

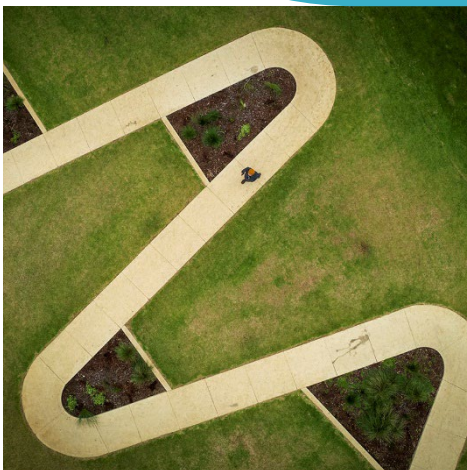
INFRASTRUCTURE
VICTORIA



March 2025

Review of 2021 recommendations

Victorian Government actions from our last
infrastructure strategy



Summary

This report documents our review of the Victorian Government's actions from 2021 to December 2024 towards implementing the recommendations we made in *Victoria's 30-year infrastructure strategy 2021–2051*.¹ For each recommendation, we considered:

- the Victorian Government's position originally published in the *Victorian infrastructure plan 2021*²
- actions identified in the *Victorian infrastructure plan 2021*
- Victorian budget papers, including the *2024/25 Victorian Budget*, for new initiatives announced
- annual reports from departments and agencies
- government websites and media releases
- consultations we held with all 10 Victorian Government departments and selected Victorian Government agencies in July 2024 to review and provide feedback on the actions and initiatives we had identified.

On specific occasions we also included Australian Government initiatives that removed or reduced the need for action by the Victorian Government.

We used this collated information to assess the extent to which each recommendation has been implemented. Our review found:

- 20 recommendations have been substantially implemented. The Victorian Government has made all major strategic decisions necessary to deliver these recommendations.
- 58 recommendations are in progress. The Victorian Government has started or made some progress towards implementing these recommendations.
- 10 recommendations have not started. The Victorian Government has not begun any actions towards implementing these recommendations. However, government is at least partly supporting or indicating that it would consider these 10 recommendations further.
- 6 recommendations are not applicable for assessment. The Victorian Government did not support these recommendations and has not started any actions towards their implementation.

We identified connections where a recommendation from *Victoria's 30-year infrastructure strategy 2021–2051* aligned with a draft recommendation in this 2025 strategy update. We have also highlighted instances where we have not carried forward a previous recommendation to this strategy update.

Review of Victoria's infrastructure strategy 2021-2051 recommendations

Recommendation 1: Accelerate consumer purchases of zero emissions vehicles

Recommendation description: In the next two years, publish a statewide electric vehicle charging network strategy, and produce charging infrastructure design standards and payment principles. Over the next five years, monitor and review the effectiveness of financial incentives in encouraging early zero emission vehicle purchases. Commit to no longer registering new petrol and diesel vehicles in Victoria by 2035 at the latest, through increasingly stringent vehicle registration emissions standards.

Government position: Partly supported

Government action since 2021:

- Released the *Zero emissions vehicle roadmap* in 2021, which remains in effect until 2030.³ It was supported by a \$100 million package of initiatives, including a target of 50% of all new light vehicle sales to be zero emissions vehicles by 2030.⁴
- The zero emissions vehicles subsidy closed to new applicants on 30 June 2023. The subsidy supported Victorians to buy nearly 10,000 zero emission vehicles.⁵
- Announced in the *2024-25 Budget update* that zero and low emission vehicles will no longer receive the annual \$100 registration discount from 1 January 2026.⁶
- In December 2023, the Australian Government announced tougher noxious pollution limits for petrol and diesel cars from December 2025.⁷
- The Australian Government announced a New Vehicle Efficiency Standard to bring cleaner cars to Australia and reduce transport emissions, which comes into effect from 1 January 2025.⁸
- The Australian Government released the *National electric vehicle strategy* in April 2023. It will develop nationally consistent principles for zero emission vehicle incentives and state/territory charging networks.⁹
- The Australian Government announced more funding for the Driving the Nation Fund in 2022. This includes \$39.3 million to deliver 117 electric vehicle chargers on key highway routes across Australia.¹⁰
- Australian states and territories agreed to minimum operating standards for government-supported public electric vehicle charging infrastructure, starting from 1 January 2024.¹¹
- Federal, state and territory energy and climate change ministers agreed to a national statement of intent for regional and remote electric vehicle charging infrastructure in July 2024.¹²
- Victoria, in collaboration with the Australian, state and territory governments, is developing a national electric vehicle public charging infrastructure map.¹³

Assessment: In progress

There has been some progress by the Victorian and Australian governments to implement this recommendation. The Australian Government's *National electric vehicle strategy* is a nationally consistent approach to electric vehicle charging infrastructure. The Victorian Government had a zero emissions vehicles subsidy that supported Victorians to buy nearly 10,000 zero emission vehicles. The Australian Government has also announced tougher noxious pollution limits for petrol and diesel cars from December 2025. However, the Victorian Government has not committed to stopping registration of new petrol and diesel vehicles.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 2: Transition government fleet and freight vehicles to zero emissions technologies

Recommendation description: Within the next five years, require all new government fleet vehicles to be zero emissions vehicles where available. Incentivise uptake of zero emissions freight vehicles through reviewing restrictions on zero emissions freight movements on freight routes.

Government position: Supported in principle

Government action since 2021:

- In October 2021, Victoria, along with other Australian states and territories, signed the 2021 United Nations Climate Conference (COP26) transport declaration. By signing, Victoria committed to convert the government's car and van fleets to zero emissions by 2035.¹⁴
- \$20 million over 4 years to improve air quality in Melbourne's inner west under the Clear Air for the Western Suburbs program. This includes grants for transport operators to modernise the truck fleet travelling through the inner west of Melbourne.¹⁵
- Released the *Zero emissions vehicle roadmap* in 2021, which remains in effect until 2030. The roadmap included a zero emission public transport bus trial.¹⁶ It also requires all new public transport buses to be zero emissions from 2025.¹⁷
- Released *Victoria's zero emission bus transition plan* in November 2024. The plan guides the switch from diesel powered to zero emission buses over time.¹⁸
- Organised the Freight Industry Decarbonisation Summit in October 2023. The summit brought together over 80 leaders from the freight sector to discuss decarbonisation challenges, understand the role of government in the transition journey and recognise the significant decarbonisation efforts needed to reach net zero by 2045.¹⁹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. From 2025 all new public transport buses must be zero emissions. The Victorian Government committed to all government fleet vehicles being zero emission by 2035. However, it has not changed its Vehicle Purchasing Policy to require all new vehicles to be zero emissions.²⁰ The Victorian Government has incentivised some uptake of zero emissions freight vehicles through the Clean Air for the Western Suburbs program. It also released the *Victoria's zero emission bus transition plan* guiding the transition to zero emission buses. The Victorian Government has not announced any reviews into restrictions on zero emissions freight movements on freight routes.

See future option (Plan more efficient and sustainable urban freight) for next steps.

Recommendation 3: Augment electricity transmission for renewable energy and resilience

Recommendation description: Support augmentation of critical electricity transmission infrastructure by 2027–28 to accommodate new renewable energy generation and improve network resilience and reliability through interconnection with other states.

Government position: Supported

Government action since 2021:

- Continued early works for the Victoria-New South Wales Interconnector (VNI West), led by the Australian Energy Market Operator.²¹

- Continued working with the Australian and Tasmanian governments to build the Marinus Link interconnector, a second undersea electricity connection between Tasmania and Victoria.²²

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It contributed to building the VNI West and Marinus Link projects, in partnership with the Australian and some state governments. Although certain relevant infrastructure projects are still underway, the Victorian Government has made the key strategic decisions necessary to implement this recommendation.

See draft recommendation 29 (Coordinate faster delivery of key energy infrastructure) and draft recommendation 31 (Invest in home, neighbourhood and big batteries for more energy storage) for next steps.

Recommendation 4: Identify and coordinate Renewable Energy Zones

Recommendation description: In the next year, identify Renewable Energy Zones, especially in the state's north-west, and continue to coordinate their development over the next 10 years.

Government position: Supported

Government action since 2021:

- Published the draft *Victorian transmission plan guidelines* in July 2024. The guidelines state that the proposed renewable energy zones will be identified in the draft Victorian transmission plan by 2025.²³
- Consulted community on the draft *Renewable energy zones community benefits plan*.²⁴
- Continued developing the *Victorian transmission investment framework* in 2023.²⁵
- \$480 million from the Renewable Energy Zone fund was invested in 12 projects to strengthen and modernise Victoria's electricity grid.²⁶
- Established VicGrid in 2021 to coordinate the planning and development of Victoria's Renewable Energy Zones and transmission infrastructure to support the transition to renewable energy.²⁷
- Began coordinating the development of transmission infrastructure for offshore wind energy generation in Gippsland²⁸
- Published the *Economic growth statement* in December 2024. It states that projects in Victoria's renewable energy zones will be incorporated in the State Planning Policy Framework to enable faster planning approvals.²⁹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It continued to develop the draft *Victorian transmission plan*, *Renewable energy zones community benefits plan* and the *Victorian transmission investment framework*. These documents will inform Victoria's Renewable Energy Zones. The Victorian Government also started coordinating the development of transmission infrastructure for offshore wind electricity generation projects.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 5: Require 7-star energy-rated new homes by 2022, and increase afterwards

Recommendation description: Require all new homes to achieve a minimum 7.0-star NatHERS rating (or equivalent) by 2022, increasing towards 8.0 stars (or equivalent) by 2025, either through the National Construction Code or Victorian regulations.

Government position: Supported

Government action since 2021:

- From 1 May 2024, all new homes require a minimum 7.0 star Nationwide House Energy Rating Scheme (NatHERS) rating.³⁰
- In July 2023, the Victorian and all other Australian, state and territory energy and climate change Ministers agreed to update the Trajectory for Low Energy Buildings by the end of 2024. The update intends to support the delivery of a low energy, net zero emissions residential and commercial building sector by 2050.³¹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It required all new homes to have a minimum 7.0-star NatHERS rating from 1 May 2024. The Victorian and all other Australian, state and territory energy and climate change ministers are considering future updates to energy efficiency requirements. However, the Australian or Victorian governments have not announced an increase towards 8.0 stars.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 6: Mandate a home energy disclosure scheme

Recommendation description: In the next five years, develop an energy efficiency disclosure scheme for home sales, to overcome information barriers and encourage energy efficiency improvements to existing homes.

Government position: Supported in principle

Government action since 2021:

- The Australian Government released the *Home energy ratings disclosure framework – version 2* and the *Disclosure cost-benefit analysis* report in December 2024.³² A draft was previously agreed to by the federal, state and territory energy ministers in 2021. The framework sets out a national approach to assess the energy performance rating and certificate to households at the point of sale or lease. When finalised, the framework will help inform residential disclosure policy in Victoria.³³

Assessment: In progress

There has been some progress by the Australian Government to implement this recommendation. The Australian Government's *Home energy ratings disclosure framework – version 2* provides a nationally consistent approach to assessing home energy performance at the point of sale or lease. However, neither the Australian or Victorian governments have mandated home energy disclosure at the point of sale or lease.

See draft recommendation 34 (Speed up household energy efficiency and electrification) for next steps.

Recommendation 7: Strengthen minimum energy efficiency standards for rented homes

Recommendation description: In the next three years, increase minimum energy efficiency standards to reduce energy use and costs in rented homes. During the next 15 years, keep updating these standards to reflect new cost effective measures, and improve renters' ability to make home energy efficiency improvements.

Government position: Supported

Government action since 2021:

- Released the *Gas substitution roadmap update 2024* in December 2024. It states that energy efficiency standards for rental homes will be determined in 2025.³⁴
- Released the *Gas substitution roadmap* update in December 2023 which includes a commitment to new energy efficiency standards for rental homes.³⁵ Public consultation on these standards finished in June 2024.³⁶
- Continued to provide incentives for Victorians to purchase energy efficient products and services for their homes under the Victorian Energy Upgrades for Households program, which started in 2009.³⁷
- Provided rebates to install energy efficient air conditioners and cap old gas heaters in rental properties, community housing organisations and owner-occupied households in 2021.³⁸
- Introduced regulations to increase existing minimum standards for rooming houses. By 1 December 2025 rooming house operators must install a fixed heater in each resident's room, an energy efficient fixed heater is required from 1 December 2030.³⁹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It consulted on new energy efficiency standards for rental homes in June 2024. *Gas substitution roadmap update 2024* committed to determine these standards in 2025. The Victorian Government can continue updating them to improve the energy efficiency of rented homes.

See draft recommendation 34 (Speed up household energy efficiency and electrification) for next steps.

Recommendation 8: Make Victorian Government buildings more energy efficient

Recommendation description: Generate energy savings in existing owned and leased Victorian Government buildings through energy efficiency upgrades. Set and report against energy efficiency targets for the next five years to support delivery of energy efficiency outcomes, then review with a view to set a longer term energy efficiency target.

Government position: Partly supported

Government action since 2021:

- The Greener Government Buildings program continues supporting energy efficiency improvements of existing government buildings. Since 2009 it has funded energy efficiency and renewable energy upgrades across 49 projects, achieving annual savings of \$46 million and abating over 222,000 tonnes of greenhouse gas emissions per year.⁴⁰
- Continued improving energy efficiency in public hospitals, aged care facilities and ambulance stations through the \$40 million Energy Efficiency and Solar program. Since August 2023, energy efficiency projects at 4 regional health services and the Victorian Aboriginal Community Controlled Health Organisation (VACCHO) have started.⁴¹

- The *Whole of Victorian Government emissions reduction pledge* was published in May 2021. It requires all new government office buildings and tenancy fit-outs to have a minimum 5-Star energy efficiency rating, and a 6-Star rating from 2025. The government has to preference leases for higher-rated buildings and buildings with a Green Lease Schedule.⁴²
- In April 2024 the government released the National Australian Built Environment Rating System (NABERS) ratings for Victoria's public hospitals. Hospital buildings achieved an average 4.1 star NABERS for energy, which is high performance. Hospital buildings achieved an average 3.9 star NABERS for water, which is market standard.⁴³
- All government departments continue to report on their building greenhouse gas emissions and sustainability measures in their annual reports.⁴⁴

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The Greener Government Buildings program and energy efficiency upgrades in public health services improved the energy efficiency of government buildings. New public buildings must now be all-electric. The *Whole of Victorian Government emissions reduction pledge* requires improved energy efficiency ratings for new government office buildings and tenancy fit-outs. The Victorian Government has not committed to energy efficiency targets for non-office government buildings.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 9: Encourage demand management pricing to reduce peaks and optimise distributed energy

Recommendation description: In the next 10 years, optimise use of existing electricity infrastructure by encouraging demand management pricing.

