably certain term of the lease.

Significant judgments/policy:

Reasonably certain

The lease term is the non-cancellable period of a lease including periods covered by an option to extend the lease if the lessee is reasonably certain to exercise this option.

Where a property lease has extension options, these have been included in the value of the ROU asset and Lease liability where the department has assessed the lease extension option(s) is reasonably certain. The department considers all relevant facts and circumstances when making this determination including the whole of government accommodation strategy, economic conditions including relocation costs, operational needs of sub lessee's and relevant factors.

Lease components

Where a contract contains both lease and non-lease components such as asset maintenance services, the department excludes the non-lease component amounts when determining the lease liability and right-of-use asset amount in accordance with AASB16 and the Treasurer's Instructions (Accounting Policy Statements).

In determining the non-lease component rate for property leases, the department has applied the independently measured Property Council of Australia benchmark rates published for South Australia. This rate is then applied to the minimum lease payments of multi-story office buildings to determine value of the lease liability and lease asset.

Plant and Equipment:

The department leases plant and equipment for its operational use. This includes motor vehicles, office equipment and other plant. Refer to Note 5.2 for more detail.

Where plant and equipment is leased from an external party the department records a Right-of-Use asset and Lease Liability on its financial position when it meets the definition of a Lease under AASB16.

These lease payments are recognised as expenses on a straight line basis over the lease term.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

8.4. Accounting policies (continued)

As Lessor:

Departmental Owned property

The department owns properties such as commercial buildings, land and other operating facilities. Where these properties are leased to other entities they are treated as operating leases because the department retains all the risks and rewards incidental to ownership of the underlying asset. That is the leases are significantly shorter than the useful life of the underlying asset.

The department recognises lease payments from operating leases as rental income on a straight-line basis over the term of the lease. Commercial accommodation operating leases are non-cancellable and rent is payable in advance.

Recreational Jetties

The department has entered into leases as lessor, in regard to the Government's Recreational Jetties Divestment Program where jetties have been leased to Councils throughout the state. Peppercorn rents of \$1 per annum apply over the 25 or 99 year lease term for each lease.

Under the terms of the lease agreement, these leases have been categorised as finance leases due to the passing of risks and benefits incidental to ownership to the lessee. The underlying assets have no value recorded in the Financial Statements because all the risks and rewards incidental to ownership of the underlying asset have been transferred to the Councils.

9. Changes in accounting policy

The department has assessed that the Australian Accounting Standards and Interpretations that first applied during 2024-25 did not have a material impact on the department's financial statements.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

10. Outlook

10.1. Unrecognised Commitments

Commitments include operating, capital and outsourcing arrangements arising from contractual sources and are disclosed at their nominal value and inclusive of non-recoverable GST.

The department's capital contractual commitments are predominantly for capital expenditure on construction projects relating to the road and rail networks, and the construction and upgrade of Government buildings and facilities. Where this construction work is being done on behalf of other agencies the cost is recovered accordingly.

The department's other contractual commitments include major service contracts for road and public transport operations. Accommodation expenses and short term and low value leases that do not meet the definition of a lease under AASB16 have been recognised by the department as an Other contractual commitment.

Capital Contractual commitments

	2025	2024
	\$'000	\$'000
Capital expenditure contracted for at the reporting date but not recognised as liabilities in the financial report, are payable as follows:		
Within one year	2 909 684	1 870 301
Later than one year but not longer than five years	7 096 896	307 561
Later than five years	666	2 505
Total capital commitments	10 007 246	2 180 367

Other contractual commitments

	2025	2024
	\$'000	\$'000
Within one year	649 264	652 685
Later than one year but not longer than five years	2 032 746	2 005 011
Later than five years	945 657	1 264 737
Total expenditure commitments	3 627 667	3 922 433

Operating Lease Commitments as Lessor

	2025	2024
	\$'000	\$'000
Commitments under operating leases at the reporting date but not recognised as receivable in the financial report, are as follows:		
Within one year	1 309	1 281
Later than one year but no later than five years	3 552	754
Total Operating Lease Commitments as Lessor	4 861	2 035

The department's operating lease commitments as lessor are for commercial accommodation and access rights to State Owned land sites for departmentally owned properties. These leases relate to office accommodation leased to Public Financial Corporations and Public Non-Financial Corporations and operational sites leased to government agencies. Commercial accommodation leases are non-cancellable with remaining lease terms ranging from 1 to 23 years. Rent is receivable in advance.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

10.2. Contingent Assets and Liabilities

Contingent assets and liabilities are not recognised in the Statement of Financial Position but are disclosed by way of note.

Contingent Assets

At 30 June 2025, the department:

- holds contract securities which are designed to cover the risk to the department in the event of contractor non-performance or insolvency. In the event of contractor non-performance or insolvency, the department can call upon the contract security to cover any resulting costs incurred.

Contingent Liabilities

At 30 June 2025, the department had:

- possible material exposures resulting from litigation (or pending litigation) in respect of claims for property damage or personal injury;
- received notification of other cases not yet subject to court action or formal claim, which may result in subsequent litigation or arbitration in the future;
- possible material exposure resulting from the ongoing monitoring and treatment of contaminated land assets to bring the land into a position for future use or sale;
- property acquisition compensation matters that are yet to be settled;
- property agreements that provide for additional compensation payments where a property owner purchases a replacement investment property within 12 months; and

In addition, the department is awaiting the outcome of formal and informal proceedings which may result in possible liabilities.

The department is insured by the South Australian Financing Authority (SAFA), the captive insurer for the Government of South Australia. Final exposure of claims is limited to the deductible excess. The extent of these contingent liabilities cannot be reliably measured at balance date.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

10.3. Impact of standards not yet effective

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective have not been adopted by the department for the reporting period ending 30 June 2025.

10.4. Events after the reporting period

There are no known events between 30 June and the date the financial statements are authorised that may have a material impact on the results on subsequent years.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

11. Measurement and risk

11.1. Fair Value Measurement

AASB 13 *Fair Value Measurement* defines fair value as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants, in the principal or most advantageous market, at the measurement date.

The department classifies fair value measurement using the following fair value hierarchy that reflects the significance of the inputs used in making the measurements, based on the data and assumptions used in the most recent revaluation.

- Level 1 – traded in active markets and is based on unadjusted quoted prices in active markets for identical assets or liabilities that the entity can access at measurement date. The department does not have any Level 1 assets.
- Level 2 – not traded in an active market and are derived from inputs (inputs other than quoted prices included within Level 1) that are observable for the asset, either directly or indirectly. For example, the department has domestic housing and commercial building assets that are valued by comparing the subject properties to similar properties in similar areas.
- Level 3 – not traded in an active market and are derived from unobservable inputs. Examples in the department include the rail and road networks.

In determining fair value, the department has taken into account the characteristic of the asset (e.g. condition and location of the asset and any restrictions on the sale or use of the asset); and the asset's highest and best use (that is physically possible, legally permissible and financially feasible).

The department's current use is the highest and best use of the asset unless other factors suggest an alternative use is feasible. As the department did not identify any factors to suggest an alternative use, fair value measurement was based on current use.

The carrying amount of non-financial assets with a fair value at the time of acquisition that was less than \$1.5 million or had an estimated useful life that was less than three years are deemed to approximate fair value.

Refer to Note 5 for disclosure regarding fair value measurement techniques and inputs used to develop fair value measurements for non-financial assets.

In accordance with AASB 13 *Fair Value Measurement* the fair value of non-financial assets must be estimated for recognition and measurement or for disclosure purposes. The department categorises non-financial assets measured at fair value into hierarchy based on the level of inputs used in measurement.

The department had no recurring or non-recurring fair value measurements categorised into Level 1.

During 2024–25, the department reclassified \$129.3 million of land assets from Level 2 to Level 3 following a revaluation process. These assets were deemed Level 3 as they could no longer be traded in an active market.

Conversely, the department transferred \$7.725 million of land, and plant and equipment assets from Level 3 to Level 2. This reclassification was also identified during revaluation, with the assets assessed as being capable of being traded in an active market.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

11.1. Fair Value Measurement (continued)

Fair value measurements at 30 June 2025

	2025	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring fair value measurements			
Land (note 5.1)	1 200 969	1 027 873	173 096
Buildings and facilities (note 5.1)	2 179 096	340 553	1 838 543
Plant and Equipment (note 5.2)	759 226	2 127	757 098
Road and structures (note 5.3)	32 617 851	-	32 617 852
Rail and bus track (note 5.3)	3 756 413	-	3 756 413
Total recurring fair value measurements	40 513 555	1 370 553	39 143 002
Non-recurring fair value measurements			
Land, buildings and facilities held for sale (note 5.7)	4 074	4 074	-
Total non-recurring fair value measurements	4 074	4 074	-
Total fair value measurements	40 517 629	1 374 627	39 143 002

Fair value measurements at 30 June 2024

	2024	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring fair value measurements			
Land (note 5.1)	983 651	955 793	27 858
Buildings and facilities (note 5.1)	1 492 209	339 330	1 152 879
Plant and Equipment (note 5.2)	769 253	1 146	768 107
Road and structures (note 5.3)	31 631 810	-	31 631 810
Rail and bus track (note 5.3)	3 656 563	-	3 656 563
Total recurring fair value measurements	38 533 486	1 296 269	37 237 217
Non-recurring fair value measurements			
Land, buildings and facilities held for sale (note 5.7)	1 940	1 940	-
Total non-recurring fair value measurements	1 940	1 940	-
Total fair value measurements	38 535 426	1 298 209	37 237 217

Valuation Techniques and Inputs

Valuation techniques used to derive Level 2 and 3 fair values are detailed in Notes 5.1 – 5.5. There were no changes in valuation techniques during 2024-25.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

11.1. Fair Value Measurement (continued)

Reconciliation of Level 3 Fair value Measurements as at 30 June 2025

2025	Land ⁽¹⁾	Buildings and Facilities ⁽¹⁾	Plant and Equipment	Road and Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Opening balance at the beginning of the period	27 858	1 152 879	768 107	31 631 810	3 656 563	37 237 217
Additions	-	64 938	26 443	548 296	57 500	697 177
Disposals ⁽²⁾	-	-	(187)	-	-	(187)
Donated assets	-	(22 697)	-	(4 660)	-	(27 357)
Write offs	-	(658)	(287)	(389)	-	(1 334)
Revaluation increment (decrement) ⁽³⁾	18 743	722 525	16 915	862 848	159 044	1 780 075
Depreciation and amortisation	-	(72 548)	(53 963)	(419 028)	(122 590)	(668 129)
Transfers due to reclassification of assets at same Fair Value level	4 010	(5 896)	1 025	(1 025)	5 896	4 010
Transfer into Level 3	129 255	-	-	-	-	129 255
Transfer out of Level 3	(6 770)	-	(955)	-	-	(7 725)
Carrying amount at the end of the period	173 096	1 838 543	757 098	32 617 852	3 756 413	39 143 002

Total gains/losses for the period included in profit or loss
under Net Gain (Loss) from Disposal of Non-Current Assets

- - -159 - -

(1) Plant and Equipment & Buildings and Facilities have a combination of Fair Value Level 2 and 3

(2) Net book value of assets disposed. Total gain/loss for period included in profit or loss disclosed separately.

(3) Revaluation increment (decrement) relates only to unrealised gains or losses recognised through Other Comprehensive Income under changes to the revaluation surplus. No unrealised gains or losses were included in profit or loss.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

11.1. Fair Value Measurement (continued)

Reconciliation of Level 3 Fair value Measurements as at 30 June 2024

2024	Land ⁽¹⁾	Buildings and Facilities ⁽¹⁾	Plant and Equipment	Road and Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Opening balance at the beginning of the period	17 643	1 153 993	736 780	30 011 077	3 438 984	35 358 477
Additions	-	55 178	50 443	1 036 557	27 371	1 169 549
Disposals ⁽²⁾	-	-	(527)	-	-	(527)
Donated assets	-	-	(415)	-	-	(415)
Write offs	-	(178)	(498)	(4 298)	-	(4 974)
Revaluation increment (decrement) ⁽³⁾	2 610	31 974	46 376	983 735	284 901	1 349 596
Depreciation and amortisation	-	(47 858)	(61 484)	(434 772)	(97 676)	(641 790)
Transfers due to reclassification of assets at same Fair Value level	-	(39 927)	(2 567)	39 512	2 982	-
Transfer into Level 3	7 750	-	-	-	-	7 750
Transfer out of Level 3	(146)	(305)	-	-	-	(451)
Other Movements	1	2	(1)	(1)	1	2
Carrying amount at the end of the period	27 858	1 152 879	768 107	31 631 810	3 656 563	37 237 217
Total gains/losses for the period included in profit or loss under Net Gain (Loss) from Disposal of Non-Current Assets	-	-	- 385	-	-	-

(1) Plant and Equipment & Buildings and Facilities have a combination of Fair Value Level 2 and 3

(2) Net book value of assets disposed. Total gain/loss for period included in profit or loss disclosed separately.

(3) Revaluation increment (decrement) relates only to unrealised gains or losses recognised through Other Comprehensive Income under changes to the revaluation surplus. No unrealised gains or losses were included in profit or loss.

Transfers In and Out of Level 3

The department's policy is to recognise transfers in and out of fair value hierarchy levels as at the beginning to the reporting period.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

11.2. Financial Instruments

Financial risk management

The department has developed a Risk Management policy and associated Framework in accordance with the *SA Government Risk Management Guide* and the principles established in the *Australian Standard Risk Management Principles and Guidelines (AS/NZS ISO 31000-2018)*. This policy and framework set out the tailored approach to identify and manage risk within the department.

The department's exposure to financial risk (liquidity risk, credit risk and market risk) is low due to the nature of the financial instruments held.

Liquidity Risk

Liquidity risk arises from the possibility that the department is unable to meet its financial obligations as they fall due. The department works with the Department of Treasury and Finance to determine the cash flows associated with its government approved program of work and to ensure funding is provided through SA Government budgetary processes to meet the expected cash flows.

Credit Risk

Credit risk arises when there is the possibility of the department's debtors defaulting on their contractual obligations resulting in a financial loss to the department. The department has policies and procedures in place to ensure business transactions occur with customers with appropriate credit history.

No collateral is held as security and no credit enhancements relate to financial assets held by the department.

Impairment of financial assets

Loss allowances for contractual receivables are measured at an amount equal to lifetime expected credit loss (ECL) using the simplified approach in *AASB 9*. The department uses an allowance matrix to measure the expected credit loss of contractual receivables from non-government debtors.

The expected credit loss of government debtors is considered to be nil based on the external credit ratings and nature of the counterparties.

To measure the expected credit losses, contractual receivables are grouped based on shared risks characteristics and the days past due. When estimating expected credit loss, the department considers reasonable and supportable information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analysis, based on the department's historical experience and available forward-looking information.

The maximum period considered when estimating expected credit losses is the maximum contractual period over which the department is exposed to credit risk.

Loss rates are calculated based on the probability of a contractual receivable progressing through stages to write off based on the common risk characteristics of the transaction and debtor group.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2025

11.2. Financial Instruments (continued)

The following table provides information about the exposure to credit risk and expected credit loss for non-government debtors.

	Debtor gross carrying amount \$'000	Loss %	Lifetime expected losses \$'000
Current (not past due)	5 777	1.30%	75
1 – 30 days past due	5 301	2.93%	155
31 – 60 days past due	720	3.44%	25
More than 60 days past due	8 410	4.31%	362
Loss allowance			617

Loss rates are based on actual history of credit loss adjusted for any changes to any forecast economic conditions that may affect the department's debtor profile.

Impairment losses are presented as net impairment losses within net result, subsequent recoveries of amounts previously written off are credited against the same line item.

Contractual receivables are written off when there is no reasonable expectation of recovery. Indicators that there is no reasonable expectation of recovery include the failure of a debtor to enter into a payment plan with the department and a failure to make contractual payments for a period of greater than 90 days past due.

Receivables with a contractual amount of \$0.685 million written off during the year are still subject to enforcement activity.

The department considers that its cash and cash equivalents have low credit risk based on the external credit ratings of the counterparties and therefore the expected credit loss is nil.

Market Risk

The department enters into business transactions that require the payment of goods or services in a foreign currency. Foreign currency risk associated with significant payments is minimised using a strategy of forward cover contract through SAFA articulated in *TI 23 Management of Foreign Currency Exposures*.

Exposure to interest rate risk may arise through interest bearing liabilities, including borrowings.

The interest expense implicit in any finance lease payment is fixed at the inception of the lease and is calculated using prevailing government borrowing rates as advised by SAFA. The department's revenue base is sufficient for the purpose of servicing its interest and loan repayment commitments.

There have been no changes in risk exposure since the last reporting date.

Categorisation of financial instruments

Details of the material accounting policy information and methods adopted including the criteria for recognition, the basis of measurement, and the basis on which income and expenses are recognised with respect to each class of financial asset, financial liability and equity instrument are disclosed in the respective financial asset / liability note and in Note 8.4.