Government position: Supported

Government action since 2021:

- In July 2024 the Victorian and all other Australian, state and territory energy and climate change Ministers released the *National consumer energy resources roadmap*. The roadmap includes reforms that will allow Australians to maximise their use of consumer energy resources.⁴⁵
- Introduced new time-of-use network tariffs from 1 July 2021.⁴⁶ The tariffs allow consumers to get better value from their distributed energy resources, including electric vehicles, and optimises integration of distributed energy resources into the electricity grid.

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It introduced new time-of-use network tariffs in 2021. The *National consumer energy resources roadmap* includes reforms to allow consumers to export more solar power to the grid. However, the Victorian Government has not announced any further actions to encourage demand management pricing.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 10: Confirm gas policies and pathways to reach net zero emissions and allow new gas-free homes

Recommendation description: Within a year, respond to Infrastructure Victoria's *Advice on gas infrastructure*, including by considering the trajectory to transition natural gas to reach net zero emissions by 2050. This allows gas network planning changes after 2025. Adjust policies so they do not encourage or embed future residential natural gas use.

Government position: Supported

Government action since 2021:

- From 1 January 2024, the Victorian Government no longer requires new gas connections for new dwellings, apartment buildings, and residential subdivisions requiring planning permits.⁴⁷
- Released the *Gas substitution roadmap update 2024* in December 2024. The roadmap supports more new and existing homes to become all-electric, stronger consumer protections, and fairer network charges. It also commits to working with business and industry and ensuring secure, affordable gas and electricity supply.⁴⁸
- Released the *Gas substitution roadmap update* in December 2023. The roadmap encourages sustainable alternatives to fossil gas and improves access to an affordable, secure, reliable and safe energy supply. It commits to investigating options to progressively electrify all residential and most commercial buildings.⁴⁹
- Released the first *Gas substitution roadmap* in July 2022.⁵⁰ It removed incentives for residential gas appliances from the Victorian Energy Upgrades scheme and added new incentives for those switching to efficient electric appliances.
- Extended the Victorian Energy Upgrades program to 2045.⁵¹ In November 2024, the Victorian Government added induction cooktops to replace gas cooktops as part of the program.⁵²
- Passed the *Offshore Petroleum and Greenhouse Gas Storage Amendment Bill 2024* on 17 October 2024.⁵³
- Changed the *Building Regulations 2018* in November 2023 to remove the requirement for a gas-boosted solar water heater.⁵⁴
- Opened consultation on the *Building electrification - regulatory impact statement* in December 2024. The government is seeking feedback on the preferred option for electrify buildings.⁵⁵
- Released *Victoria's renewable gas directions paper* for consultation in December 2024.⁵⁶ It responds to the consultation with community on *Victoria's renewable gas consultation paper* in 2023 and proposes a renewable gas target and supporting scheme.⁵⁷
- Published the *Economic growth statement* in December 2024. It states that new gas projects will be fast tracked through the Development Facilitation Program.⁵⁸

Assessment: In progress

The Victorian Government has made some progress to implement the recommendation. New gas connections are no longer required for new dwellings, apartment buildings, and residential subdivisions needing planning permits. The Victorian Government is annually updating its *Gas substitution roadmap* since its release in 2022 to reduce fossil gas emissions while maintaining secure and affordable energy supply. Through the *Building electrification - regulatory impact statement*, the Victorian Government is seeking feedback on its preferred option to further electrify buildings. *Victoria's renewable gas directions paper* is assessing the options to establish a renewable gas market in Victoria. However, the Victorian Government is still consulting on key initiatives and has not announced plans for regional strategic planning to support the transition from natural gas, nor any plans to re-use existing gas assets to store carbon dioxide or hydrogen. There remains a gap in specifically targeting low-income households within energy efficiency programs.

See draft recommendation 33 (Develop regional energy plans, guide transition from fossil gas and maintain reliable gas supply) for next steps.

Recommendation 11: Specify climate scenarios and carbon value in assessing infrastructure

Recommendation description: In the next year, update and expand practical instructions for government agencies on integrating climate-related risks into infrastructure assessments. This should include high, medium and low future climate change scenarios, transitional risks and valuing emission reductions.

Government position: Support in principle

Government action since 2021:

- Released *Victoria's climate science report 2024* in November 2024. The report provides evidence to improve research, risk assessments and planning for climate resilience.⁵⁹
- Released Victoria's Future Climate Tool in 2021. It gives public access to future climate information to help inform decision-making.⁶⁰ The Victorian Government is updating this tool.
- Approved the policy on application of the *National carbon values* for transport infrastructure proposals by the Commonwealth, state and territory jurisdictions at the Infrastructure Transport and Minister' Meeting.⁶¹
- The Infrastructure and Transport Ministers' meeting approved the *Embodied carbon measurement for infrastructure in July 2024*.⁶²
- Released the *Transport infrastructure decarbonisation strategy* in 2024.⁶³
- Released *Victoria's climate change strategy* in 2021.⁶⁴
- Released the *Victorian greenhouse gas emissions report* in 2021.⁶⁵ This report is updated annually.
- \$61.4 million to deliver the Victorian Government's climate action agenda in the financial years 2022-2025.⁶⁶

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It has released Victoria's second climate science report, and is updating Victoria's Future Climate Tool with the latest climate science to support decision making. It continues to release the *Victorian greenhouse gas emissions report* annually. However, the Victorian Government has not announced reviews to existing guidance to reduce carbon emissions. It has not implemented updated carbon values and measurement into practices for Victoria based on national guidance.

See draft recommendation 24 (Reduce carbon emissions from infrastructure) for next steps.

Recommendation 12: Strategically review climate consequences for infrastructure

Recommendation description: Strategically review the climate change consequences for Victoria's infrastructure needs and priorities, beginning in November 2021 after delivering the adaptation plans under the Climate Change Act 2017.

Government position: Supported in principle

Government action since 2021:

- Reviewing *Victoria's climate change strategy*.⁶⁷
- The Legislative Council Environment and Planning Committee commenced the *Inquiry into climate resilience* in 2023. Consultation was completed in December 2024 with the report due by June 2025. The inquiry's focus is on the main risks facing Victoria's built environment and infrastructure from climate change and how Victorians will be impacted.⁶⁸
- Released 7 system-based Adaptation Action Plans and 6 Regional Adaptation Strategies in 2021 to guide Victorian Government adaptation efforts.⁶⁹

- \$15.7 million for climate action that will help meet Victoria's 2045 target of net zero greenhouse gas emissions and build the state's resilience to climate change.⁷⁰

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It is updating the *Climate change strategy*, conducting the *Inquiry into climate resilience* and released the 7 system-based Adaptation Action Plans and Regional Adaptation Strategies. However, the Victorian Government has not announced any plans to monitor or provide funding towards the Adaptation Action Plans.

See draft recommendation 27 (Better prepare infrastructure for climate change) for next steps.

Recommendation 13: Consider all water supply sources

Recommendation description: Consider all water sources for supply augmentation, including identifying and addressing barriers to purified recycled drinking water within the next 10 years. When planning for future water supply, investigate all options including, but not limited to recycled water, seawater desalination, stormwater harvesting and better use of the water grid.

Government position: Supported in principle

Government action since 2021:

- The *Central and Gippsland region sustainable water strategy 2022* introduced a new Water Grid Plan readiness framework to plan and progress urban water planning investment, before finalising the first *Water grid plan*.⁷¹
- Continued building the Western Irrigation Network project.⁷²

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It is building infrastructure projects and planning for future water supply options. This includes the Western Irrigation Network and actions under the *Central and Gippsland region sustainable water strategy 2022*. The Victorian Government has not announced plans for recycled drinking water as a future water source and has not yet released the *Water grid plan*.

See draft recommendation 25 (Advance integrated water management and use more recycled water) and future option (Plan for and invest in manufactured water) for next steps.

Recommendation 14: Progress integrated water cycle management

Recommendation description: Within five years, accelerate progress toward an integrated model of water cycle management, starting by clarifying policy settings to allow the better use of stormwater and recycled water.

Government position: Supported

Government action since 2021:

- Released the *Metropolitan Melbourne catchment scale integrated water management action plans* in April 2024.⁷³
- Continued building the Dingley Recycled Water Scheme.⁷⁴
- Continued implementing the *Central and Gippsland region sustainable water strategy 2022*. This includes actions to use more stormwater and recycled water.⁷⁵
- Continued developing a new *draft Victorian waterway management strategy*.⁷⁶
- Continued building the Western Irrigation Network.⁷⁷
- \$95.7 million over 4 years in the *2024/25 Victorian Budget* to diversify Victoria's water supplies and improve water use efficiency.⁷⁸

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It clarified some policy settings in the *Metropolitan Melbourne catchment scale integrated water management action plans* and the *Central Gippsland region sustainable water strategy 2022*. The Victorian Government also built infrastructure projects, including the Dingley Recycled Water Scheme, to allow more use of stormwater and recycled water. Although some infrastructure projects are still underway, the Victorian Government has made the key strategic decisions necessary to implement the recommendation.

See draft recommendation 25 (Advance integrated water management and use more recycled water) for next steps.

Recommendation 15: Improve decision-making for urban water investment

Recommendation description: In the next five years, clearly allocate the roles and responsibilities for urban water systems and major supply augmentation planning.

Government position: Supported in principle

Government action since 2021:

- Set up the Managing Directors Accord. All metropolitan water corporations are members. The water corporations released the *Urban water and system strategy* in April 2023. The strategy is a shared plan to protect Melbourne's water supplies for the next 50 years.⁷⁹
- The 5 Metropolitan Melbourne Integrated Water Forums released the *Metropolitan Melbourne catchment scale integrated water management action plans* in April 2024. The government set up these forums in 2018.⁸⁰
- Released the *Central and Gippsland region sustainable water strategy 2022* which has clear strategic directions for decision-making in urban water investment.⁸¹
- Continued the Victorian Water and Climate research program to better understand and inform response to changes in climate and water resources.⁸²

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It set up a governance framework for decision-making on major supply augmentation. The Managing Directors Accord between Melbourne Water and metropolitan retailers clarifies roles and responsibilities for urban water systems. The 5 Metropolitan Melbourne Integrated Water Forums released the *Catchment scale integrated water management action plans*. However, the Victorian Government has not yet released the *Water grid plan*, which will have options for future, regionally significant urban water supplies.⁸³

See draft recommendation 43 (Create and preserve opportunities for future major infrastructure projects) and future option (Plan for and invest in manufactured water) for next steps.

Recommendation 16: Strengthen agricultural water security by modernising irrigation

Recommendation description: In the next 30 years, contribute funding toward planning and delivery of water infrastructure and irrigation modernisation projects across Victoria.

Government position: Supported

Government action since 2021:

- Completed the Goulburn-Murray Water: Water Efficiency Project in October 2023.⁸⁴
- Completed the Mitiamo and District Reticulated Water Supply Project in July 2021.⁸⁵
- Continued the East Grampians Rural Pipeline Project.⁸⁶
- Continued the Macalister Irrigation District Modernisation Project – Phase 2.⁸⁷
- Continued the Lower Murray Water: Sunraysia Water Efficiency Project.⁸⁸
- Continued the Victoria Connections Package, which includes a new recycled water pipeline and upgrades to existing channels to deliver water savings and help support the agricultural industry during drought conditions.⁸⁹
- Started the WaterSmart program in September 2023 to help businesses and organisations install data loggers to monitor water use data to detect leaks and minimise water waste.⁹⁰
- Implementing The *Central and Gippsland Region sustainable water strategy 2022* which includes actions to modernise irrigation.⁹¹
- \$59.8 million over 4 years announced in the *2024/25 Victorian Budget* to promote water efficiency in rural and regional irrigation communities and for water corporations to deliver significant rural, regional and peri-urban water infrastructure projects.⁹²

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It completed projects in the Goulburn-Murray and Mitiamo and District regions. The Victorian Government is completing pipeline, water efficiency and irrigation modernisation projects in the East Grampians, Lower Murray and Macalister districts. Although certain relevant infrastructure projects are still underway, the Victorian Government has made the key strategic decisions necessary to implement the recommendation.

Recommendation 17: Upgrade Victoria's emergency water network

Recommendation description: In the next year, assess the condition, capacity and security of Victoria's emergency water supply point network, and upgrade or replace inadequate supply points. Clarify ongoing responsibility for monitoring, maintenance and funding to secure a resilient network.

Government position: Supported

Victorian Government action since 2021:

- Continued with Victoria's Emergency Water Supply Point Network, which will build, upgrade or repair emergency water supply points. As at July 2024, 22 sites have been installed or upgraded.⁹³
- Released the *Water cycle adaptation action plan* in February 2022. In the plan, the Victorian Government agreed to review Victoria's emergency water supply point network every 5 years and clarify responsibilities to provide operations or maintenance to any new or upgraded emergency water supply points.⁹⁴

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It agreed to assess the condition, capacity and security of Victoria's emergency water supply point network. The Victorian Government then started upgrading and replacing inadequate supply points through Victoria's Emergency Water Supply Point Network. We expect it continues monitoring and maintaining supply points through this initiative.

Recommendation 18: Invest in protection and adaptation for Victoria's coasts

Recommendation description: In the next year, develop clear guidance on coastal adaptation planning, including thresholds, triggers, and planning guidelines to support local area decision-making. Invest in coastal protection upgrades and maintenance, including beach and dune protection and rehabilitation, and storm surge protection, over the next eight years.

Government position: Support in principle

Government action since 2021:

- Released *Victoria's resilient coast – adapting for 2100+* in 2023. It has a framework, guidelines to enable place-based, best practice and long-term coastal hazard risk management and adaptation. It builds on the directions set in the Marine and Coastal Policy 2020.⁹⁵
- Completed the *Port Phillip Bay coastal hazard assessment* report.⁹⁶
- \$1 million funded by Victoria's Resilient Coast Grants to support coastal land managers to adapt to coastal hazards and protect local coastal values.⁹⁷
- \$1 million funded by the Coastal Public Access and Risk Grants to improve safety and coastal access at beaches along Victoria's coast.⁹⁸
- Continued delivering \$7 million VicCoasts program to build a safe, healthier and more resilient marine and coastal environment for the community.⁹⁹
- \$16.9 million funding for the *Marine and coastal strategy*.¹⁰⁰
- \$550,000 invested in the CoastCare Community Grants program to support marine and coastal volunteers, while improving the state's resilience to climate change.¹⁰¹

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. *Victoria's resilient coast – adapting for 2100+* and the *Port Phillip Bay coastal hazard assessment* report provided clear guidance on coastal adaptation planning. The Victorian Government also invested in coastal protections upgrades and maintenance through Victoria's Resilient Coast, the Coastal Public Access and Risk and Coastcare Victoria Community grant programs and VicCoasts program.