Classification of financial instruments

The department measures all financial instruments at amortised cost.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
For the year ended 30 June 2025

11.2. Financial Instruments (continued)

Category of financial asset and financial liability		Note	2025	2025 Contractual maturities*		
			Carrying amount / fair value \$'000	Within 1 year \$'000	1-5 years \$'000	More than 5 years \$'000
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	6.1	3 924 701	3 924 701		
Financial assets at amortised cost	Contractual receivables**	6.2	277 196	277 022	174	
	Finance lease receivable	6.2	153 151	20 157	80 094	52 900
	Other financial assets	6.3	58 000		58 000	
Total financial assets			4 413 048	4 221 880	138 268	52 900
Financial liabilities						
Financial liabilities at amortised cost:	Contractual payables	7.1	456 625	448 018	8 607	
	Lease liability	7.2	1 267 966	152 470	477 131	638 365
Total financial liabilities			1 724 591	600 488	485 738	638 365
Category of financial asset and financial liability		Note	2024	2024 Contractual maturities*		
			Carrying amount / fair value \$'000	Within 1 year \$'000	1-5 years \$'000	More than 5 years \$'000
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	6.1	3 921 839	3 921 839		
Financial assets at amortised cost	Contractual receivables**	6.2	275 342	275 168	174	
	Finance lease receivable	6.2	163 201	18 865	76 130	68 206
Total financial assets			4 360 382	4 215 872	76 304	68 206
Financial liabilities						
Financial liabilities at amortised cost:	Contractual payables	7.1	293 966	290 241	3 725	
	Lease liability	7.2	1 331 193	146 617	482 175	702 401
Total financial liabilities			1 625 159	436 858	485 900	702 401

* Maturities analysis is presented using the undiscounted cash flows and therefore may not total to equal the carrying amount/fair value of the financial instrument.

** Contractual receivables do not include prepayments as these are not financial instruments. Prepayments are presented in note 6.3.

**Department for Infrastructure and Transport -
Administered
(DIT)**

Administered Financial Statements

For the year ended 30 June 2025

**Department for Infrastructure and Transport - Administered
Statement of Administered Comprehensive Income
for the year ended 30 June 2025**

	Note	2025 \$'000	2024 \$'000
Administered income			
Appropriation	A10	4 879	8 853
Fees and charges	A11	3 374	2 648
Collection on Behalf of Third Parties	A12	1 088 904	1 077 525
Grants, subsidies and SA Government transfers received	A13	242 409	-
Other income	A14	1 157	140
Total income		1 340 723	1 089 166
Administered expenses			
Employee related expenses	A5	592	988
Supplies and services	A6	1 172	1 185
Grants, subsidies and SA Government transfers	A8	164 801	6 351
Disbursements on Behalf of Third Parties	A9	1 092 004	1 080 616
Total administered expenses		1 258 569	1 089 140
Net result		82 154	26
Total comprehensive result		82 154	26

The net result and total comprehensive result are attributable to the SA Government as owner. The above statement should be read in conjunction with the accompanying notes.

**Department for Infrastructure and Transport - Administered
Statement of Administered Financial Position
for the year ended 30 June 2025**

	Note	2025 \$'000	2024 \$'000
Current assets			
Cash and cash equivalents	A15	105 763	24 804
Receivables	A16	22	23
Total current assets		105 785	24 827
<hr/>			
Total assets		105 785	24 827
<hr/>			
Current liabilities			
Payables	A17	21 303	22 499
Total current liabilities		21 303	22 499
<hr/>			
Total liabilities		21 303	22 499
<hr/>			
Net assets		84 482	2 328
<hr/>			
Administered equity			
Retained earnings		84 482	2 328
Total equity		84 482	2 328

The total equity is attributable to the SA Government as owner.

Unrecognised contractual commitments	A19
Contingent assets and liabilities	A20

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

Department for Infrastructure and Transport - Administered
Statement of Administered Cash Flows
for the year ended 30 June 2025

		2025 (Outflows) Inflows \$'000	2024 (Outflows) Inflows \$'000
Cash flows from operating activities	Note		
Cash inflows			
Appropriation		4 879	8 853
Receipts from fees and charges		3 374	2 647
Collection on behalf of third parties		1 088 905	1 077 529
Grants and subsidies		242 409	-
Other income		1 157	141
Cash generated from operations		1 340 724	1 089 170
Cash outflows			
Employee related expenses		(592)	(988)
Payments for supplies and services		(2 082)	(1 444)
Grants and subsidies		(164 801)	(6 351)
Disbursements on behalf of third parties		(1 092 290)	(1 078 436)
Cash used in operations		(1 259 765)	(1 087 219)
Net cash provided by / (used in) operations	A18	80 959	1 951
Net increase (decrease) in cash held		80 959	1 951
Cash at 1 July		24 804	22 853
Cash at 30 June	A15	105 763	24 804

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

Department for Infrastructure and Transport - Administered Expenses and Income by Administered Programs
For the year ended 30 June 2025

Administered programs - refer note A2	Infrastructure Planning and			
	Roads and Marine		Policy	
	1		2	
	2025	2024	2025	2024
	\$'000	\$'000	\$'000	\$'000
Administered income				
Appropriation	3 100	3 091	1 779	2 156
Fees and charges		2 648	3 374	-
Collections on behalf of third parties	1 088 752	1 077 375	152	150
Grants, subsidies and SA Government transfers received	-	-	103 237	-
Interest income	1 005	-	-	-
Other income	-	-	152	140
Total administered income	1 092 857	1 083 114	108 694	2 446
Administered expenses				
Employee related expenses	-	-	592	988
Supplies and services	-	-	1 172	1 185
Grants, subsidies and SA Government transfers	3 482	2 745	21 240	-
Disbursements on behalf of third parties	1 091 853	1 080 466	151	150
Total administered expenses	1 095 335	1 083 211	23 155	2 323
Net result	(2 478)	(97)	85 539	123

	Road Safety		General/Not		Total	
	3		4			
	2025	2024	2025	2024	2025	2024
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Administered income						
Appropriation	-	-	-	3 606	4 879	8 853
Fees and charges	-	-	-	-	3 374	2 648
Collections on behalf of third parties	-	-	-	-	1 088 904	1 077 525
Grants, subsidies and SA Government transfers received	139 172	-	-	-	242 409	-
Interest income	-	-	-	-	1 005	-
Other income	-	-	-	-	152	140
Total administered income	139 172	-	-	3 606	1 340 723	1 089 166
Administered expenses						
Employee related expenses	-	-	-	-	592	988
Supplies and services	-	-	-	-	1 172	1 185
Grants, subsidies and SA Government transfers	140 079	-	-	3 606	164 801	6 351
Disbursements on behalf of third parties	-	-	-	-	1 092 004	1 080 616
Total administered expenses	140 079	-	-	3 606	1 258 569	1 089 140
Net result	(907)	-	-	-	82 154	26

**Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2025**

The Administered Financial Statements include income, expenses, assets and liabilities that the Department for Infrastructure and Transport (the department) administers on behalf of the SA Government but does not control.

A1. Basis of preparation and accounting policies

The Basis of Preparation for the Administered Financial Statements is the same as the basis outlined in Note 1.1 for controlled items. The department applies the same accounting policies to the Administered Financial Statements as set out in the notes to the department's financial statements.

A2. Objectives/programs of the Department

The objectives and programs of the department, outlined in Note 1.2 for controlled items apply equally to the Administered Financial Statements.

The programs of the department are outlined in Note 1.2 for controlled items. Program 2: Roads and Marine, Program 5: Infrastructure Planning and Policy, Program 6: Road Safety apply to the Administered Financial Statements.

Department Organisation

The organisational structure of the department outlined in Note 1.2 for controlled items, applies to both the departmental and the Administered Financial Statements.

The Administered Items of the department as at 30 June 2025 comprised the following:

- Asbestos Program
- Commonwealth funded grant programs
- Community Road Safety Fund
- Compulsory Third-Party Insurance
- Emergency services levy
- Expiation receipts
- Firearm receipts
- Flinders Ports — land tax equivalent
- Hospital Fund — contributions
- Lifetime Support Scheme receipts
- Registration and Licensing collections and disbursements
- Service SA disbursements
- Special Act salaries
- Stamp duty receipts

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2025

A3. Transfer Payments

The department makes various transfer payments to eligible beneficiaries in the capacity of an agent responsible for the administration of the transfer process. Amounts relating to these transfer payments are not controlled by the department, since they are made at the discretion of the SA Government in accordance with government policy. The following table lists recipients by class and amounts transferred.

	2025	2024
	\$'000	\$'000
Transfer payments to SA Government Entities		
Department of Treasury and Finance	362 653	362 923
Lifetime Support Authority	222 095	208 235
CTP Regulator	113 152	110 085
South Australian Fire and Emergency Services Commission	53 651	52 269
South Australian Police	52 626	3 829
Outback Communities Authority and Local Govt Grants Commission	-	3 606
Community Road Safety Fund- Road Safety	91 033	-
Other	1 380	1 827
Transfer payment to non-SA Government Entities		
Compulsory Third Party Insurance	301 106	308 324
Refunds	21 937	20 966
National Heavy Vehicle Regulator	16 057	15 337
Commonwealth grant programs	21 239	-
Other	1 048	751
Total Transfer Payments	1 257 977	1 088 152

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2025

A4. Budgetary Reporting and Explanations of major variances between budget and actual amounts

		Original budget 2025 \$'000	Actual 2025 \$'000	Variance \$'000
Statement of Administered Comprehensive Income				
Administered Income				
Appropriation		8 754	4 879	(3 875)
Fees and charges		-	3 374	3 374
Collections on behalf of third parties		1 030 271	1 088 904	58 633
Grants and subsidies received	a	-	242 409	242 409
Other income		-	1 157	1 157
Total administered income		1 039 025	1 340 723	301 698
Administered Expenses				
Employee related expenses		808	592	(216)
Supplies and services		1 210	1 172	(38)
Grants and subsidies	b	3 304	164 801	161 497
Disbursements on behalf of third parties		1 033 184	1 092 004	58 820
Payments to Consolidated Account		515	-	(515)
Total administered expenses		1 039 021	1 258 569	219 548
Net result		4	82 154	82 150

The budget performance table compares the department's outcomes against budget information presented to Parliament (2024-25 Budget Paper 4, Volume 3). The budget amounts have not been adjusted to reflect revised budgets or administrative restructures. The budget process is not subject to audit.

The following are brief explanations between original budget and actual amounts. Explanations are provided for variances where the variance exceeds the greater of 10 % of the original budgeted amount and 5 % of original budgeted total expenses.

- a) Grants and subsidies received are higher than original budget due to the transfer of the Community Road Safety Fund to an Administered Item and the introduction of Commonwealth grant programs not in the original budget.
- b) Grants and subsidies paid are higher than the original budget due to the transfer of the Community Road Safety Fund to an Administered Item and the introduction of Commonwealth grant programs not in original budget.

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2025

A5. Employee Related Expenses

	2025	2024
	\$'000	\$'000
Ministers salaries	592	988
Total employee related expenses	592	988

2024 includes Minister for Infrastructure and Transport and Minister for Local Government.

A6. Supplies and Services

	2025	2024
	\$'000	\$'000
Professional and Technical Services	828	1 068
Other	344	117
Total supplies and services	1 172	1 185

A7. Expenditure-SA Business and Non-SA Business

All expenditure in relation to contracts above \$55,000 (GST inclusive) resulting from a procurement as defined in Treasurer's Instructions 18 – Procurement are to be disclosed. The Department considered this disclosure as relevant for the Administered Financial Statements however the amounts that would have met the conditions required for this note are deemed immaterial.

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2025

A8. Grants, subsidies and SA Government transfers

	2025	2024
	\$'000	\$'000
Land Tax Equivalent - Flinders Ports (Transfer to DTF)	3 374	2 648
Contribution for policing services	49 048	-
Intra Government Transfer**	91 033	-
Grants for Commonwealth programs	21 239	-
Transfer to Outback Communities Authority and Local Govt Grants Commission*	-	3 606
Lincoln Cove Marina (Transfer to DTF)	107	97
Total grants and subsidies expense	164 801	6 351

During 2024-25 the Community Road Safety Fund (CRSF) was transferred to an Administered item of the department rather than as a Controlled item. The purpose of the fund, as set out in the purpose of the special deposit account, is to 'receive revenue derived from anti-speeding devices and other monies approved by both the Minister and the Treasurer and to make payments for road safety programs and policing'. DIT cannot use the funds for its own purposes without further approval or authorisation.

**Intra Government transfer represents the transfer of funds to DIT Controlled from DIT Administered from the CRSF for the purposes on expenditure on road safety programs. The Fund also provides a contribution for policing services to SAPOL.

Grants for Commonwealth programs represents grant payments to external bodies under the Growing Regions, Thriving Suburbs, Urban Precincts and Partnerships, and Regional Precincts and Partnerships programs which the department administers on behalf of the Commonwealth Government.

*The transfer to Outback Communities Authority and Local Government Grants Commission is a transfer of Appropriation received by DIT on their behalf in 2023-24. These functions were transferred to the control of the Department of Housing and Urban Development effective 1 July 2024.

A9. Disbursements on Behalf of Third Parties

	2025	2024
	\$'000	\$'000
Compulsory Third Party Insurance	414 258	418 409
Stamp Duties - Department of Treasury and Finance	275 784	279 132
Lifetime Support Scheme - Lifetime Support Authority	222 095	208 235
Hospital Fund - Department of Treasury and Finance	83 388	81 046
Emergency Services Levy - SA Fire & Emergency Services Commission	53 651	52 269
Refunds	21 937	20 966
National Heavy Vehicle Regulator	16 057	15 337
Other	4 834	5 222
Total disbursements on behalf of third parties	1 092 004	1 080 616

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2025

A10. Appropriation

	2025	2024
	\$'000	\$'000
Appropriations from the Consolidated Account pursuant to the Appropriations Act*	4 310	7 829
Appropriations from Governor's Appropriation Fund	-	48
Special Act Salaries	569	976
Total revenues from appropriation	4 879	8 853

*Includes \$3.100 million (\$3.091 million) to fund remissions provided on Emergency Services Levy charges.

2023-24 includes Appropriations for the Outback Communities Authority and the Local Government Grants Commission.

A11. Fees and Charges

	2025	2024
	\$'000	\$'000
Land Tax Equivalent - Flinders Ports	3 374	2 648
Total fees and charges	3 374	2 648

A12. Collections on Behalf of Third Parties

	2025	2024
	\$'000	\$'000
Compulsory Third Party Insurance	414 258	418 409
Stamp Duties - Department of Treasury and Finance	275 784	279 132
Lifetime Support Scheme - Lifetime Support Authority	222 095	208 235
Hospital Fund - Department of Treasury and Finance	83 388	81 046
Emergency Services Levy - SA Fire & Emergency Services Commission	50 551	49 178
Refunds	21 937	20 966
National Heavy Vehicle Regulator	16 057	15 337
Other	4 834	5 222
Total Collection on Behalf of Third Parties	1 088 904	1 077 525

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2025

A13. Grants, subsidies and SA Government transfers received

	2025	2024
	\$'000	\$'000
Commonwealth sourced revenue	103 237	-
Intra Government Transfer	139 172	-
Total grants and subsidies	242 409	-

Intra government transfer represents appropriation transferred from DIT Controlled for the Community Road Safety Fund (CRSF).

Commonwealth sourced revenue represents contributions for the Growing Regions, Thriving Suburbs, Urban Precincts and Partnerships and Regional Precincts and Partnerships programs which the department administers on behalf of the Commonwealth Government.

A14. Other Income

	2025	2024
	\$'000	\$'000
Interest revenue	1 005	-
Other income	152	140
Total other income	1 157	140

Interest revenue related to the Community Road Safety Fund.

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2025

A15. Cash and Cash Equivalents

	2025	2024
	\$'000	\$'000
Deposits at call	105 763	24 804
Total cash and cash equivalents	105 763	24 804

A16. Receivables

	2025	2024
	\$'000	\$'000
Current		
Current Receivables	1	1
Accrued Revenues	21	22
Total current receivables	22	23
Total receivables	22	23

Refer to Note A22 for information on risk management.

A17. Payables

	2025	2024
	\$'000	\$'000
Current		
Creditors	20 513	20 799
Accrued Expenses	790	1 700
Total current payables	21 303	22 499
Total payables	21 303	22 499

Payables are measured at nominal amounts. Creditors and accruals are raised for all amounts owing but unpaid. Sundry creditors are normally settled within 15 days from the date the invoice is first received.

For further information on risk management refer to Note A22

Department for Infrastructure and Transport - Administered
Notes to and forming part of the financial statements
For the year ended 30 June 2025

A18. Cash Flow Reconciliation

	2025	2024
	\$'000	\$'000
Reconciliation of cash and cash equivalents at the end of the reporting period		
Statement of Cash flows	105 763	24 804
Statement of Financial Position	105 763	24 804
Reconciliation of net cash provided by / (used in) operating activities to net result		
Net cash provided by/(used in) operating activities	80 959	1 951
Movement in assets and liabilities		
Increase / (decrease) in receivables	(1)	(4)
(Increase) / decrease in payables	1 196	(1 921)
Net result	82 154	26

A19. Unrecognised Contractual Commitments

The department is not aware of any administered unrecognized contractual commitments.

A20. Contingent Assets and Liabilities

The department is not aware of any administered contingent assets or liabilities.

A21. Events After the Reporting Period

The department is not aware of any events occurring after balance date.