See draft recommendation 28 (Use new flood maps to revise planning schemes) for next steps.

Recommendation 19: Build back better after emergencies

Recommendation description: In the next year, consider policy changes and funding mechanisms so high priority public infrastructure destroyed by emergencies is built to a more resilient standard or in less vulnerable locations.

Government position: Supported

Government action since 2021:

- \$3.5 million to repair flood-impacted VicSES Emergency Hubs at Rochester and Heathcote.¹⁰²
- \$431.5 million to reduce impacts of major bushfires and other emergencies on people, property and the environment.¹⁰³
- \$5 million for climate action for bushfire preparation and resilience. Grants were awarded to communities affected by natural disasters.¹⁰⁴
- \$466.4 million for the Business and Community Sport Flood Recovery Grants program.¹⁰⁵
- \$52 million for the Flood Recovery Small Business Relief program.¹⁰⁶
- \$35.1 million for the Council Flood Support fund.¹⁰⁷
- \$44.7 million for a range of business recovery support services.¹⁰⁸
- \$35.1 million for Council Flood Support fund.¹⁰⁹
- \$33.8 million for health system including emergency health infrastructure works.¹¹⁰
- Provided Bushfire Recovery Grants for Community Facilities between July 2021 and January 2023 to support local organisations in fire-affected communities.¹¹¹
- Released its response to the Network Outage review in December 2024. The review aims to better equip privately-owned electricity transmission and distribution businesses to prevent, prepare for, and respond to severe weather events.¹¹²

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It repaired flood-impacted emergency hubs in Rochester and Heathcote. The Flood Recovery Grants program has funded support services for business recovery, sport facilities and emergency health infrastructure. However, the Victorian Government has not announced any major policy changes so that high-priority public infrastructure destroyed by emergencies is rebuilt to higher resilience standards or relocated to less vulnerable areas.

See draft recommendation 27 (Better prepare infrastructure for climate change) for next steps.

Recommendation 20: Improve critical infrastructure information flows and embed resilience

Recommendation description: Over the next five years, expand information sharing capabilities and embed resilience across and between critical infrastructure sectors and jurisdictions. Among mechanisms to achieve this, consider expanding the Victorian legislated definition of critical infrastructure beyond energy, water, and transport.

Government position: Supported

Government action since 2021:

- The Australian Government's Cyber and Infrastructure and Security Centre released the *Critical infrastructure resilience strategy* in February 2023. The strategy is a framework for industry and governments to improve the security and resilience of critical infrastructure, and to anticipate, prevent, prepare for, respond to and recover from all-hazards.¹¹³
- \$8.3 million to continue providing critical emergency management information services including the VicEmergency platform.¹¹⁴

Assessment: Substantially implemented

The Australian Government has implemented this recommendation. The Australian *Government's critical infrastructure resilience strategy* expands information sharing capabilities to embed resilience between critical infrastructure sectors and jurisdictions in Victoria. It has a consistent approach across Australian, state and territory governments. The Victorian Government can expand the legislated definition of critical infrastructure beyond energy, water and transport.

Recommendation 21: Prepare for increasingly automated vehicle fleets

Recommendation description: In the next year, begin updating transport regulations to allow automated vehicle operation on the road network. In the next 10 years, upgrade roads and communications infrastructure to help facilitate increasingly connected and automated vehicles, particularly for corporate and government fleets. Develop policy, business case and land use planning guidance to maximise the benefits of automated vehicles and mitigate their risks.

Government position: Supported in principle

Government action since 2021:

- In May 2021, infrastructure and transport ministers agreed on a national approach to regulating automated vehicles. It will have end-to-end regulation to support the safe commercial deployment and operation of automated vehicles at all levels of automation in 2026.¹¹⁵ From April to June 2024, public consultation occurred on the proposed automated vehicle regulatory framework.¹¹⁶
- In December 2022, the Victorian Government ran the first automated on-road heavy freight vehicle trial in Australia on the M1 motorway in partnership with private industry.¹¹⁷
- Continued to invest in the Smarter Roads program, including upgrading communications infrastructure such as real-time traffic signals.¹¹⁸
- The Victorian Government contributes to the national automated vehicle reform program to inform future policies and regulations.¹¹⁹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It contributes to the national regulatory development on automated vehicles, expected to be in place in 2026. The Victorian Government ran a trial and continued investing in the Smarter Roads program to facilitate connected and automated vehicles. However, the Victorian Government has not announced actions to develop policy, business case and land use planning guidance to maximise the benefits of automated vehicle and mitigate their risks.

See draft recommendation 40 (Use modern traffic control technology for efficient and safe journeys) for next steps.

Recommendation 22: Facilitate integration of public transport with new mobility services

Recommendation description: In the next five years, develop open access ticketing platforms to facilitate integration of public transport modes with new mobility services, incorporating better data sharing and collection. Remove public transport contract barriers to allow integration of existing and emerging transport modes and services.

Government position: Supported in principle

Government action since 2021:

- The new public transport ticketing contract commenced in December 2023. The contract is intended to see the system evolve with modern improvements, including new payment methods.¹²⁰

Assessment: Not started

The Victorian Government supported in principle this recommendation. The new public transport ticketing contract includes improvements to modernise the ticketing system, including payment methods. However,

the Victorian Government has not announced any plans to integrate public transport ticketing with new mobility services.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business process.

Recommendation 23: Incorporate personal mobility devices in regulation

Recommendation description: In the next two years, incorporate nationally consistent rules for personal mobility devices in Victorian legislation, update existing active transport design standards to better accommodate new devices and develop a statewide regulatory framework for shared mobility schemes.

Government position: Partly supported

Government action since 2021:

- Announced the permanent legalisation of e-scooters in July 2024, which includes additional safety and compliance measures. The Victorian Government will also continue working with councils and share hire e-scooter operators to introduce additional safeguards, including footpath detection.¹²¹
- Extended the e-scooter trial to run until 4 October 2024.¹²²
- Updated the *Urban design guidelines* in June 2023. The guidelines ensure the movement network accommodates the diversity of transport modes and supports activities, including active transport.¹²³

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It will permanently legalise using electric scooters in Victoria and it has updated the *Urban design guidelines*. However, e-scooter rules remain inconsistent across state and territory jurisdictions. The Victorian Government has not announced any plans to regulate other personal mobility devices.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 24: Introduce new road network demand management technology

Recommendation description: In the next five years, progressively introduce new road network demand management technologies across the state and integrate management systems for different road-based transport modes. Combine them with a road infrastructure upgrade program to optimise the benefits of technologies, such as by providing extra clearways and introducing dedicated lanes for bus routes.

Government position: Supported

Government action since 2021:

- Since 2021 the Smarter Roads program started delivering a more efficient network and better responses to incidents.¹²⁴ The program installed more than 1,000 new traffic monitoring cameras, hundreds of wireless travel time sensors, vehicle detectors, real-time travel signs, and more than 100 dynamic pedestrian crossings.¹²⁵

- \$340 million in 2022 to continue the Smarter Roads program to improve and manage traffic flows on arterial roads.¹²⁶
- Started phase 2 of the Smarter Roads Program in mid-2023 to optimise traffic lights along every major road in Melbourne.¹²⁷
- Started building the *Eastern Busway*— Melbourne’s first bus rapid transit corridor— from Doncaster towards the city as part of the *North East Link* project.¹²⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The Smarter Roads Program installed road network demand management technology in Melbourne and built road infrastructure upgrades such as dynamic pedestrian crossings. The Victorian Government started building the first dedicated bus lanes for bus rapid transit from Doncaster to the central city. However, the Victorian Government has not announced further road infrastructure upgrades, such as clearways and additional dedicated lanes for bus routes which could make better use of technology improvements.

See draft recommendation 40 (Use modern traffic control technology for efficient and safe journeys) for next steps and draft recommendation 10 (Build a new bus rapid transit network).

Recommendation 25: Use innovation to deliver better models of health care

Recommendation description: Within two years, help slow the growth in demand for hospital infrastructure by developing a comprehensive statewide health innovation strategy, supported by funding over five years to promote and progressively implement better models of health care.

Government position: Supported

Government action since 2021:

- Released *Victorian virtual care strategy* in September 2023. It has a 5-year vision for virtual care to make it a safe, effective, accessible, equitable and sustainable option for health care delivery in Victoria.¹²⁹
- Released the *Virtual care operational framework* in July 2023 to support public health services deliver virtual care.¹³⁰
- Continued to deliver virtual health care programs including Hospital in the Home, Better at Home and Victorian Virtual Emergency Department.¹³¹
- Set up 29 priority primary care centres across Victoria.¹³² The centres provide GP-led urgent care as an alternative to going to a hospital emergency department.¹³³
- \$146.3 million over 3 years announced in the *2024/25 Victorian Budget* to deliver more timely emergency care. This includes an initiative to improve patient flow and reduce pressure on emergency departments.¹³⁴
- Completed the Virtual GP pilot in June 2024.¹³⁵
- Started the Diabetes Connect pilot program which includes remote monitoring and virtual check-ins to manage care.¹³⁶
- Released *Victoria’s digital health roadmap* in August 2021.¹³⁷
- Released *Planned surgery reform blueprint* in October 2023.¹³⁸ The blueprint aims to ensure timely and equitable access to planned surgery for all Victorians.
- \$21.5 million in funding to reduce elective surgery waiting lists.¹³⁹
- \$21.4 million announced to upgrade record keeping at 4 health services to use electronic systems.¹⁴⁰
- Responded to the *Health services plan* released in April 2024. A key element of the reform is the establishment of Local Health Service Networks. These networks will influence how health infrastructure is used.¹⁴¹

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. The *Victorian virtual care strategy* is a comprehensive statewide health innovation strategy. It set up 29 priority primary care centres in Victoria. The Victorian Government continues to fund virtual health care programs including Hospital in the Home, Better at Home and Victorian Virtual Emergency Department.

See draft recommendation 19 (Invest in digital healthcare) for next steps.

Recommendation 26: Modernise courts through digitisation and contemporary shared facilities

Recommendation description: In the next year, begin increasing court efficiency and help meet demand by digitising suitable court systems and procedures. Invest in new contemporary, adaptable, multi-jurisdictional court facilities during the next 10 years.

Government position: Supported

Government action since 2021:

- \$25.7 million to implement a new case management system for the Magistrates' Court and Children's Court. It enables more efficient management of court operations.¹⁴²
- Continued building the new Wyndham Law Courts.¹⁴³ The court is designed to improve service integration by co-locating relevant agencies and services located near Werribee Police station.¹⁴⁴
- Bendigo Law Courts opened in February 2023.¹⁴⁵ Specialist courts and key service agencies are co-located in the courts building.¹⁴⁶
- Court Services Victoria's *Strategic asset plan 2016-2031* remains current. The plan focuses on delivering central Melbourne's legal precinct and Melbourne's growth corridors priorities. It also recommends for technology to enable access, service efficiency and safety, and multi-jurisdictional sharing of assets to ensure flexible use.¹⁴⁷
- Commissioned research into experiences of online courts and tribunals.¹⁴⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It is delivering a new case management system for the Magistrates' Court and Children's Court to improve court efficiency. The new Wyndham and Bendigo law courts will have contemporary shared court facilities for different court jurisdictions and service agencies. The Victorian Government can continue investing into digitising court systems integrated across courts and implementing the *Strategic asset plan 2016-2031*, including upgrades to court facilities in central Melbourne and regional Victoria.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 27: Improve technology and infrastructure for a responsive police service

Recommendation description: In the next 10 years, invest in technological capacity to better support a responsive police service, and deliver infrastructure to enable a contemporary hub-and-spoke policing model, co-located with health and human services where appropriate.

Government position: Supported

Government action since 2021:

- Released the *Strategy for digitally transforming Victoria Police 2023-2028*. It describes how Victoria Police will use digital technology innovations and an upskilled workforce to transform front-line operations, optimise services and enhance safety, security and confidence in the community.¹⁴⁹
- \$47 million to build a new police station in South Melbourne and Point Cook.¹⁵⁰ The designs of these and 2 further police stations in Narre Warren and Clyde North were announced in March 2024.¹⁵¹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The *Strategy for digitally transforming Victoria Police 2023-2028* explains how the Victorian Government can improve technology and infrastructure to support a more responsive police force. The Victorian Government has not publicly announced more funding to implement this strategy. It is building new police stations, including in Clyde North, Narre Warren, Point Cook and South Melbourne. However, there are no publicly known plans to co-locate police services with health and human services.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 28: Facilitate improved recycling infrastructure for priority materials

Recommendation description: In the next year, focus efforts to increase and upgrade waste processing infrastructure on six priority materials. Facilitate increased recovery and reprocessing capacity and capability for paper and card, plastics, and organics by 2025. Revisit funding mechanisms and align recycling infrastructure with land use settings.

Government position: Supported**Government action since 2021:**

- Victoria's Container Deposit Scheme opened in November 2023. The scheme gives 10 cent refunds when people return eligible drink containers to refund points.¹⁵²
- Victoria's Waste to Energy Scheme started in June 2023 with regulations introduced in 2023. Consultation on proposed regulation changes happened in February 2024.¹⁵³
- Released the *Victorian recycling infrastructure plan* in October 2024. It provides a 30-year plan to guide Victoria's waste and recycling infrastructure needs. The plan focuses on addressing problematic and emerging waste streams, and integrating recycling into land use planning.¹⁵⁴
- Victoria submitted applications to the Australian Government's Recycling Modernisation Fund, Plastics Technology Stream in late 2023. Projects are expected to be completed by June 2027. The stream supports advanced and innovative technologies targeting hard-to-recycle plastics in waste streams.¹⁵⁵
- Victoria's E-waste Infrastructure Grants program was completed in December 2023. The program provided \$12 million in funding to build the capacity and capability of managing e-waste and ensuring a high standard for the collection, storage and reprocessing of e-waste.¹⁵⁶
- \$8.7 million for the Circular Economy Infrastructure Fund. Projects are expected to be completed by March 2025. The fund supports infrastructure projects that increase capacity and improve the recovery of paper and cardboard, plastics, glass, tyres, organics and textiles.¹⁵⁷
- Continued to monitor progress against the circular economy policy targets in Victoria's plan for a circular economy.¹⁵⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It has released the *Victorian recycling infrastructure plan*, which will help plan new and upgraded waste processing infrastructure.¹⁵⁹ The Victorian Government has also increased recovery and reprocessing capacity and capability for glass and plastics by opening Victoria's Container Deposit Scheme. The E-waste Infrastructure Grants program and Circular Economy Infrastructure Fund funded projects to better recycle e-waste and other priority materials. The Victorian Government can evaluate these programs and continue improving waste processing infrastructure.