Department for Infrastructure and Transport - Administered
Notes to and forming part of the financial statements
For the year ended 30 June 2025

A22. Financial Instruments

A22.1 Financial Risk Management

The financial instruments/financial risk management items, conditions, and accounting policies of the department, outlined in Note 11 for controlled items, apply equally to the Administered Financial Statements.

The department's exposure to financial risk (liquidity, credit, and market) is low due to the financial instruments held.

Liquidity risk arises where the department is unable to meet its financial obligations as they fall due. The department normally settles accounts within 30 days from the date the invoice is first received.

Credit risk arises when there is the possibility of the department's debtors defaulting on their contractual obligations resulting in financial loss to the department.

Exposure to interest rate risk will not arise on the administered interest-bearing liabilities and interest-bearing assets as the interest rate is fixed over the term of the loans.

A22.2 Categorisation of Financial Instruments

	Carrying Amount \$'000	Contract Maturities		
		< 1 year \$'000	1-5 years \$'000	> 5 years \$'000
2025				
Financial Assets				
Cash and cash equivalents	105 763	105 763	-	-
Contractual receivables	22	22	-	-
Total Financial Assets	105 785	105 785	-	-
Financial liabilities				
Contractual payables	790	790	-	-
Total Financial Liabilities	790	790	-	-
2024				
Financial Assets				
Cash and cash equivalents	24 804	24 804	-	-
Contractual receivables	23	23	-	-
Total Financial Assets	24 827	24 827	-	-
Financial liabilities				
Contractual payables	1 700	1 700	-	-
Total Financial Liabilities	1 700	1 700	-	-

Appendix 2: Contractors engaged by the agency

The following is a summary of external contractors that have been engaged by the agency during the financial year, the nature of the work undertaken, and the total contract awarded sum.

Contractors with a contract value below \$10,000

Contractors	Purpose	\$ Actual payment
All consultancies below \$10,000 each - combined	N/A	Nil

Contractors with a contract value above \$10,000 each

Contractors	Purpose (Contract Title)	\$ Actual payment
Built Pty Ltd	Mount Barker Hospital New Work - Managing Contractor	289,778,454
Various	Regional Bus Services Procurement (Phase 2 Contracts 15-19)	71,887,770
Kennett	Mount Gambier Technical College New Work	33,560,336
BADGE Constructions	Kapunda High School Fire Reinstatement Restoration - General Building Contractor	20,373,540
Sitzler	Adelaide Women's Prison 40 Bed Accommodation Addition - General Building Contractor	18,321,282
McMahon Services Australia Pty Ltd	Northern Crisis Stabilisation Centre New Work - General Building Contractor	17,559,605
Seymour Whyte	Construction of Grange Road, Holbrooks Road and East Avenue Intersection Upgrade	16,861,011
Bardavcol Pty Ltd	Construction of James Congdon Drive and Sir Donald Bradman Drive Intersection Upgrade	16,842,400
Civil & Allied Technical Construction Pty Ltd (Trading as CATCON)	Construction of Augusta Highway Junction Upgrade - Horrocks Pass Road, Winninowie	16,498,665
Bild Infrastructure Pty Ltd	Lake Windabout Flood Recovery Project	16,274,880
Mossop Group Pty Ltd	Limestone Coast Local Health Network - Mount Gambier	15,395,102

Contractors	Purpose (Contract Title)	\$ Actual payment
	Hospital Upgrade - General Building Contractor	
Bardavcol Pty Ltd	Construction of Marion Road and Sir Donald Bradman Drive Intersection Upgrade	14,549,704
Sarah Constructions	Port Pirie Regional Health Service Emergency Department Redevelopment GBC	14,545,111
Sitzler	Whyalla Hospital Emergency Department and High Dependency Unit Redevelopment - General Building Contractor	14,529,405
Downer EDI Works Pty Ltd	Pavement Remediation and Sealing between Umuwa and Kaltjiti (Fregon) in the APY Lands	13,662,401
Bild Infrastructure Pty Ltd	Construction of Safety Upgrades on North East Road, Between Houghton and Gumeracha	12,751,842
Shamrock Civil Engineering Pty Ltd	Stuart Highway Glendambo Flood Recovery Project	11,311,220
Murrundi Ferry Services	Mannum Upstream and Downstream: Murray River Ferry Operations	10,877,921
ABCorp Australasia Pty Ltd	Production and Supply of Photolicences, Metrocards, Other Cards and Disability Parking Permit Hangers	10,182,802
Mossop Group Pty Ltd	South Australian Aquatic and Leisure Centre Renewal and De-Gasification Upgrade (Stage 1) - General Building Contractor	9,705,606
Downer EDI Works Pty Ltd	Upgrade of Augusta Highway – Edinburgh Terrace to Zerna Road and Lincoln Highway / Arthur Glennie Drive Intersection	9,523,730
Swanbury Penglase	Northern Suburbs High School New Work - Lead Professional Services Contractor (Architecture)	8,473,480
Murrundi Ferry Services	Tailem Bend: Murray River Ferry Operations	8,083,024

Contractors	Purpose (Contract Title)	\$ Actual payment
Maritime Constructions Pty Ltd	Streaky Bay Jetty Remediation Works	7,860,745
Cook Building & Development Pty Ltd	SAPOL Thebarton Barracks Police Band Relocation Project 10 (General Building Contractor)	7,826,500
Mark Davis	Waikerie: Murray River Ferry Operations	7,719,349
Mark Davis	Lyrup: Murray River Ferry Operations	7,719,349
Mark Davis	Morgan: Murray River Ferry Operations	7,719,349
Finsbury Green	Print Management Services	7,363,825
Minuzzo Project Management Pty Ltd	Campbelltown Ambulance Station New Work - General Building Contractor	7,240,046
Civil & Allied Technical Construction Pty Ltd (Trading as CATCON)	Hindmarsh Tiers Road, Virgin Road and Victor Harbor Road Intersection Upgrade and Brookman Road and Victor Harbor Road Junction Upgrade	7,178,365
Royal Park Salvage	NSC T2D Demolition of proposed properties (Package 9)	7,065,575
Aurecon	Design Review Services - New Women's and Childrens Hospital Project - Professional Services Contractor	6,985,991
McMahon Services Australia Pty Ltd	Port Augusta Hospital and Regional Health Service Upgrade General Building Contractor	6,935,510
Intract Australia	Mintabie Township Decommissioning and Remediation Project	6,819,800
Little Ferry Service	Wellington: Murray River Ferry Operations	6,649,994
Little Ferry Service	Narrung: Murray River Ferry Operations	6,649,994
Pascale Construction Pty Ltd	Clare Hospital CSSD Upgrade - General Building Contractor	6,540,851
BMD Constructions Pty Ltd	Regional Helipads Compliance Stage 3 (Berri, Loxton, Mannum, Port Broughton and Kapunda)	6,518,897

Contractors	Purpose (Contract Title)	\$ Actual payment
	Upgrade - General Building Contractor	
Little Ferry Service	Purnong: Murray River Ferry Operations	6,390,208
Little Ferry Service	Walker Flat: Murray River Ferry Operations	6,390,208
Little Ferry Service	Swan Reach: Murray River Ferry Operations	6,383,843
BMD Constructions Pty Ltd	River Road Junction Improvements	6,360,373
McMahon Services Australia Pty Ltd	North-South Corridor River Torrens to Darlington Project Demolition of Nominated Properties – (Package 10)	6,266,294
Little Ferry Service	Cadell: Murray River Ferry Operations	6,246,449
Cook Building & Development Pty Ltd	Gawler Ambulance Station New Work - General Building Contractor	5,911,013
BMD Constructions Pty Ltd	Regional Helipads Compliance Stage 2 (Murray Bridge, Clare, Meningie, Balaklava, Wallaroo) Upgrade - General Building Contractor	5,848,883
Bitumax Pty Ltd	Wallaroo Road Asphalt Rehabilitation Works (Package 2)	5,734,438
Mossop Group Pty Ltd	Limestone Coast Local Health Network - Naracoorte Hospital Upgrade General Building Contractor	5,622,321
Team Global Express	Mailroom Management and Courier Services	5,561,700
Fulton Hogan Industries Pty Ltd	Sturt Highway Asphalt Rehabilitation Work at various locations	5,486,452
MBB Group Pty Ltd	Transaction Advisory Services for the Northern Water Project for the Request for Proposal	5,358,870
Built Pty Ltd	Western Plaza Upgrade and Adelaide Festival Centre Ancillary Works - General Builder (Managing Contractor)	5,322,028
Fujifilm Data Management Solutions Australia Pty Ltd	Mailhouse Services	5,319,202
DesignInc Adelaide Pty Ltd	South Australian Netball Centre Redevelopment - Lead	4,986,641