See draft recommendation 38 (Prepare for more recycling and waste infrastructure) for next steps.

Recommendation 29: Strengthen end markets for recycled materials

Recommendation description: Continue to deliver market development for recycled materials by updating standards and specifications to be performance-based rather than material based, and explicitly require the Victorian public sector to use recycled products where feasible. In the next five years, support research, development and demonstrations to build confidence and demand for recycled products.

Government position: Supported

Government action since 2021:

- Released the *Circular Economy Market Report in May 2024*. The report highlights opportunities, actions and market strategies to improve circularity in material management.¹⁶⁰
- Continued projects funded by the Circular Economy Markets Fund: Materials – Stream 1: Research, development and demonstration. The Fund identifies new and innovative uses for recycled materials. It was previously called the Recycled Markets Acceleration Package.¹⁶¹
- Continued investing into the EcologiQ program. The program supports the use of recycled and reused materials on Victorian major transport projects.¹⁶²
- Victoria made submissions to the Australian Government's Recycling Modernisation Fund Plastics Technology Stream in late 2023.¹⁶³
- \$16.5 million for Reform to perform: resources sector support to achieve net zero Big Build.¹⁶⁴ Released the *Victorian recycling infrastructure plan* in October 2024. It provides a 30-year plan to guide Victoria's waste and recycling infrastructure needs. The plan focuses on improving data collection and analysis to support investment decision making.¹⁶⁵
- *Recycling Victoria: A new economy plan* supports the development of markets for recycled materials to 2030.¹⁶⁶
- Published the *Economic growth statement* in December 2024. It states that the waste-to-energy cap will be increased to 2 million tonnes per annum to enable more municipal, commercial and industrial waste to be used to generate energy rather than go to landfill. The cap may then be increased further to 2.5 million tonnes, subject to a regulatory impact statement.¹⁶⁷
- Local governments completed projects funded under the Victorian Government's 4-year Circular Economy Councils Fund.¹⁶⁸
- In February 2020 introduced the Circular Economy Business Innovation Centre to support Victorian businesses and organisations to take up circular economy options and phase out waste.¹⁶⁹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It released the Circular Economy Market Report and continues to support research and development for recycled products through the Circular Economy Markets Fund, the EcologiQ program and submissions to the Australian Government's Recycling Modernisation Fund Plastics Technology Stream. However, the Victorian Government has not announced any progress towards updating recycled material standards and specifications to be performance-based.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 30: Address barriers to recycling and reducing waste

Recommendation description: In the next year, reduce recyclable material contamination by supporting greater consistency in kerbside and commercial collection and separation of glass, paper, cardboard and organic materials. In the next year, design and implement behaviour change programs to reduce contamination, and consistently maintain further behaviour change programs in the next 30 years.

Government position: Support in principle

Government action since 2021:

- Expanded glass recycling services to 13 local government areas. In July 2023, the City of Merri-Bek became the thirteenth Victorian council with recycling bins for glass.¹⁷⁰
- Started Victoria's Container Deposit Scheme in November 2023.¹⁷¹ It encourages recycling behaviour change by giving a 10 cent refund per container when people return eligible drink containers to refund points.¹⁷²
- Consulted communities on reforms to kerbside recycling legislative regulations and standards.¹⁷³
- Continued the Small Acts, Big Impact campaign. The statewide behaviour change program supports households minimise waste and improve recycling behaviour, consistent with Victoria's new 4-stream system.¹⁷⁴
- Released the *Victorian recycling infrastructure plan* in October 2024. It provides a 30-year plan to guide Victoria's waste and recycling infrastructure needs. The plan presents directions to address contamination across different materials.¹⁷⁵
- Released the *Circular economy risk, consequence and contingency plan* in May 2024. This supports Victoria's transition to a stronger and more resilient circular economy that can deal with future shocks and stressors.¹⁷⁶
- Continued to monitor progress against the targets set in the circular economy policy, *Recycling Victoria: A new economy*.¹⁷⁷
- Updated and published the Recycling Victoria Waste Projection Model and actuals dataset on the Recycling Victoria Data Hub. These are waste generation estimates to 2053 in Victoria which can inform investment, planning and market needs for governments and industry.¹⁷⁸
- Phased out food, beverage and other single use plastic items in Victoria from 1 February 2023.¹⁷⁹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It introduced recycling bins for glass in 13 local government areas and has consulted community on reforms to kerbside recycling legislative regulations to expand glass recycling services to other councils. The Victorian Government started the Container Deposit Scheme. It also implemented behaviour change programs to reduce contamination including the Small Acts, Big Impact campaign. The Victorian Government can support more councils to introduce glass recycling services and evaluate behaviour change programs to help reduce contamination.

See draft recommendation 38 (Prepare for more recycling and waste infrastructure) for next steps.

Recommendation 31: Minimise waste and improve residential waste infrastructure planning

Recommendation description: In the next two years, improve infrastructure planning for managing residual waste, and further clarify the role of waste-to-energy facilities. Over the next 30 years, consistently invest in waste avoidance through behaviour change programs, pricing, regulation and other incentives.

Government position: Supported in principle

Government action since 2021:

- Published the *Victorian recycling infrastructure plan* in October 2024, which has long-term strategic infrastructure plans and will guide and inform decision-making about waste, recycling and resource recovery infrastructure over the next 30 years.¹⁸⁰
- Victoria's Waste to Energy scheme started in June 2023 and is a requirement of the *Circular economy (Waste reduction and recycling) and (Waste to energy scheme) Regulations 2023*. The government consulted on the regulations in February 2024.¹⁸¹ The *Economic growth statement* released in December 2024, indicated an increase of the waste-to-energy cap to 2 million tonnes per annum to enable more municipal, commercial and industrial waste to be used to generate energy rather than go to landfill. The cap may then be increased further to 2.5 million tonnes, subject to a regulatory impact statement. The statement also announced to expand the Recycled First policy to major government projects in non-transport sectors.¹⁸²
- Issued 4 licences for waste to energy operators which let those businesses process permitted waste using a thermal waste to energy process.¹⁸³
- Continued to support bioenergy developers to increase renewable energy generation in Victoria for project development and project infrastructure streams through the Waste to Energy – Bioenergy Fund.¹⁸⁴
- Continued to monitor progress against the targets set in the circular economy policy, *Recycling Victoria: A new economy*.¹⁸⁵
- Released the Circular Economy Councils Fund in June 2023 to support local governments to reduce waste and increase recycling.¹⁸⁶
- Phased out food, beverage and other single use plastic items in Victoria from 1 February 2023. Exemptions for paper or cardboard plates lined with plastic expired on 1 November 2024. Exemptions for any single-use plastic item that is integrated into food or drink packaging by a machine automated process will expire on 1 January 2026.¹⁸⁷

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It published the *Victorian recycling infrastructure plan*, which will improve infrastructure planning for waste, recycling and resource recovery. It has started Victoria's Waste to Energy scheme and issued licences for 4 waste to energy operators. The *Economic growth statement* aims to increase the Waste to Energy cap that should further reduce reliance on landfills. The Victorian Government continues to improve waste avoidance, with more phasing out of food, beverage and other single use plastic items. The Victorian Government has not announced any further actions for managing residual waste or plans to phase out other single use plastic items.

See draft recommendation 35 (Prepare and publish infrastructure sector plans to shape Victoria's cities) and draft recommendation 38 (Prepare for more recycling and waste infrastructure) for next steps.

Recommendation 32: Produce public plans for priority infrastructure sectors

Recommendation description: In the next five years, develop and publish long-term statewide infrastructure plans for priority infrastructure sectors for which the Victorian Government maintains substantial responsibilities, including sequencing and timelines for investment.

Government position: Partly supported

Government action since 2021:

- Consulted communities on *Plan for Victoria*.¹⁸⁸ The plan will be a blueprint to guide how Victoria grows and develops. It will help make decisions about the best places to locate new homes, green spaces, jobs, education, transport and health services across Victoria.¹⁸⁹
- Released *Victoria's housing statement* in September 2023. It sets the target to build 800,000 homes across Victoria by 2034.¹⁹⁰
- Released *Melbourne's tram plan* in August 2023. It outlines how to make trams more accessible and efficient and how trams will complement the Big Build's transformation of the transport network.¹⁹¹
- Released *Victoria's bus plan* in September 2021. It is the Victorian Government's long-term strategy to deliver holistic reform to the bus network across Victoria.¹⁹²
- Completed the *Justice asset and infrastructure plan* in 2021.¹⁹³
- Released the *Victorian recycling infrastructure plan* in October 2024. It provides a 30-year plan to guide Victoria's waste and recycling infrastructure needs.¹⁹⁴
- Victorian water corporations released the *Urban water and system strategy* in April 2023. The strategy is a shared plan to protect Melbourne's water supplies for the next 50 years.¹⁹⁵
- The *Central and Gippsland region sustainable water strategy 2022* introduced a new Water Grid Plan readiness framework to plan and progress urban water planning investment, before finalising the first *Water grid plan*.¹⁹⁶
- Released the *Metropolitan Melbourne catchment scale integrated water management action plans* in April 2024.¹⁹⁷
- Started consulting with local governments on the draft housing targets in June 2024. These targets aim to guide local governments on where future homes should be built across Victoria.¹⁹⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It released public infrastructure plans across housing, transport, recycling and water sectors. The Victorian Government also completed a non-public infrastructure plan for justice and emergency services. It is currently developing *Plan for Victoria*, the long-term statewide planning strategy.

See draft recommendation 35 (Prepare and publish infrastructure sector plans to shape Victoria's cities) for next steps.

Recommendation 33: Publish Victoria's transport plan

Recommendation description: In the next year, develop and publish Victoria's integrated transport plan. Require the transport and strategic land use plans to align with each other.

Government position: Partly supported

Government action since 2021:

- Released *Melbourne's tram plan* in August 2023. The plan outlines how the government will deliver a tram network that puts passengers first, connects people to the places they want to go and makes it easier for everyone to catch the tram.¹⁹⁹
- Released *Victoria's bus plan* in 2021, which aims to increase the number of people who chose to take a bus by delivering simple, safe, reliable and comfortable journeys.²⁰⁰
- Started consultation on *Plan for Victoria* in late 2023.²⁰¹ The plan will guide Victoria's future decision-making about the best places to locate homes, green spaces, jobs, education, transport and health services across Victoria.²⁰²

Assessment: Not started

The Victorian Government partly supported this recommendation. Although it has published mode-specific plans for buses and trams, it has not announced further initiatives to develop and publish an integrated transport plan to implement this recommendation.

See draft recommendation 35 (Prepare and publish infrastructure sector plans to shape Victoria's cities) for next steps.

Recommendation 34: Review Victoria's infrastructure contribution system to cover gaps

Recommendation description: In the next two years, complete a review of Victoria's many infrastructure contributions schemes to create a consistent and efficient system that contributes to Victorian and local government infrastructure costs. A revised infrastructure contribution system can apply more broadly, including in established suburbs, growth areas, peri-urban areas, and regional cities.

Government position: Partly supported

Government action since 2021:

- Announced that the newly established Housing Affordability Partnership working group will advise on reforming infrastructure contribution by March 2025. The new infrastructure contribution system will first be applied in the 10 Activity Centres, commencing on 1 January 2027.²⁰³

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It established the Housing Affordability Partnership working group to advise on reforming infrastructure contributions. It has committed to apply the new infrastructure contribution system first in the 10 Activity Centres.

See draft recommendation 35 (Prepare and publish infrastructure sector plans to shape Victoria's cities) and draft recommendation 36 (Reform infrastructure contributions) for next steps.

Recommendation 35: Support more homes in priority established places

Recommendation description: In the next year, identify new priority locations in established suburbs for residential intensification to better use existing infrastructure. Following this, in partnership with local government, review planning settings to allow increased housing density and establish design review advisory panels.

Government position: Partly supported

Government action since 2021:

- Expanded the Activity Centre program to include 50 new Train and Tram Zone activity centres.²⁰⁴ The location of 25 activity centres in areas with good transport capacity was announced in October 2024. The remaining 25 activity centres will be announced through Plan for Victoria in 2025. \$5.6 million was allocated in the *2024/25 Budget update* to expand the Activity Centres program.²⁰⁵
- *Victoria's housing statement*, released in 2023, sets the target to build 800,000 homes across Victoria by 2034.²⁰⁶ This includes building 70% of new homes in established areas and identifies 10 initial priority activity centre locations to fast-track planning processes for more homes near existing infrastructure.²⁰⁷

- Through *Victoria's housing statement*, the Victorian Government announced it would unlock surplus government land across 45 sites in both metropolitan Melbourne and regional Victoria for around 9,000 homes, with a target of at least 10% affordable housing.²⁰⁸
- Released 2 government land sites near Oakleigh and Footscray stations and additional 10 sites, to be announced through the Small Sites program, for more housing in established areas.²⁰⁹
- Continued expanding the Development Facilitation Program to streamline the planning process for medium to high density residential developments.²¹⁰ The *Economic growth statement* committed to rezone significant underutilised land holdings sooner through the Development Facilitation Program.²¹¹
- Legislated the *Duties Amendment (More Homes) Bill 2024* in November 2024. The bill provides a temporary land transfer duty concession for off-the-plan purchases of dwellings within strata subdivisions.²¹²
- Started reviewing subdivision regulations to enable faster approvals while maintaining standards for good quality homes.²¹³
- Launched the Future Homes program in April 2023.²¹⁴ It offers a streamlined planning pathway for 3 story apartment buildings based on 4 exemplar designs.²¹⁵ The program was expanded in September 2023 to include 4 and 5 story buildings state-wide.²¹⁶
- Consulted on the *Suburban Rail Loop precincts discussion paper* in October 2023. The key principles guiding precinct development are providing more jobs, affordable homes and creating new housing choices.²¹⁷ The visions for the 6 Suburban Rail Loop East stations were published in December 2024. Each vision outlines the long-term aspiration for the precinct and how the anticipated population growth can be accommodated over 20 to 30 years.²¹⁸
- Started consulting on *Plan for Victoria* in November 2023. The plan aims to guide the state's growth with affordable housing and choice as one of the pillars.²¹⁹
- Started consultation on the draft housing targets for local governments in June 2024. These targets aim to guide local governments on where future homes should be built across Victoria.²²⁰
- Continued to develop urban renewal precincts, including Arden, Docklands, Fishermans Bend and the Fitzroy Gasworks site. In July 2022, the *Arden structure plan* was approved and gazetted.²²¹ In October 2024, the contractor to build homes on part of the Fitzroy Gasworks site was announced.²²²
- Continued planning reforms to facilitate delivering the *Big Housing Build*. The reforms are aimed at speeding up approval of social and affordable housing developments.²²³
- Announced reforming infrastructure contributions. The newly established Housing Affordability Partnership working group will advise on this reform by March 2025. The new infrastructure contribution system will be applied first in the 10 Activity Centres, commencing on 1 January 2027.²²⁴
- Announced the introduction of a Great Design Fast Track to focus on townhouse and apartment projects of 3 to 6 storeys in height.²²⁵

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It has expanded the Activity Centres program to include 50 new centres near existing train and tram lines. *Victoria's housing statement* sets a 70% target to for new homes in established areas and identifies 10 priority activity centres to fast-track planning to facilitate building homes near existing infrastructure. The Victorian Government has also started consulting with local governments on draft housing targets to allow increased housing density. It has announced temporary land duty concessions, a review of subdivision regulations, the Future Homes program and the Great Design Fast Track to support well designed townhouses and apartments.

See draft recommendation 7 (Rezone locations near existing infrastructure for more home choices) and future option (Mandate more affordable homes near existing infrastructure) for next steps.

Recommendation 36: Use value-capture mechanisms to deliver very low-income housing

Recommendation description: Within the next two years, change and actively apply planning regulations to provide affordable rental housing for Victorians on very low incomes in places with good access to public transport and services, when they are re-zoned for more intensive residential use.

Government position: Partly supported

Government action since 2021:

- *Victoria's housing statement* announced expanding the Development Facilitation Program. Under the Development Facilitation Program, eligible projects for medium to high density residential developments must deliver at least 10% of the total dwellings as affordable housing.²²⁶ These residential developments need to show that the provision of civil infrastructure and services are readily achievable and supported by servicing agencies.²²⁷
- Announced the introduction of a levy on short stay accommodation platforms. The levy will go to Homes Victoria, supporting their work building and maintaining social and affordable housing.²²⁸
- Released the Institutional Investment Framework in 2024. It aims to stimulate investment into more social, affordable, key worker and market housing at scale, and help industry build more high-quality homes faster in places where Victorians want to live.²²⁹
- The *Windfall Gains tax* introduced in July 2023 captures the value uplift of rezoned land. It does not directly fund the delivery of affordable and social housing.²³⁰

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It established the Development Facilitation Program to require new residential housing proposals to allocate at least 10% of homes for affordable housing. The Victorian Government has also announced new funding mechanisms for social and affordable housing through a levy on short stay accommodation platforms and the Institutional Investment Framework. However, the Victorian Government has not changed planning regulations to specifically provide rental housing for very low-income households.

See draft recommendation 1 (Build more social housing) and future option (Mandate more affordable homes near existing infrastructure) for next steps.

Recommendation 37: Develop an interconnected open space network

Recommendation description: In the next three years, help create an interconnected open space network and extend the urban tree canopy, by providing direct funding, and reviewing and reforming the developer open space contribution scheme.

Government position: Supported in principle

Government action since 2021:

- The Suburban Parks program has invested \$315 million for new and upgraded parks and trails across Greater Melbourne.²³¹ The program has created over 6,500 hectares of new and connected parklands.
- Released the *Open space for everyone* strategy in 2021.²³² It guides the planning, management and delivery of an open space network.
- Announced \$30 million for the Pick my Park program to create and upgrade more green spaces in growing suburbs.²³³
- \$19.5 million to plan and develop the Clyde Regional Park, Koroit Creek Regional Park, and Werribee Township Regional Park through the Suburban Parks program.²³⁴
- Continued the \$7.4 million Delivering Better Parks and Playgrounds initiative to upgrade parks and facilities.²³⁵

- Transformed former landfill sites acquired for Sandbelt Parklands. This contributes to a 355-hectare chain of parks for the public, connecting new and existing parklands between Moorabbin and Dingley Village.²³⁶
- Built a new pedestrian and cycling bridge across Kananook Creek at Seaford Wetlands in May 2024. It was funded by the Suburban Parks Program.²³⁷

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The *Open space for everyone* strategy provides clear direction on the planning and delivery of an interconnected open space network. However, the Victorian Government has not publicly announced any reviews or reforms to developer open space contributions.

See draft recommendation 26 (Better use government land for open space and greenery) for next steps.

Recommendation 38: Partner with local governments to fund pedestrian infrastructure

Recommendation description: Over the next five years, partner with local governments to fund pedestrian infrastructure network upgrades to connect people to priority places, including central Melbourne, the Monash National Employment and Innovation Cluster, other activity centres and train stations.

Government position: Supported

Government action since 2021:

- Started delivering the \$200 million Safe Local Roads and Streets Program in July 2023. The program works with local governments to plan, design and deliver safety improvements to high-risk local roads, intersections and precincts, including schools.²³⁸
- The Victorian Government continued working with local governments to deliver the Australian Government’s Black Spot Program. This program targets road upgrades where crashes are occurring or are at risk of happening.²³⁹
- \$23 million for the Safe Pedestrian Program to build pedestrian infrastructure upgrades.²⁴⁰
- Announced \$21.9 million for 9 active transport projects under the Growth Areas Infrastructure Contribution 2023-24 funding round in April 2024.²⁴¹
- In 2021, the Southern Metropolitan Partnership developed the *Southern integrated transport framework*. It aimed to improve public transport and reduce social isolation in the southern region. It has short-term, practical proposals to achieve long-term aspirations of efficiency, road space allocation, new active transport networks and station upgrades.²⁴²

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It is partnering with local government to fund pedestrian infrastructure network safety upgrades through the Safe Local Roads and Streets Program and the Australian Government’s Black Spot Program. However, the Victorian Government has not announced any partnerships with local governments to deliver pedestrian infrastructure upgrades in areas that pedestrians use more frequently, such as central Melbourne, the Monash National Employment and Innovation Cluster, other activity centres and train stations.

See draft recommendation 14 (Make local streets safer for children and communities) for next steps.

Recommendation 39: Transform cycling in Melbourne, Ballarat, Bendigo and Geelong

Recommendation description: In the next 10 years, prioritise and significantly progress developing a continuous network of high quality, safer cycling corridors in Melbourne, Ballarat, Bendigo and Geelong, including separated cycle ways and more storage at train stations and activity centres. In the next five years, immediate priorities include connections within and between central Melbourne and surrounding suburbs, and connections to the Monash, La Trobe and Sunshine National Employment and Innovation Clusters.

Government position: Supported in principle

Government action since 2021:

- New bike lanes on St Kilda Road completed in August 2023.²⁴³
- The *Victorian cycling strategy 2019-2028* remains current.²⁴⁴
- Announced \$ 5 million for the construction of a walking-cycling shared path in Bendigo in June 2024.²⁴⁵
- Announced \$21.9 million for 9 active transport projects in Melbourne under the Growth Areas Infrastructure Contribution 2023-24 funding round in April 2024.²⁴⁶ Announced \$150 million for the Growth Areas Infrastructure Contributions 2025 funding round in October 2024 which includes a focus on bike paths.²⁴⁷
- The Transport Accident Commission (TAC) safer cyclists and pedestrian fund delivered safer cycling projects in Ballarat and Geelong.²⁴⁸
- Released the *Road safety action plan 2* in December 2024. It includes \$350 million in new initiatives. The plan aims to support vulnerable and unprotected road users, such as cyclists.²⁴⁹
- \$18.7 million announced in the *2024/25 Victorian Budget* for active transport upgrades in Melbourne. This includes Altona, Greenbrook Drive to Epping Station and creating a shared use path between Plenty Valley Town Centre and South Morang Station.²⁵⁰
- Completed 5 cycling projects in 2021-22.²⁵¹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It has delivered some cycling corridor projects including new bike lanes on St Kilda Road and 9 active transport projects in growth areas of Melbourne. Funding for an active travel project in Bendigo has been announced and the TAC safer cyclists and pedestrian fund delivered safer cycling projects in Ballarat and Geelong. However, the Victorian Government has not announced more projects to deliver a continuous network of cycling corridors in Melbourne, Ballarat, Bendigo and Geelong.

See draft recommendation 15 (Build safe cycling networks in Melbourne and regional cities) for next steps.

Recommendation 40: Improve walking and cycling data to better estimate travel, health and safety impacts and benefits

Recommendation description: In the next year, begin developing better walking and cycling information and data. In the next three years, incorporate this data and information into Victorian Government transport models for strategic and project planning, and project appraisal to guide investment decisions.

Government position: Supported in principle

Government action since 2021:

- Bicycle volume and speed mapping dataset update published in June 2024.²⁵²

- Partnered with the City of Greater Bendigo and RMIT University to develop the Victoria Bicycle Simulation and Prioritisation Modelling tool. The tool has a case study in Bendigo that combines spatial, infrastructure and safety data integration, demand forecasting and econometric scenario projections.²⁵³
- Collected updated data for the ongoing Victorian Integrated Survey of Travel and Activity in 2022.²⁵⁴
- Collected more cycling data through the Pop-up Bike Lanes Program.²⁵⁵

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It has published updated bicycle volume and speed mapping datasets and is developing the Victoria Bicycle Simulation and Prioritisation Modelling tool. The Victorian Integrated Survey of Travel and Activity collected more walking and cycling data. Although certain relevant infrastructure projects are still underway, the Victorian Government has made the key strategic decisions necessary to implement the recommendation.

Recommendation 41: Reallocate road space to priority transport modes

Recommendation description: In the next year, start delivering road space reallocation initiatives to better support and enforce priority movement through streets and places. Adopt a five-year target for delivery of more ambitious road space reallocation initiatives. Legislate for faster, simpler, and more consultative road space reallocation in government decision-making.

Government position: Partly supported

Government action since 2021:

- Reallocated road space for the St Kilda Rd protected bike lanes project.²⁵⁶
- \$20.8 million over 4 years announced in the *2024/25 Victorian Budget* for public and active transport upgrades, including construction of shared bike and pedestrian paths in Altona, Epping and South Morang and safety and accessibility upgrades at Essendon train station.²⁵⁷
- Started corridor planning along 3 tram routes, such as routes 86 in Melbourne’s inner north and 82 in Footscray.²⁵⁸ The new corridor planning approach will consider road space allocation so that tram stop upgrades can best accommodate the needs of different road users.

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It reallocated road space on St Kilda Road, funded shared bike and pedestrian paths in some localities, and is upgrading tram stops along 3 tram routes. However, the Victorian Government has not announced a target to deliver road space reallocation initiatives or legislative changes to enable faster, simpler and more consultative decision-making.

See draft recommendation 9 (Run faster bus services, more often, in Victoria’s largest cities), draft recommendation 10 (Build a new bus rapid transit network) and draft recommendation 15 (Build safe cycling networks in Melbourne and regional cities) for next steps.

Recommendation 42: Redesign tram routes

Recommendation description: In the next 10 years, redesign tram routes, including short shuttle routes, and reserve land for future tram depots, for more capacity in fast growing inner Melbourne areas.

Government position: Supported

Government action since 2021:

- \$368.4 million over 4 years in 2021–22 for tram infrastructure upgrades to support next generation trams.²⁵⁹
- Released *Melbourne’s tram plan* in August 2023 to make trams more accessible and efficient and to improve frequency, capacity and reliability of the tram network.²⁶⁰
- Started planning on 3 tram corridors to investigate and design level-access tram stop upgrades, including routes 86 in Melbourne’s inner north and 82 in Footscray.²⁶¹
- \$60.1 million over 4 years in 2023-24 to prepare the tram network for next generation trams and deliver new level-access tram stops in central Melbourne. This includes upgrades to the Essendon tram depot, tram stop upgrades on routes 57, 59 and 82, and works on the Melbourne Showgrounds terminus and Moonee Ponds tram terminus.²⁶²
- Completed consultation on the Brunswick depot upgrade in December 2023. The upgrade aims to improve accessibility and safety as well as to support larger trams to the fleet.²⁶³
- Continued building the new Maidstone tram maintenance and stabling facility.²⁶⁴

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It has invested in network upgrades to prepare for next generation trams and applied a tram corridor planning approach for more capacity in inner Melbourne. However, the Victorian Government has not announced plans to redesign tram routes or reserve land for future tram depot sites.

See draft recommendation 8 (Extend Melbourne’s trams to encourage more new homes nearby) for next steps.

Recommendation 43: Activate urban renewal with new tram links

Recommendation description: In the next year, fund the northern Fishermans Bend tram connection for delivery by 2026 and complete the planning for the southern route. Within two to five years, commit to delivering a tram extension to Arden, and to the former defence site at Maribyrnong if required.

Government position: Subject to further consideration

Government action since 2021:

- Endorsed a preferred route for a possible future rail tunnel through Fishermans Bend and Docklands in July 2024.²⁶⁵
- Released the *Arden structure plan* in July 2022. The plan’s target is for 60% of trips to be made by public transport supported by high-capacity public transport capable corridors.²⁶⁶
- Increased bus services for route 606 connecting Fishermans Bend to Elsternwick Station.²⁶⁷

Assessment: Not started

The Victorian Government’s response to this recommendation was subject to further consideration. It started public transport planning for the Fishermans Bend and Arden areas. However, the Victorian Government has not announced a Fishermans Bend tram connection or announced tram extensions near the former defence site at Maribyrnong.

See draft recommendation 8 (Extend Melbourne’s trams to encourage more new homes nearby) for next steps.

Recommendation 44: Plan for and fund public transport accessibility, including tram stop upgrades

Recommendation description: Fund public transport accessibility improvements to infrastructure and services, including for priority tram and bus stops, to make substantial progress toward the legislated 2032 accessibility targets.