Contractors	Purpose (Contract Title)	\$ Actual payment
	Professional Services Contractor (Architecture)	
Fulton Hogan Industries Pty Ltd	Asphalt Resurfacing of Portrush Road	4,904,709
Mossop Group Pty Ltd	Noarlunga SES Station New Work (General Builder)	4,816,900
SHAPE	Marden Senior College Library and Student Services Refurbishment - General Building Contractor	4,792,331
Downer EDI Works Pty Ltd	Asphalt Resurfacing of Grand Junction Road and Ascot Avenue / Lower Portrush Road	4,727,616
Fulton Hogan Industries Pty Ltd	Dukes Highway Resealing Works	4,653,115
BMD Constructions Pty Ltd	Horrocks Highway Culvert Replacement and Widening Project	4,645,603
McMahon Services Australia Pty Ltd	Bridge Road and Wynn Vale Drive Junction Upgrade	4,506,905
Grieve Gillett Architects	Mount Barker Preschool and Primary School New Work - Lead Professional Services Contractor (Architecture)	4,357,160
Minuzzo Project Management Pty Ltd	Gawler SES Station New Work - General Building Contractor	4,176,700
Fulton Hogan Industries Pty Ltd	Augusta Highway Duplication between Maxwell Road and Moulds Road, Lochiel	4,117,829
Downer EDI Works Pty Ltd	Construction of Eyre Highway - Flood Recovery, 25km west of Kimba	4,093,841
Harrold & Kite Pty Ltd	The Pines Gymnasium New Work	3,903,834
Mossop Group Pty Ltd	Mount Gambier TAFE Facility and Equipment Service Upgrade - General Building Contractor	3,863,538
Fulton Hogan Industries Pty Ltd	Asphalt Resurfacing on Francis Street / Port River Expressway	3,818,315
KPMG	Provision of Transport Strategy Engagement, Marketing and	3,807,976

Contractors	Purpose (Contract Title)	\$ Actual payment
	Communications Services (RFT)	
Device Technologies Australia Pty Ltd	AEDs for Public Transport South Australia	3,779,200
Fusco Constructions Pty Ltd	Hillcrest Primary School Gymnasium New Work - General Building Contractor	3,642,630
Chappell Builders Pty Ltd	SAAS Goolwa Ambulance Station Upgrade - General Building Contractor	3,629,122
Intract Australia	Westport Primary School Infrastructure Upgrade - General Building Contractor	3,628,492
Chappell Builders Pty Ltd	SAPOL Thebarton Barracks Police Operations Centre Relocation - General Building Contractor	3,525,654
Harrold & Kite Pty Ltd	Norwood International College HVAC Upgrade - General Building Contractor	3,479,310
Downer EDI Works Pty Ltd	Spray Seal Works on Princes Highway and Clay Wells Road	3,444,831
BMD Constructions Pty Ltd	Brahma Lodge Kindergarten New Facility - General Building Contractor	3,389,466
Cook Building & Development Pty Ltd	Ingle Farm East Primary School Gymnasium New Work - General Building Contractor	3,354,178
CA Technology Pty Ltd	Camms Software	3,198,120
Cook Building & Development Pty Ltd	Brahma Lodge Primary School Gymnasium New Work - General Building Contractor	3,189,324
McMahon Services Australia Pty Ltd	Gurra Gurra Creek Bridge Scour Repair	3,014,416
BMD Constructions Pty Ltd	Construction of Yorktown Road and Adams Road Roundabout	2,993,872
BMD Constructions Pty Ltd	Construction of John Rice Avenue and Haydown Road Junction Upgrade	2,992,905
Volgren Australia	Bus Driver Security Screen Upgrade	2,968,047
EDC Expert Group	State Administration Centre Precinct Electrical Upgrade -	2,952,802

Contractors	Purpose (Contract Title)	\$ Actual payment
	Education Centre - Trade Contractor (Electrical)	
Blu-Built Constructions Pty Ltd	Avenues College Infrastructure Upgrade General Building Contractor	2,821,140
Systra Bamser Pty Ltd	Provision of constructability services for the Northern Water project	2,804,251
Mossop Group Pty Ltd	Northern Adelaide Local Health Network (NALHN) Lionsgate Office Fit Out - (General Building Contractor)	2,699,542
Downer EDI Works Pty Ltd	Upgrade of One Rest Area and Construction of One New Rest Area on the Stuart Highway (Baker Well and Wirraminna)	2,646,771
Supalux Linemarking Pty Ltd	The Supply and Installation of Audio Tactile Line Marking (ATLM) at Various Locations in South Australia (Package 2)	2,541,737
BMD Constructions Pty Ltd	Culvert Replacement on Horrocks Highway	2,466,213
Neo Infrastructure (SA) Pty Ltd	North-South Corridor, Torrens to Darlington - Civil Works, Kerbing and Landscaping	2,463,259
Fusco Constructions Pty Ltd	The Heights School Multipurpose Building New Work and Building Four Refurbishment - General Building Contractor	2,381,343
Blu-Built Constructions Pty Ltd	Para Hills High School STEAM Upgrade - General Building Contractor	2,339,803
Dysons	Purchase of Buses	2,228,325
Mott MacDonald Australia Pty Ltd	South Australia Forensic Centre New Work - Project Manager	2,190,375
Jakelco Contracting Pty Ltd	Construction of one rest area on Princes Highway at Salt Creek	2,176,763
Bitumax Pty Ltd	Augusta Highway Duplication - Smith Street, Lochiel	2,131,694
Bardavcol Pty Ltd	Mypolonga Levee Bank Remediation Work	2,117,311

Contractors	Purpose (Contract Title)	\$ Actual payment
Fujifilm Data Management Solutions Australia Pty Ltd	Electronic Messaging and Mailhouse Services	2,076,823
Scania Australia Pty Ltd	Retrofit of the Upgraded Scania Bus Rollaway Protection Safety System	1,982,502
Eichler Earthmovers Ptd Ltd	Levee Bank Remediation Work	1,945,841
Action Line Marking (S.A) Pty Ltd	The Supply and Installation of Audio Tactile Line Marking (ATLM) at Various Locations in South Australia (Package 3)	1,935,466
Action Line Marking (S.A) Pty Ltd	The Supply and Installation of ATLM at various locations in South Australia Package 3	1,935,466
Fusco Constructions Pty Ltd	Bordertown Memorial Hospital Country Health Connect Upgrade - General Building Contractor	1,935,057
BMD Constructions Pty Ltd	Selgar Avenue and York Avenue Upgrade	1,886,096
Ceduna Bulk Hauliers & Earthmoving Pty Ltd	Raising and Crushing of Pavement Material on The Outback Highway	1,867,279
Pascale Construction Pty Ltd	Elsie Ey Children's Centre Community and Allied Health Services Addition - General Building Contractor	1,858,646
Downer EDI Works Pty Ltd	Main North Road and Target Hill Road Junction Upgrade Project	1,841,101
Chappell Builders Pty Ltd	DPC Arts Hub ABC Building 85 North East Road Collinswood Fit Out	1,770,483
Mott MacDonald Australia Pty Ltd	Zero Emissions Public Transport	1,645,981
Downer EDI Works Pty Ltd	Safety Upgrade on Spencer Highway Between Wallaroo and Moonta	1,640,754
Top Coat Asphalt Contractors	Asphalt Resurfacing of Gawler Road / Two Wells Road and Grange Road	1,588,432
BRF Engineering	Bus Driver Security Screen Upgrade	1,463,743
Royal Park Salvage	NSC T2D Demolition of Nominated Properties (Package 8)	1,458,125

Contractors	Purpose (Contract Title)	\$ Actual payment
Building Solutions (SA) Pty Ltd	Wallaroo SAAS Ambulance Station Upgrade - General Building Contractor	1,422,720
Inroads Pty Ltd	Spray Seal Works on Eden Valley Road and Angas Valley Road	1,407,205
Civil & Allied Technical Construction Pty Ltd (Trading as CATCON)	Eastern Parade Access Upgrades	1,370,365
SHAPE	Department of Housing and Urban Development (DHUD) 1 King William Street Fit Out	1,358,859
Tracey Brunstrom and Hammond	Scheduling, Cost Control and Risk Analysis Support for the Northern Water Project	1,312,740
Inroads Pty Ltd	Spray Seal Works on Gawler Road/Two Wells Road	1,305,476
A&T Europe	SA Aquatic and Leisure Centre Pool Liner Supply - Supply Contractor	1,266,175
WC Innovations	Provision of Service, Preventative Maintenance and Cleaning of Public Toilets	1,217,195
Horizon Construction Services Pty Ltd	ECSA Office Fit Out - GBC	1,162,152
KPMG	Provision of Transport Strategy Development Services (RFT)	1,142,622
Quantum Fire Technology Pty Ltd	Fire Suppression System retrofits to buses	1,100,000
MPH Architects	Surrey Downs Primary School Planning and Development - Lead Professional Services Contractor (Architecture)	1,093,125
McMahon Services Australia Pty Ltd	Demolition and Rehabilitation of Ovingham laydown areas at Drayton Street and Chief Street	1,083,167
McMahon Services Australia Pty Ltd	Demolition and Rehabilitation of Ovingham laydown areas at Drayton Street and Chief Street	1,083,167
Akera Partners Pty Ltd	Project and Power Management for the Northern Water Project	1,081,080
The AusHealth Hospital Research Fund Ltd	Provision of Drug and Alcohol Testing	1,080,090