Government position: Supported

Government action since 2021:

- Published the *Transport accessibility strategy* in September 2024 to help prioritise accessibility upgrades.²⁶⁸
- Released *Melbourne's tram plan* in August 2023. The plan explains how the Government will plan future tram stop upgrades via tram corridors rather than individual stops.²⁶⁹
- Upgraded 2 tram stops to level access in 2021-21 and another 2 in 2022-23.²⁷⁰ 4 level access tram stop upgrades planned in 2023-24 and 8 more funded for 2024-25.²⁷¹
- Continued to deliver 100 next generation trams to replace some of the high floor trams currently on the network which do not comply with the *Disability Standards Accessible Public Transport Act 2002*.²⁷²
- \$600.8 million over 4 years to deliver 23 new VLocity trains and continue the replacement of the classic fleet and improve accessibility, reliability and passenger experience on the regional network.²⁷³
- \$108.5 million over 4 years for bus service improvements, accessibility and amenity upgrades at 80 bus stops and a first phase roll-out of wheelchair restraint systems on metropolitan buses.²⁷⁴ The roll-out assessed how effectively the systems ensured safety for people using mobility devices, to inform wider implementation across the bus network.
- \$57.8 million over 4 years for train station accessibility and amenity improvements at priority train stations, including Glen Waverley, Jacana, Lalor, Merri, Thornbury, Victoria Park, Warrnambool and Woodend. Platform modifications to improve accessibility of stations along the Dandenong corridor were also completed.²⁷⁵
- Announced the roll out of Navilens on all 100 E Class trams in August 2023. It will help vision impaired passengers access travel information.²⁷⁶
- Consulted communities on tram corridor planning for routes 82 and 86, which included upgrading tram stops to provide level access.²⁷⁷

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The draft *Transport accessibility strategy* and *Melbourne's tram plan* provide greater strategic direction to prioritise and plan tram stop upgrades. However, the Victorian Government missed the 2022 legal deadline to make all public transport accessible, except for trams which must be accessible by 2032.

See draft recommendation 6 (Make government infrastructure more accessible) for next steps.

Recommendation 45: Adopt permanent off-peak discounts for public transport fares

Recommendation description: Permanently adopt discounted off-peak fares for metropolitan public transport and discontinue ticket types that do not offer discounts for off-peak travel.

Government position: Subject to further consideration

Government action since 2021:

- No publicly available initiatives have been identified

Assessment: Not started

The Victorian Government's response to this recommendation was subject to further consideration. It has not announced any actions to implement this recommendation.

See draft recommendation 13 (Make off-peak public transport cheaper and simplify regional fare zones) for next steps.

Recommendation 46: Reduce bus and tram fares

Recommendation description: In the next year, reduce bus and tram fares, while maintaining an integrated ticketing system, to encourage people to make greater use of cost-effective public transport services that can be quickly expanded.

Government position: Subject to further consideration

Government action since 2021:

- No publicly available initiatives have been identified.

Assessment: Not started

The Victorian Government's response to this recommendation was subject to further consideration. It has not announced any actions to implement this recommendation.

See draft recommendation 13 (Make off-peak public transport cheaper and simplify regional fare zones) for next steps.

Recommendation 47: Remove the free tram zone

Recommendation description: In the next year, remove the free tram zone to improve equity, enhance the performance of the tram network and provide better safety and transport access for those most in need.

Government position: Not supported

Government action since 2021:

- No publicly available initiatives have been identified.

Assessment: Not applicable

The Victorian Government did not support this recommendation.

Recommendation 48: Appoint an independent transport pricing adviser

Recommendation description: In the next year, appoint an independent body to advise on and monitor transport prices over the next 30 years.

Government position: Not supported

Government action since 2021:

- No publicly available initiatives have been identified.

Assessment: Not applicable

The Victorian Government did not support this recommendation.

Recommendation 49: Reduce inner Melbourne congestion by further reforming parking pricing

Recommendation description: Within the next two years, review the Melbourne Congestion Levy on parking to increase its value, expand the properties it applies to, and cover a wider area. In the next five years, consider extending the levy to on-street parking and supporting a trial of demand-responsive pricing for inner Melbourne on-street parking.

Government position: Subject to further consideration

Government action since 2021:

- Announced changes to the congestion levy in December 2024. This includes an expansion of the Category 2 area to capture inner-eastern suburbs and an increase of Category 1 and 2 rates from 1 January 2026 onwards.²⁷⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The Victorian Government has reviewed the congestion levy. The announced changes are increasing its value and covering a wider area. However, the Victorian Government has not extended the levy to on-street parking and is not trialling demand-responsive pricing for on-street parking.

See future option (Charge people fairly to use roads) for next steps.

Recommendation 50: Price parking at major public transport hubs

Recommendation description: In the next five years, charge parking fees at major public transport hubs, followed by all train stations and park-and-rides, to help encourage people to travel there using public and active transport, and to make parking spaces available for public transport users who need them most.

Government position: Not supported

Government action since 2021:

- No publicly available initiatives have been identified.

Assessment: Not applicable

The Victorian Government did not support this recommendation.

See future option (Charge people fairly to use roads) for next steps.

Recommendation 51: Incorporate congestion pricing for all new metropolitan freeways

Recommendation description: Apply congestion-based peak and off-peak tolling to all new metropolitan freeways, including the North East Link, to better manage traffic flow and impacts on nearby local roads.

Government position: Not supported

Government action since 2021:

- Established the North East Link State Tolling Corporation in March 2021. It is responsible for the North East Link road and to set and collect the tolls on North East Link tollway when the project opens.²⁷⁹
- Continued working on the West Gate Tunnel project. The toll road is expected to open in late 2025.²⁸⁰ Once opened, some tolls will be charged during the morning peak only.²⁸¹

Assessment: Not applicable

The Victorian Government did not support this recommendation.

See future option (Charge people fairly to use roads) for next steps.

Recommendation 52: Trial full-scale congestion pricing in inner Melbourne

Recommendation description: In the next five years, trial full-scale congestion pricing in inner Melbourne to reduce congestion on inner city roads.

Government position: Not supported

Government action since 2021:

- Established the North East Link State Tolling Corporation in March 2021. It is responsible for the North East Link road and to set and collect the tolls on North East Link tollway when the project opens.²⁸²
- Continued working on the West Gate Tunnel project. The toll road is expected to open in late 2025.²⁸³ Once opened, tolls at the Spencer Street ramp will be charged during the morning peak only.²⁸⁴

Assessment: Not applicable

The Victorian Government did not support this recommendation.

See future option (Charge people fairly to use roads) for next steps.

Recommendation 53: Phase out fixed road user charges and introduce user pays charging

Recommendation description: Replace fixed road user charges with variable distance-based and congestion charges over the next 10 years, by gradually expanding and reforming the existing electric vehicle charge. Ensure user pays charging reflects the relative costs of road use, encouraging people to adopt beneficial travel behaviour.

Government position: Supported in principle

Government action since 2021:

- In 2021, the Government enacted the *Zero and Low Emission Vehicle Distance-based Charge Act 2021* (Vic). This introduced a 2.5 cents per kilometre charge for electric vehicles using public roads.²⁸⁵ However, in 2023 the High Court of Australia determined that the right to charge zero and low emission vehicles based on distances travelled rests with the Australian Government. This made the *Zero and Low Emission Vehicle Distance-based Charge Act 2021* (Vic) invalid.

Assessment: In progress

The Victorian Government started implementing this recommendation by introducing a road user charge for electric vehicles in 2021. However, the High Court of Australia subsequently determined that the right to implement road user charging rests with the Australian Government.

See future option (Charge people fairly to use roads) for next steps.

Recommendation 54: Require accessible buildings for public services

Recommendation description: In the next year, establish an accessibility upgrade fund to contribute towards priority building upgrades to meet contemporary accessibility standards. By 2032, require all Victorian Government provided and funded services to be delivered from premises that meet contemporary accessibility standards.

Government position: Supported in principle

Government action since 2021:

- The Inclusive Schools Fund has supported over 420 projects since 2015.²⁸⁶ It provides school infrastructure such as accessible playgrounds, outdoor sensory areas and indoor inclusive learning spaces.²⁸⁷
- Released the *Whole of Victorian Government universal design policy* in July 2022.²⁸⁸
- Released the *Design for everyone guide: A guide to sport and recreation settings* in April 2024.²⁸⁹
- Released the *Inclusive Victoria: State disability plan (2022–2026)* in March 2022.²⁹⁰
- Released the Victorian Health Building Authority's *Universal design policy* in 2021.²⁹¹
- \$170 million for the disability services hub and student hub at the Gordon TAFE in Geelong as part of the Building Better TAFE fund.²⁹²
- Announced \$15 million in the *2024/25 Victorian Budget* for the Accessible Buildings Program to improve access to school facilities for students with disability and additional needs.²⁹³
- Committed to at least 5% of social housing built by Homes Victoria as part of the Big Housing Build to have good physical accessibility.²⁹⁴
- \$0.8 million to conduct an accessibility audit of all Victorian TAFE campuses.²⁹⁵

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. Accessibility upgrades continue to be delivered through the Inclusive Schools Fund and Accessible Buildings Program. The *Whole of Victorian Government universal design policy* provides a consistent approach to universal design in new government buildings and future upgrades. However, the Victorian Government has not established funds to upgrade existing non-school buildings or policies to improve accessibility in existing buildings.

See draft recommendation 6 (Make government infrastructure more accessible) for next steps.

Recommendation 55: Rapidly renew old public housing

Recommendation description: Rapidly renew dilapidated public housing properties to improve functionality, accessibility and energy efficiency with a priority to renew at least half of all older low-rise apartments and older three-bedroom detached dwellings by 2031.

Government position: Supported

Government action since 2021:

- Released *Victoria's housing statement* in September 2023 which includes the commitment to demolish and redevelop Melbourne's 44 high-rise public housing estates by 2051.²⁹⁶ The designs of public housing being renewed in Carlton were released in November 2025.²⁹⁷ Continued renewing social housing sites through the \$1.2 billion Ground Lease Model project.²⁹⁸ In early 2024, the 3 projects in Brighton, Flemington and Prahran were completed and another project in Flemington was under construction, delivering 1,100 social homes. Planning is underway for another 1,370 homes across 4 projects in Hampton East, Prahran, Port Melbourne and South Yarra.²⁹⁹
- The Public Housing Renewal program continues public housing renewal. Total estimated investment for the program is \$185 million in the *2024/25 Victorian Budget*.³⁰⁰ This includes the completion of the North Richmond housing site revitalisation in 2023-24.³⁰¹
- The \$141.5 million Cooling Our Public Housing Towers program started to roll out installation of air conditioners in public housing high-rise tower dwellings in 2024.³⁰²
- The \$1 billion Regional Housing Fund, announced in 2023, aims to deliver more than 1,300 new social and affordable homes across regional Victoria.³⁰³
- The Big Housing Build initiative includes replacing 1,100 old public housing units and ensuring that the new homes meet 7-star energy efficiency standards.³⁰⁴
- Announced \$18.7 million over 5 years in the *2024/25 Victorian Budget* for the Modernising the delivery of public housing maintenance initiative. It will upgrade Homes Victoria's technology systems to improve renters' experience and satisfaction with public housing maintenance requests.³⁰⁵
- Victoria will get \$496.5 million to build up to 769 homes under the Australian Government's Social Housing Accelerator Program announced in June 2023.³⁰⁶
- Victoria will receive \$451 million in 2024-25 under the Australian Government's National Agreement on Social Housing and Homelessness. The program aims to improve social housing and address homelessness.³⁰⁷

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. *Victoria's housing statement* commits to redeveloping all 44 high-rise public housing estates in Melbourne by 2051. The Victorian Government has funded programs to improve functionality, accessibility and energy efficiency of old public housing, including the Ground Lease Model project, Public Housing Renewal program, Cooling Our Public Housing Towers program and the Big Housing Build initiative. The Victorian Government will receive Australian Government funding from the Social Housing Accelerator Program and the National Agreement on Social Housing and Homelessness to improve social housing and address homelessness. Although certain relevant infrastructure projects are still underway, the Victorian Government has made the key strategic decisions necessary to implement this recommendation.

Recommendation 56: Upgrade and rebuild public hospital infrastructure

Recommendation description: In the next five years, publish priorities for hospital renewal to enable modern health care services and meet future demand. In the next 10 years, redevelop the Royal Melbourne Hospital and progress the upgrade and rebuild of the Alfred Hospital and Austin Hospital.

Government position: Supported in principle

Government action since 2021:

- Announced \$229.8 million over 3 years in the *2024/25 Victorian Budget* to expand capacity of the Austin Hospital's existing emergency department and build a new paediatric emergency department zone.³⁰⁸
- Announced \$118 million over 4 years in the *2024/25 Victorian Budget* for works across the Alfred Hospital to maintain operating theatres, intensive care and in-patient units.³⁰⁹
- Announced plans to redevelop Royal Melbourne Hospital's Parkville campus in the *2024/25 Victorian Budget*.³¹⁰
- Announced \$40 million over 2 years in the *2024/25 Victorian Budget* for the engineering infrastructure replacement program. The program will upgrade and replace critical engineering infrastructure in selected health services including boilers, air handling units and fire risk management systems.³¹¹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It announced some upgrades to the Royal Melbourne Hospital, the Alfred Hospital and Austin Hospital. However, the Victorian Government has not published priorities for hospital renewal and has not announced plans for more comprehensive upgrades or rebuilding the Alfred or Austin hospitals.

See draft recommendation 20 (Upgrade critical public hospital infrastructure) for next steps.

Recommendation 57: Reshape the metropolitan bus network and introduce 'next generation' bus services

Recommendation description: By 2025, reshape the metropolitan bus network in Melbourne's north-west and south-east in time for the opening of the Melbourne Metro Tunnel. Introduce 'next generation' bus services, beginning by using them on the new Doncaster busway. In the next 10 years, continue reforming bus networks in Melbourne and Geelong, including by revising the coverage standard and using more flexible bus services in lower demand areas.

Government position: Supported

Government action since 2021:

- Released *Victoria's bus plan* in 2021 to introduce new bus categories, such as high frequency bus rapid transit, to make the bus network simpler, faster and more reliable.³¹²
- Continued to deliver the \$36.4 million *Delivering Victoria's bus plan* initiative. This includes a new bus route connecting Melton Station to Eynesbury and the roll-out of zero emission buses.³¹³
- Started constructing the *Eastern Busway*, Melbourne's first bus rapid transit corridor, from Doncaster towards the city as part of the *North East Link* project.³¹⁴
- Introduced bus service changes. This includes new routes 524 connecting Donnybrook station and the future Cloverton town centre, and 501 connecting Donnybrook and Craigieburn stations.³¹⁵ Extended service delivery of bus routes 543, 798, 831, 925 and 928.³¹⁶
- Announced \$29.7 million over 4 years in the *2024/25 Victorian Budget* for the Improving Bus and Ferry Services program to improve bus services and support public transport services. This includes continuing the Melton South FlexiRide service.³¹⁷

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. *Victoria's bus plan* introduces new bus route categories that define the role, purpose and function of different bus routes to improve network coverage. The Victorian Government started constructing the first bus rapid transit corridor in Doncaster. It extended bus services in the north-west between Donnybrook and Craigieburn, Greenvale

and Roxburgh Park, and in the south-east in Berwick, Pakenham and between Cranbourne and Clyde North. The Victorian Government continued the Melton South FlexiRide service to offer more flexible bus services. However, it has not announced further actions to introduce 'next generation' bus services to improve access to larger suburban centres and growth areas, or more flexible services in lower demand areas.

See draft recommendation 9 (Run faster bus services, more often, in Victoria's largest cities) and draft recommendation 10 (Build a new bus rapid transit network) for next steps.

Recommendation 58: Connect suburban jobs through 'next generation' buses and road upgrades

Recommendation description: In the next five years, create new 'next generation' bus services and better roads to connect outer and growing suburbs to National Employment and Innovation Clusters and major employment centres. Consider using a 'next generation' bus service instead of trams between Caulfield and Rowville.

Government position: Supported in principle

Government action since 2021:

Bus networks and services

- Released *Victoria's bus plan* in 2021 to guide long-term bus reform, including introducing new bus categories across Victoria for a simpler, faster and more reliable bus network.³¹⁸
- Started constructing the *Eastern Busway*, Melbourne's first bus rapid transit corridor, from Doncaster towards the city as part of the North East Link project.³¹⁹
- From late 2023 to early 2024, provided 2 extra shuttle bus services to Chadstone Shopping Centre, which also provides better connection to trains and trams.³²⁰ From November 2024, added services to route 800, connecting Dandenong and Chadstone Shopping Centre 7 days a week.³²¹
- New bus interchanges at Merinda Park station from June 2024.³²²
- Improvements to local bus network resulted in more than 1 million additional trips taken on the bus routes servicing Melbourne's east.³²³
- 10 new or improved bus services across Melbourne's north, west and south-east growth areas, supported by \$180 million from the *2024/25 Victorian Budget* and the Growth Areas Infrastructure Contribution fund. The new bus routes include services in Donnybrook and Craigieburn from January 2024 and in Sunbury and Diggers Rest from March 2024.³²⁴

Roads

- \$674 million to upgrade key roads and intersections in major growth areas and regions, improving network efficiency, travel times and road safety.³²⁵
- Completed road upgrades including Stage 2 of the Monash Freeway Upgrade, South Road upgrade and 5 suburban road upgrades.³²⁶
- \$17 million announced in *2024/25 Victorian Budget* to continue improving metropolitan roads and intersections.³²⁷

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It released *Victoria's bus plan* as a long-term strategy to guide bus network reform, started building the first bus rapid transit in Doncaster, and allocated funds to improve road network and bus services in Melbourne's suburbs and growth areas. This includes the Stage 2 Monash freeway upgrade to improve connections to the Dandenong and Monash National Employment and Innovation Clusters. More bus services also improved access the Chadstone Shopping Centre major employment centre. However, the Victorian Government has not announced further actions to implement this recommendation such as 'next generation' bus services between growing suburbs and employment centres.

See draft recommendation 9 (Run faster bus services, more often, in Victoria's largest cities) and draft recommendation 10 (Build a new bus rapid transit network) for next steps.

Recommendation 59: Increase off-peak service frequencies and suburban rail corridor capacity

Recommendation description: Over the next five years, increase Melbourne's train service frequencies for off-peak, counter-peak and weekend services. Develop and progressively deliver a prioritised 15-year network service upgrade program for suburban train corridors, including track and signalling improvements, higher capacity trains, carriage retrofits and an upgraded train control centre.

Government position: Supported

Government action since 2021:

- Installed high-capacity signalling in the Metro Tunnel, and on the Pakenham, Cranbourne, and Sunbury lines.³²⁸
- Announced \$41.2 million over 4 years in the *2024/25 Victorian Budget* to run more trains, more often in regional Victoria. Funding also facilitates timetable modelling and implementation across the public transport network, increasing train capacity.³²⁹
- Completed the Cranbourne line duplication in 2022. The upgrade allows more train services to run.³³⁰
- Announced more frequent trains on the Geelong line starting in December 2024.³³¹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It installed network service upgrades for suburban trains corridors, including high-capacity signalling, timetable modelling, completed the line duplication on the Cranbourne line and added more services on the Geelong line. However, the Victorian Government has not announced additional off-peak, counter-peak or weekend train services or a long-term program to upgrade network services.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 60: Reconfigure the City Loop for more frequent and reliable services

Recommendation description: Within the next two years, complete a business case to reconfigure the City Loop, including determining its timing. Include planning for more frequent metropolitan services on the Craigieburn, Upfield, Frankston, and Glen Waverley services, while considering a future express railway line between Camberwell and Burnley to prepare for future rail patronage on the Lilydale, Belgrave, and Alamein lines. Explore options and staging to extend metropolitan services to the Mitchell local government area, including possible station locations.

Government position: Supported in principle

Government action since 2021:

- No publicly available initiatives have been identified.

Assessment: Not started

The Victorian Government supported in principle this recommendation. However, it has not announced any actions to implement this recommendation.

See draft recommendation 43 (Create and preserve opportunities for future major infrastructure projects) and future option (Reconfigure the City Loop for more frequent and reliable trains) for next steps.

Recommendation 61: Prepare for Melbourne Metro Two and direct Geelong rail services

Recommendation description: Within five years complete a business case for the Melbourne Metro Two Tunnel project, and protect the land required to construct it. Consider using the tunnel to re-route Geelong services direct to Southern Cross, and consider new stations or relocating existing stations. To shape demand for the project in the next five years, enable more intensive land use around the rail network, and introduce 'next generation' bus services between Newport and Fishermans Bend, and Victoria Park and Parkville.

Government position: Supported in principle

Government action since 2021:

- Conducted site investigations to inform planning and design of Geelong Fast Rail.³³² However, the Australian Government withdrew its funding support for Geelong Fast Rail in 2023 following an independent review of the national infrastructure program.³³³
- In July 2024 endorsed a preferred route for a possible future rail tunnel through Fishermans Bend and Docklands to protect Melbourne Metro 2 options.³³⁴
- In May 2024, added extra 111 weekday and weekend services to route 606 connecting Elsternwick Station and the surrounding suburbs with Fishermans Bend. Upgraded 5 stops on route 237 on Salmon Street. Continued funding in the *2024/25 Victorian Budget* for Westgate Punt ferry services across the Yarra River between Fishermans Bend and Spotswood.³³⁵

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It endorsed a preferred route for a future rail tunnel through Fishermans Bend and Docklands and completed site investigations for Geelong Fast Rail, noting that the Australian Government subsequently withdrew funding support. The Victorian Government improved bus services and continued ferry services connecting the Fishermans Bend precinct with surrounding areas. However, it has not announced any actions to prepare business cases for Melbourne Metro 2.

See draft recommendation 43 (Create and preserve opportunities for future major infrastructure projects) for next steps.

Recommendation 62: Protect a long-term option for a new cross-city motorway

Recommendation description: Within five years, determine an updated future alignment and preserve the option for constructing, if required, a new motorway linking the Eastern Freeway and CityLink. If delivered, implement the project with a transport network pricing scheme, and active and public transport improvements.

Government position: Not supported

Government action since 2021:

- No publicly available initiatives have been identified.

Assessment: Not applicable

The Victorian Government did not support this recommendation.

Recommendation 63: Optimise capacity at the Port of Melbourne

Recommendation description: Support efforts to progressively optimise the Port of Melbourne’s capacity, and actively take steps to manage amenity implications for community acceptance, as identified in our Advice on Securing Victoria’s Ports Capacity.

Government position: Supported in principle

Government action since 2021:

- Released *Navigating our port futures* in 2022. It provides an overarching 30-year vision for the port system.³³⁶
- Completed the \$125 million Port Rail Transformation Project in September 2023 to move more containers on rail and reduce the number of trucks on local roads.³³⁷
- Contributed \$9.7 million towards the Port Rail Shuttle. The shuttle will connect a third terminal at South Dandenong to the rail network.³³⁸
- The Port of Melbourne started consultation on its Port Capacity Enhancement Program. The proposed program involves developing a Webb Dock North container terminal and securing the long-term future of the Tasmanian trade terminals.³³⁹
- Provided \$10.2 million in the *2024/25 Victorian Budget* for new camera technology to enforce the legislated 24/7 truck ban on roads in the inner west when the West Gate Tunnel opens. The truck ban is expected to take 9,000 trucks off local roads.³⁴⁰
- Announced in August 2024 that the former Melbourne Market site will be used to store containers next to the port under a 42-year lease to the Port of Melbourne. This will help reduce truck trips between the western suburbs and the port.³⁴¹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It released the commercial ports strategy in 2022. It supported the Port of Melbourne’s efforts to improve its capacity through the Port Rail Transformation Project and the Port Rail Shuttle program. As required under the 50-year lease agreement with the Victorian Government, the Port of Melbourne also started the Port Capacity Enhancement Program to improve its terminal capacity. The Victorian Government announced actions to reduce truck trips on local roads and improve amenity in the inner west, including the 24/7 truck ban and helping shipping companies to store containers near the port. However, the Victorian Government has not announced any further actions to improve transport networks to the Port of Melbourne.

See draft recommendation 41 (Make rail freight competitive, reliable and efficient) and future option (Plan for more efficient and sustainable urban freight) for next steps.

Recommendation 64: Act now to protect the future Bay West Port option

Recommendation description: Within the next five years, identify and secure land, and apply planning protection for transport corridors and buffers for a future Bay West Port, particularly for future road and rail

connections. Monitor and report on the triggers to develop a new port, and commence and continue environmental assessment and monitoring over the next 30 years. Around 2040, begin detailed planning.

Government position: Supported in principle

Government action since 2021:

- Released *Navigating our port futures* in 2022. The strategy confirmed that additional port capacity will be developed at Bay West. It confirmed the location of Bay West and identified steps to protect the port's location and its transport connection.³⁴²

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It confirmed the Bay West Port location and identified steps to protect its location and transport connection. However, the Victorian Government has not applied planning protections to secure the future Bay West port location. It has not announced actions to monitor and report on the triggers to develop a new port.

See draft recommendation 43 (Create and preserve opportunities for future major infrastructure projects) for next steps.

Recommendation 65: Deliver a new intermodal freight terminal for Inland Rail

Recommendation description: In the next year, determine the preferred new intermodal terminal and facilitate its delivery, transport links and the surrounding precinct to operate soon after the Melbourne to Brisbane Inland Rail project is completed. Progress planning for another intermodal freight terminal and precinct, and secure necessary land.

Government position: Supported in principle

Government action since 2021:

- The Australian Government endorsed prioritising the Beveridge Interstate Freight Terminal ahead of the Western Interstate Freight Terminal. As a result, the Victorian Government announced the indefinite deferral of the Western Interstate Freight Terminal until capacity is required. It has extended interstate rail freight operations in the Dynon precinct beyond 2031 for up to 20 years to deliver certainty for industry.³⁴³
- The Australian Government announced \$900 million in 2024 to complete the Camerons Lane Interchange at the intersection of the Hume Freeway at Beveridge. This will support developing the Beveridge Interstate Freight Terminal.³⁴⁴
- The Victorian Government is working to protect land at Truganina for the eventual construction of the Western Interstate Freight Terminal.³⁴⁵
- Announced the start of major work at the Somerton Intermodal Terminal in July 2023.³⁴⁶ Once completed it could function as the endpoint for Inland Rail in Melbourne.³⁴⁷

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. The Australian Government endorsed prioritising the Beveridge Interstate Freight Terminal. The Victorian Government has deferred the Western Interstate Freight Terminal until capacity is required. It is protecting land for the future freight terminal. It has commenced major work at the Somerton Intermodal Terminal. The Victorian Government extended the interstate rail freight operations in the Dynon precinct to deliver certainty for industry in the short to medium term. Although certain relevant infrastructure projects are underway, the Victorian and Australian governments have made the key strategic decisions necessary to implement the recommendation.

Recommendation 66: Construct an outer metropolitan road and rail corridor

Recommendation description: Within two years, determine staging for the outer metropolitan rail and road corridor. Subject to detailed business cases, start construction of priority sections, starting with the E6 motorway by the end of this decade. Progressively stage corridor development for completion in the next 30 years. Provide a freight rail link to coincide with the opening of the Western Intermodal Freight Terminal.

Government position: Supported in principle

Government action since 2021:

- Continued preparing the Outer Metropolitan Ring/E6 Corridor detailed business case with the Australian Government.³⁴⁸
- The Australian Government endorsed prioritising the Beveridge Interstate Freight Terminal ahead of the Western Interstate Freight Terminal. As a result, the Victorian Government announced the indefinite deferral of the Western Interstate Freight Terminal until capacity is required. Interstate rail freight operations in the Dynon precinct will be extended beyond 2031 to deliver certainty for industry.³⁴⁹
- The Australian Government announced \$900 million in 2024 to complete the Camerons Lane interchange on the Hume Freeway at Beveridge. This will support developing the Beveridge Interstate Freight Terminal.³⁵⁰
- The government is working to protect land at Truganina for the eventual construction of the Western Interstate Freight Terminal.³⁵¹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It is working with the Australian Government to prepare a business case for the Outer Metropolitan Ring/E6 Corridor. Following the Australian Government's decision to prioritise the Beveridge Interstate Freight Terminal, the Victorian Government deferred the Western Intermodal Freight Terminal until capacity is required.

See draft recommendation 43 (Create and preserve opportunities for future major infrastructure projects) for next steps.

Recommendation 67: Co-design an Aboriginal community-controlled infrastructure plan

Recommendation description: In the next year, start a co-design process with Aboriginal Victorians to develop a plan to guide investment in Aboriginal community-controlled infrastructure to meet current and future social, economic and cultural needs.

Government position: Supported

Government action since 2021:

The *Aboriginal health and wellbeing partnership agreement and action plan* was signed in May 2023.³⁵² The action plan identifies priority investment in infrastructure for Aboriginal health and wellbeing services, including:

- land acquisition and capital funding business case development for at least 12 sites
- policies to provide more long-term and self-determined funding for community-controlled health service delivery and infrastructure
- a proposal to establish the Aboriginal Community Controlled Organisations (ACCO) Perpetual Infrastructure Fund.

The Aboriginal Health and Wellbeing Partnership Forum developed the plan. The forum is a partnership between the Victorian Government and the Victorian Aboriginal Community Controlled Health Organisation (VACCHO).

The First Peoples' Assembly of Victoria and the Victorian Government started Treaty negotiations in November 2024. The underlying *Treaty negotiation framework* states that subject matters for negotiations include cultural heritage, economic and community development, education, employment, health and wellbeing, and housing.³⁵³

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The *Aboriginal health and wellbeing partnership agreement and action plan* allows the Victorian Government, in partnership with VACCHO and Aboriginal Victorians, to guide investment in ACCO health infrastructure to meet current and future social, economic and cultural needs. The Victorian Government can partner with other ACCOs to develop plans for other services. The on-going Treaty negotiations may have implications for infrastructure planning and decision making.