Contractors	Purpose (Contract Title)	\$ Actual payment
Callscan Australia Pty Ltd	Telephony System (Platform and Support Services)	1,067,095
SAFEgroup Pty Ltd	Safety Advisor for the North-South Corridor, Program Delivery Office	1,052,876
Cox Architecture	Oakbank Area School Redevelopment - Lead Professional Services Contractor (Architecture)	1,038,820
Downer EDI Works Pty Ltd	Grand Junction Road and Montrose Avenue Bicycle and Pedestrian Actuated Crossing	1,037,360
Grieve Gillett Architects	Adelaide Women's Prison 40 Bed Accommodation Addition - Lead Professional Services Contractor (Architecture)	1,000,670
Crib Point Engineering Pty Ltd	Supply and Delivery of a Straddle Carrier for the Beachport Boatyard	933,106
Head, Transport for Victoria trading as SprayLine Road Services	Spray Seal at Overland Track, Four Mile Road and Mount Burr Road	930,436
QPC Australia	Service SA Queue Management	926,288
Wiltshire Swain Pty Ltd	Regional Helipads Compliance Upgrade Program - Lead Professional Services Contractor (Architecture)	885,343
Harrold & Kite Pty Ltd	Regional Helipads Compliance Stage 1 (Kingscote) - General Building Contractor	879,461
Williams Metal Fabrications Pty Ltd	Port Bonython Berthing Dolphin 2 and Berthing Dolphin 3 Quick Release Hook Platform Replacement	850,179
Downer EDI Works Pty Ltd	Bituminous Surfacing of Sections on the Augusta Highway	839,535
GHD Pty Ltd	Brukung Acid Metalliferous Drainage Treatment Plant Development - LPSC (Engineering)	814,960
Cheesman Architects Pty Ltd	The Queen Elizabeth Hospital Fast Track Inpatient Beds Addition - Lead Professional	812,108

Contractors	Purpose (Contract Title)	\$ Actual payment
	Services Contractor (Architecture)	
Tropo Architects	Meningie Area School Administration and Library Facilities New Work - Lead Professional Services Contractor (Architecture)	806,510
Chappell Builders Pty Ltd	SA Housing Authority (SAHA) Officer Modernisation - Murray Bridge Fit Out	799,898
Radlink Communications	Upgrade of VHF Emergency Radio System	775,153
MBB Group Pty Ltd	Engagement of a Category E Resource within the North South Corridor Program Delivery Office	765,532
PLOT Works	Construction of a Pocket Park at Churchill Road, Ovingham	758,312
Rider Levett Bucknall SA Pty Ltd	Northern Suburbs High School New Work - Cost Manager	736,269
Sage Automation Pty Ltd	Engagement of an ITS Integrated Services Provider	723,349
Intract Australia	Supply and Install Retaining Wall and Pavement Repair on Inman Valley Road, Yankalilla to Victor Harbor	698,768
JPE Design Studio Pty Ltd	Kingston Early Learning Centre New Work - Lead Professional Services Contractor (Architecture)	697,868
Infrastructure Consulting	Engagement of multiple resources for the Contract Management Directorate	693,000
Maritime Constructions Pty Ltd	Geophysics Studies at Mullaquana for the Northern Water project	681,085
Greenway Architects (SA) Pty Ltd	Whyalla SAAS Ambulance Station New Work - Lead Professional Services Contractor (Architecture)	678,348
Williams Metal Fabrications Pty Ltd	Remediation of the Emergency Egress Ladders and Access Platforms at Port Bonython	660,180

Contractors	Purpose (Contract Title)	\$ Actual payment
Dommar Constructions Pty Ltd	Engagement of multiple resources for the Contract Management Directorate	653,400
Intract Australia	Construction of Car Park Extension in Beverley, South Australia	651,385
Top Coat Asphalt Contractors	Asphalt Resurfacing of Victor Harbor Road	647,899
DXC Technology Australia Pty Ltd	Microsoft Dynamics 365 CRM Support Services	646,169
Marshfield Consulting Services Pty Ltd	Engagement of multiple resources for the Contract Management Directorate	645,480
Marshfield Consulting Services Pty Ltd	Engagement of multiple resources for the Contract Management Directorate	645,480
Kym Clarke Builders Pty Ltd	Lincoln Cove Marina Promenade Repairs	642,855
Pro Bitumen Pty Ltd	Maintenance Asphalt Patching in Metropolitan Region - Package 1	633,789
SprayLine Road Services	Spray Seal Works at Naracoorte Road and Riddoch Highway	628,762
Head, Transport for Victoria trading as SprayLine Road Services	Spray Seal Works at Naracoorte Rd and Riddoch Hwy	628,762
CyberCX Pty Ltd	Security Incident and Event Management (SIEM) solution	592,820
Supalux Linemarking Pty Ltd	The Supply and Installation of Audio Tactile Line Marking (ATLM) at Various Locations in South Australia (Package 1)	590,243
Hosking Willis Architecture	Migration Museum Structural Repairs - Lead Professional Services Contractor (Architecture)	589,787
Walter Brooke and Associates	Marion SAAS Ambulance Station New Work - Lead Professional Services Contractor (Architecture)	578,017
Das Studio	Mount Gambier High School Planning Study and Redevelopment - Lead Professional Services Contractor (Architecture)	560,557

Contractors	Purpose (Contract Title)	\$ Actual payment
The Missing Link	Secure File Document Sharing Software	555,600
Pro AV Solutions - SA	AV Support, Licensing & maintenance	544,500
Mott MacDonald Australia Pty Ltd	Engagement of Category E resources to provide Strategic Support, Health Care Model Review and Task Mobilisation for the new Women's and Children's Hospital	531,626
Universal Fencing (SA) Pty Ltd	The Supply and Installation of Steel Beam Safety Barrier on Stuart Highway	530,781
Dommar Constructions Pty Ltd	Engagement of multiple resources for the Contract Management Directorate	530,640
Stallard Meek Flightpath Architects	Bellevue Heights Primary School Redevelopment - Lead Professional Services Contractor (Architecture)	523,611
Kenta Operations Pty Ltd as trustee for The Trustee for the Kenta Unit Trust trading as Safety Barrier Services	The Supply and Installation of Steel Beam Safety Barrier on Strathalbyn Road, between Mylor and Echunga	522,830
Isotta Architecture	Le Fevre High School Redevelopment and Planning Study - Lead Professional Services Contractor (Architecture)	515,636
LANZ Project Management Pty Ltd trading as ProcurePM	Engagement of multiple resources for the Contract Management Directorate	514,800
Spry Civil Construction	Levee bank works	475,317
WGASA Pty Ltd	Nationwide Freight Highway Upgrade Program (FHUP) – Stuart Highway Rest Area Detailed Design	469,791
J&M Shanks Pty Ltd	Purchase of Slipway Trailer for Beachport Boat Yard	445,033
Urbanviro Group Pty Ltd	Landscaping Works at Urrbrae Agricultural High School	438,528
Rider Levett Bucknall SA Pty Ltd	Netball SA Stadium Redevelopment - Cost Manager	437,800

Contractors	Purpose (Contract Title)	\$ Actual payment
Siemens Mobility Pty Ltd	Pedestrian Activated Crossing at Anderson Walk and Kings Road	427,495
CMC Group Int Pty Ltd	The supply of a Commercial and Claims Specialist to support the Kangaroo Island Ports Upgrade Project	421,850
Aurecon	Review of Regional Public Transport Services	415,960
Intract Australia	Installation of Aboriginal Acknowledgement of Country Signage	411,139
Grieve Gillett Architects	Two Wells Ambulance Station New Work - Lead Professional Services Contractor	409,888
DesignInc Adelaide Pty Ltd	Maitland CFS and SES Station New Work (Lead Professional Services Contractor - Architect)	399,379
Intract Australia	Black Road Shoulder Widening and Sealing, Happy Valley	389,018
DesignInc Adelaide Pty Ltd	Karrendi Primary School, Kaurna Plains School & Children's Centre, and Taparra Primary School - Planning Advice	387,269
Wheaton Enterprises Pty Ltd	Cat B Senior Procurement Manager	386,100
Tridente Boyce Pty Ltd	Fraser Park Primary School and Madison Park Primary School – Planning Advice	381,645
ARUP Australia Pty Ltd	South Eastern Freeway Timber Crib Walls Replacement	367,000
McMahon Services Australia Pty Ltd	Morphettville Bus Depot	366,482
Greville Consulting Pty Ltd	Engagement of Multiple Resources for the Torrens to Darlington Project	366,300
Acclaro Advisory Pty Ltd	Engagement of Senior Project Management Resource (Category B)	356,400
Wiltshire Swain Pty Ltd	Port Pirie Regional Health Service Clinical Simulation Training Laboratory	340,417

Contractors	Purpose (Contract Title)	\$ Actual payment
Anthony Donato Architects Pty Ltd	Prospect SES Station New Work (Lead Professional Services Contractor - Architect)	335,423
GP & Sons Demolition Pty Ltd	Demolition of Various Properties as part of Grange Road and Holbrooks Road and East Avenue intersection project and Marion Road and Richmond Road Intersection Project	322,300
Geveko Markings Australia Pty Ltd	Supply of RetroTek-D Retroreflectometer	318,953
T&J Safety Assurance Engineering Pty Ltd	Rail Safety Assurance Support	318,400
Phillips/Pilkington Architects Pty Ltd	Woodend Primary School - Termite Remediation and Building Replacement - LPSC	296,527
MacDonald Project Consulting	Engagement of Charles MacDonald of MacDonald Consulting Pty Ltd	286,750
Greenway Architects (SA) Pty Ltd	Clare Hospital Central Sterile Services Department (CSSD) Upgrade - Lead Professional Services Contractor	273,262
WSP Australia Pty Ltd	DIT Carbon Management Plan	270,017
BST Australia Pty Ltd	Access Control System upgrades	266,148
Nepean Transport Equipment Pty Ltd	Kateena Street Inspection Station lanes 5 & 6 pit jack / suspension play detector replacement	265,188
Rider Levett Bucknall SA Pty Ltd	Mount Barker Preschool and Primary School New Work - Cost Manager	265,055
Acciona Rail Pty Ltd	Festival Drive Car Park Upgrade	254,155
Swart & Sons Pty Ltd	Cleaning and Protective Treatment of Ferry 879-028 "Boobook"	250,991
Downer EDI Works Pty Ltd	Asphalt Resurfacing on Main Road McLaren Vale	248,549
Rider Levett Bucknall SA Pty Ltd	Lenswood Fire Station New Work (Lead Professional Services Contractor - Architecture)	243,997

Contractors	Purpose (Contract Title)	\$ Actual payment
Matthew & Partners Pty Ltd	SAPOL Thebarton Barracks Police Operations Centre Relocation (Project 9) - Lead Professional Services Contractor	243,991
SharePro Pty Ltd	T2D Alliance Peer Review Group (R Cranston)	238,355
Level Crossing Safety Management Services Pty Ltd	Level Crossing Surveys Using ALCAM System	225,500
Yanun Project Services Pty Ltd	Provision of Program Reviews for the Commercial and Contract Management Division	220,000
CyberCX Pty Ltd	Security Incident and Event Management (SIEM) solution	220,000
Progenesis Holdings Pty Ltd	Property Lease Workflow Management System	209,715
Aurecon	South Australia Forensic Science Centre New Work - Commissioning Agent	205,222
Security Consulting Group Pty Ltd	Mount Barker Hospital New Work - Discipline services Contractors	200,013
Swart & Sons Pty Ltd	Cleaning and Protective Treatment of Ferry 879-027 "Rosella"	199,963
DATA#3 Ltd	VMware Renewal	196,986
BCA Engineers Pty Ltd	Springbank Secondary College Sports Centre AC and Solar (Lead Professional Services Contractor - Architect)	191,554
Crestware Industries Pty Ltd as trustee for CFS Trust trading as Fieldquip	Construction of property fence as part of Marion Road/Sir Donald Bradman Drive intersection upgrade project	188,314
Linkedin	Online Recruitment Services	187,143
Jacobs Group (Australia) Pty Ltd	Adelaide Women's Prison 40 Bed Accommodation Addition - Cost Manager	181,370
Zancott Recruitment Pty Ltd	NSC T2D Provision of Miscellaneous Site Services	175,148
GHD Pty Ltd	North Terrace Underpass Escalator Replacement	171,868
OSMOFLO Water Management Pty Ltd	Provision of Technical Desalination Advice	171,600

Contractors	Purpose (Contract Title)	\$ Actual payment
Studio 9 Architects Pty Ltd	Lionsgate Building Office Fit out - Lead Professional Services Contractor	163,339
Danvers Schulz Holland Architects Pty Ltd	Kangaroo Island Community Education (Parndana Campus), and Yorketown Area School - Planning Advice	163,051
Aurecon	Way2Go Program Evaluation	159,880
IPD Group Ltd	Communications Hardware Upgrade for the Diesel Rail Fleet	159,500
Phillips/Pilkington Architects Pty Ltd	Berri Regional Secondary College and Gladstone High School - Planning Advice	146,873
Turner & Townsend Pty Ltd	Project Scheduling Framework	142,318
AUSCO Modular Pty Ltd	Morgan Dockyard - Flood Remediation Works - Procurement of Transportable Stores	138,462
Wiltshire Swain Pty Ltd	Bellevue Heights Primary School, Fairview Park Primary School & Two Wells Primary School - Planning Advice	134,970
Evans Safety Footwear in its capacity as Trustee for THE GIDDINGS FAMILY TRUST	Uniforms for Tram Operations Staff	132,000
Robb Project Consulting Pty Ltd	Kingston Early Learning Centre New Work - Cost Manager	120,844
Rider Levett Bucknall SA Pty Ltd	Brukungu Acid Metalliferous Drainage Treatment Plant Redevelopment - Cost Manager	118,800
Intelligence Bank Pty Ltd	Procurement of a Digital Image Library and Digital Asset Management System	112,729
Conveyal LLC	Public Transport Planning Tool	109,620
WTP Australia Pty Ltd	Oakbank Area School Rehabilitation - Cost Manager	105,930
North Projects Pty Ltd	Capital Works Project - Cost Manager - Mt Gambier High School Redevelopment and Planning Study	103,719

Contractors	Purpose (Contract Title)	\$ Actual payment
SA Traffic Pty Ltd Trading As Austraffic SA	Speed Survey	101,404
O'Connor Marsden & Associates Pty Ltd	Engagement of Probity Adviser	100,000
Security Consulting Group Pty Ltd	Provision of Physical Security Specialist	100,000
Chris Sale Consulting Pty Ltd	Whyalla Ambulance Station New Work - Cost Manager	99,550
Turner & Townsend Pty Ltd	Capital Works Project - Cost Manager - Surrey Downs Primary School	97,020
Capisce QS Pty Ltd	Maitland CFS and SES Station New Work (Cost Manager)	97,020
Grieve Gillett Architects	Wallaroo Ambulance Station - Lead Professional Services Contractor	94,864
Ernst & Young	Northern Water Eol Financial Capacity Assessments	89,760
Rider Levett Bucknall SA Pty Ltd	Port Pirie Regional Health Service Clinical Simulation Training Laboratory	73,865
JPE Design Studio Pty Ltd	DHUD Office Accommodation Fit Out - Lead PSC	73,700
WSP Australia Pty Ltd	Woodend Primary School - Termite Remediation and Building Replacement - Cost Manager	67,760
Robb Project Consulting Pty Ltd	Prospect SES Station New Work (Cost Manager)	67,740
Chris Sale Consulting Pty Ltd	Marion Ambulance Station New Work - Cost Manager	67,650
AirBerth Marketing Pty Ltd	Air Dock	65,248
Chris Sale Consulting Pty Ltd	Two Wells Ambulance Station New Work - Cost Manager	63,745
WTP Australia Pty Ltd	Structural repairs and refurbishment of Migration Museum buildings	61,170
Walter Brooke and Associates	Enfield Memorial Park Multi-Function Community Precinct New Work Lead PSC (Architecture)	54,565
Donald Cant Watts Corke (SA) Pty Ltd	Lenswood Fire Station New Work (Cost Manager)	54,560

Contractors	Purpose (Contract Title)	\$ Actual payment
Robb Project Consulting Pty Ltd	Le Fevre High School - Redevelopment and Planning Study (Cost Manager)	53,790
Rider Levett Bucknall SA Pty Ltd	SAPOL Thebarton Barracks Police Operations Centre Relocation (Project 9) - Cost Manager	49,830
Device Technologies Australia Pty Ltd	Automated External Defibrillators (AED) for DIT	21,364
BDO Audit Pty Ltd	Regional Hydrogen Hubs Program: Hub Implementation Grant - Independent Audit Engagement	19,690
	Total	\$1,136,197,091