See draft recommendation 23 (Fund better health and wellbeing infrastructure for Aboriginal Victorians) for next steps.

Recommendation 68: Set targets to grow social housing

Recommendation description: Set targets to grow social housing in the next year, set a transparent statewide social housing growth target to reach and maintain at least the national average of 4.5 social housing dwellings for every 100 households by 2031.

Government position: Partly support

Government action since 2021:

- Between June 2021 and June 2023, Victoria's social housing grew by around 3,600 homes, raising it to 2.9% of the state's total housing stock.³⁵⁴ The Big Housing Build program will build 9,300 new social dwellings.³⁵⁵
- Through *Victoria's housing statement*, the government announced it will unlock surplus government land across 45 sites for around 9,000 homes, including a target of at least 10% affordable housing.³⁵⁶ It also committed to redevelop Melbourne's 44 high-rise public housing estates by 2051, increasing the overall number of social homes across these sites by 10%.³⁵⁷
- Continued renewing social housing sites through the \$1.2 billion Ground Lease Model project.³⁵⁸ In early 2024, the 3 projects in Brighton, Flemington and Prahran were completed and another project in Flemington was under construction, delivering 1,100 social homes. Planning is underway for another 1,370 homes across 4 projects in Hampton East, Prahran, Port Melbourne and South Yarra.³⁵⁹
- The Australian Government announced \$496.5 million for social housing in Victoria through the Social Housing Accelerator program in June 2023. This will fund 769 new social homes in Victoria.³⁶⁰
- Established in 2018, the Social Housing Growth Fund supports the community housing sector to grow social housing supply across Victoria.³⁶¹ In June 2023, the first Mental Health Supported Housing Round was announced. This included 32 projects expected to deliver up to 214 new homes for Victorians living with mental illness.³⁶²
- Consultation on a new Plan for Victoria started in November 2023. The plan aims to guide the state's growth.³⁶³ Affordable housing and choice is one of the plan's pillars.
- Consultation on draft housing targets for local governments started in June 2024. These targets aim to guide local governments on where future homes should be built across Victoria.³⁶⁴
- Started providing up to \$1 billion in low interest loans and government guarantees to community housing agencies to deliver social and affordable housing in 2022. This initiative aims to build up to 6,000 social and affordable homes.³⁶⁵

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. Between June 2021 and June 2023, Victoria's social housing increased to 2.9% of total housing stock. *Victoria's housing statement* commits to unlocking government land at 45 sites for housing, with at least 10% to be affordable. The Victorian Government funded the Big Housing Build and the Social Housing Growth Fund to increase the number of social housing dwellings in Victoria. It started providing low interest loans and government guarantees to community housing agencies to build up to 6,000 social and affordable homes. However, the Victorian Government has not announced a commitment to reach and maintain 4.5 social housing dwellings for every 100 households by 2031.

See draft recommendation 1 (Build more social housing) and draft recommendation 22 (Invest in secure homes for Aboriginal Victorians) for next steps.

Recommendation 69: Build new hospital capacity

Recommendation description: In the next five years, reserve land for future hospital sites. Over 30 years, build new public hospital capacity to meet Victoria's future needs, especially increases in demand from Melbourne's rapidly growing outer northern and western suburbs.

Government position: Supported in principle

Government action since 2021:

- Completed the \$223.5 million Latrobe Regional Hospital Expansion - Stage 3A in March 2024.³⁶⁶
- Completed the \$229.3 million Shepparton Hospital redevelopment.³⁶⁷
- Completed the Wonthaggi Hospital expansion in November 2022.³⁶⁸
- Completed the Sunshine Hospital emergency department redevelopment in 2021.³⁶⁹
- Completed the stage 2 Northern Hospital expansion in 2021.³⁷⁰
- Continued building the \$1.5 billion New Footscray Hospital.³⁷¹
- Continued building the \$900 million New Melton Hospital.³⁷²
- Continued building the \$1.1 billion Frankston Hospital redevelopment.³⁷³
- Continued planning and building the \$800 million community hospitals program in major growth areas.³⁷⁴
- Continued building the \$655m Ballarat Base Hospital redevelopment.³⁷⁵
- Continued building the \$384.2 million Warrnambool Base Hospital redevelopment.³⁷⁶
- Continued building the \$115 million Maryborough and District Hospital redevelopment.³⁷⁷
- Funded land acquisition for future hospital sites under the Hospital Infrastructure Delivery Fund.³⁷⁸
- Opened the 9th round of the Regional Health Infrastructure Fund on 22 November 2024 to upgrade hospitals across regional Victoria.³⁷⁹
- Continued planning the \$500 million new Barwon Women's and Children's facilities.³⁸⁰
- Announced \$535 million in the *2024/25 Victorian Budget* for the Monash Medical Centre redevelopment.³⁸¹
- Opened the Victorian Heart Hospital in February 2023.³⁸²
- Funded land acquisition and further planning and design work for additional mental health beds at Northeast Health Wangaratta and the Ballarat Base Hospital in 2022-2023.³⁸³

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It has reserved land for future hospital sites. It has increased capacity at 5 public hospitals and opened the Victorian Heart Hospital. It continues to build new public hospital capacity at 13 existing hospitals. The new Footscray and Melton hospitals will increase capacity in Melbourne's growing outer northern and western suburbs. Although certain relevant infrastructure projects are still underway, the Victorian Government has made the key strategic decisions necessary to implement the recommendation.

Recommendation 70: Deliver infrastructure for a more responsive and integrated mental health system

Recommendation description: In the next year, establish a dedicated infrastructure fund to support more responsive and integrated mental health and wellbeing services, consistent with the recommendations of the Royal Commission into Victoria's Mental Health System.

Government position: Supported in principle

Government action since 2021:

- Delivered additional acute public mental health beds through the \$801 million Mental Health Beds Expansion Program at Sunshine Hospital in mid-2023, Northern Hospital in late-2022 and the McKellar Centre in mid-2022. Continued building the remaining acute public mental health beds at the Royal Melbourne Hospital.³⁸⁴
- Completed the emergency department mental health, alcohol and other drugs hubs at the Royal Melbourne Hospital in 2023, Monash Medical Centre and St Vincent's Hospital in 2022, and Sunshine Hospital and University Hospital Geelong in 2021. Continued building the emergency department mental health, alcohol and other drugs hub at Frankston Hospital.³⁸⁵
- Continued building the \$515.7 million Thomas Embling Hospital expansion.³⁸⁶
- Continued delivering a \$141 million investment in 8 new and refurbished youth prevention and recovery care centres in Ballarat, Geelong, Heidelberg, Shepparton and Traralgon. The centres provide treatment, care and support to young people aged 16 to 25 who are experiencing mental health challenges or psychological distress.³⁸⁷
- Completed the Statewide Child and Family Centre in 2023. The centre improves children's access to mental health services, allowing them to stay onsite with their families while they receive therapy and support services.³⁸⁸
- Established the Victorian Collaborative Centre for Mental Health and Wellbeing in September 2022.³⁸⁹
- The Victorian Aboriginal Community Controlled Health Organisation opened The Balit Durn Durn Centre (Aboriginal Social and Emotional Wellbeing Centre of Excellence) in May 2022, supported by the Victorian Government.³⁹⁰
- Announced Victoria's first Lived Experience Residential Service in 2022. The service provides short-term treatment, care and support in a community setting, as an alternative to acute inpatient care.³⁹¹

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It delivered additional acute public mental health beds at 3 health services through the Mental Health Beds Expansion Program. Mental health services at emergency departments in 5 hospitals were upgraded. The Statewide Child and Family Centre, Victorian Collaborative Centre for Mental Health and Wellbeing and the Balit Durn Durn Centre were opened. The Victorian Government continues to deliver the Thomas Embling Hospital expansion and other mental health infrastructure projects. Although certain relevant infrastructure projects are still underway, the Victorian Government has made the key strategic decisions necessary to implement the recommendation.

Recommendation 71: Plan and consistently deliver corrections and youth justice infrastructure while managing demand with policy settings

Recommendation description: Plan and consistently deliver corrections and youth justice infrastructure while managing demand. By 2023, undertake long-term corrections and youth justice infrastructure planning, alongside policy measures that reduce short-term volatility and demand. In the next 15 years, consistently deliver a program of corrections and youth justice infrastructure projects to meet long-term demand.

Government position: Supported

Government action since 2021:

- Completed the *Justice asset and infrastructure plan* in 2021.³⁹²
- Announced plans in June 2024 to open the new Western Plains Correctional Centre in 2025.³⁹³
- Started operating the new Cherry Creek Youth Justice Precinct in August 2023.³⁹⁴
- Announced plans in June 2024 to decommission Dhurringile Prison in 2024 and Port Phillip Prison by December 2025.³⁹⁵
- Closed Malmsbury Youth Justice Centre in December 2023.³⁹⁶
- Bail reforms came into effect in March 2024.³⁹⁷ These reforms aim to reduce the number of unsentenced people in custody who don't pose a risk to community safety.³⁹⁸
- Passed the *Youth Justice Bill 2024* in Parliament in August 2024. This bill creates a new bail offence for youth and adult offenders (committing a serious crime while on bail), establishes a trial of electronic monitoring and more intensive bail supervision of young people, and raises the age of criminal responsibility from 10 to 12 years old.³⁹⁹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The *Justice asset and infrastructure plan* provides a long-term plan for corrections and youth justice infrastructure. The completion of Western Plains Correctional Centre and Cherry Creek Youth Justice Precinct delivers new corrections and youth justice infrastructure. It enabled the Victorian Government to decommission old and unsuitable facilities including Malmsbury Youth Justice Centre, Port Phillip Prison and Dhurringile Prison. The Victorian Government is managing demand with policy settings including bail reforms and electronic monitoring of young people on bail.

See draft recommendation 21 (Better use prisons and invest more in health facilities and transition housing) for next steps.

Recommendation 72: Prioritise and oversee infrastructure delivery in growing communities

Recommendation description: In the next year, empower a government body to monitor infrastructure delivery in Victoria's new growth areas and priority urban renewal precincts, and proactively advise on delivery sequencing and funding. In the next five years, develop program business cases for growth areas and precincts that consider timing, sequencing and funding of infrastructure.

Government position: Supported in principle

Government action since 2021:

- The Victorian Planning Authority continues to plan Melbourne's new suburbs in growth areas. In 2021, it updated the *Precinct structure planning guidelines*.⁴⁰⁰ From 1 January 2025, the Victorian Planning Authority will be integrated into the Department of Transport and Planning.⁴⁰¹
- Published a 10-year greenfield plan across Melbourne's growth areas in October 2024.⁴⁰²

Assessment: Not started

The Victorian Government supported in principle this recommendation. The Victorian Planning Authority continues to plan new suburbs in outer-Melbourne. However, the Victorian Government has not established a new body or tasked an existing body to monitor infrastructure delivery and proactively advise on project sequencing and funding.

Recommendation 73: Fund libraries and aquatic centres in growth areas

Recommendation description: In the next five years, increase funding to support local governments to plan and deliver libraries and aquatic recreation centres in Melbourne's seven growth area municipalities.

Government position: Supported in principle

Government action since 2021:

- Up to \$20 million towards the new Mernda Regional Aquatic and Sports Centre in Whittlesea, including multipurpose sports courts and a pool.⁴⁰³
- \$8.5 million for the Truganina Community Centre through the Growing Suburbs Fund, Building Blocks Infrastructure Program and the Living Libraries Infrastructure Program.⁴⁰⁴ The Growing Suburbs Fund helps to fund local infrastructure projects, including for community centres that provide library services.⁴⁰⁵
- Up to \$5 million towards Stage 1 of the Greenhill Recreation Precinct project in Mitchell, which will deliver an integrated facility for stadium sports, gymnastics and aquatics.⁴⁰⁶
- The Living Libraries Infrastructure Program funded projects in 3 growth area councils in 2023-24. This included \$156,000 for a mobile library van in Melton, \$178,806 for the Thomastown library refurbishment project in Whittlesea and \$14,645 for the Bunjil Place library study zone in Casey.⁴⁰⁷
- In 2022-23, the Living Libraries Infrastructure Program funded \$117,000 to increase public space at the Hoppers Crossing Library in Wyndham.⁴⁰⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The Living Libraries Infrastructure Program provided 4 local councils in growth areas with funding to build and upgrade libraries. The Victorian Government has also funded aquatic recreation centres in 2 growth area local councils.

See draft recommendation 5 (Build libraries and aquatic centres for Melbourne's growing communities) for next steps.

Recommendation 74: Extend rail services in Melbourne's western and northern growth areas

Recommendation description: In the next two years, develop business cases to extend electrified metropolitan train services from Sunshine to Rockbank, from Craigieburn to Beveridge, and on the Wyndham Vale corridor, to be delivered by 2031. Deliver extra services to south-east Melbourne by running Rockbank services to Pakenham via the Melbourne Metro Tunnel. Consider adding extra stations on the Wyndham Vale and Melton corridors, and secure remaining land required for stations and stabling.

Government position: Partly supported

Government action since 2021:

- \$650 million to upgrade the Melton Line. This includes building extra stabling and upgrading stations to deliver better train services and increase train capacity.⁴⁰⁹
- Commenced early site investigations for the new train station in Tarneit West in 2024.⁴¹⁰ The early design for a new station in Tarneit was released in November 2024.⁴¹¹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It funded the Melton line upgrade, started site investigations for a new train station in Tarneit West in Melbourne western growth areas and released its early design in November 2024. However, the Victorian Government has not

completed business cases to extend electrified metropolitan train services or announced extra services to south-east Melbourne via the Melbourne Metro Tunnel.

See draft recommendation 11 (Extend metropolitan trains and run more services in Melbourne's west) and future option (Extend metropolitan trains to growth areas in Melbourne's north and south-east) for next steps.

Recommendation 75: Link outer suburbs to rail with 'next generation' buses

Recommendation description: In the next year, introduce 'next generation' bus services towards Clyde, Mornington Peninsula, Wollert and Armstrong Creek. In the next five years, complete feasibility studies to plan the ultimate development of public transport services on these corridors and secure remaining land required.

Government position: Supported in principle

Government action since 2021:

- Released *Victoria's bus plan* in 2021 to introduce new bus route categories for a simpler, faster and more reliable network.⁴¹² Completed community consultation in 2023 to identify priority areas in Melbourne's north and north-east for bus reform.⁴¹³
- Started constructing the Eastern Busway, Melbourne's first bus rapid transit corridor, making it easier and quicker to travel from Doncaster to the city. The project is scheduled for delivery in 2028.⁴¹⁴
- \$36 million over 4 years from 2023 to improve bus services in outer suburbs, including on the Mornington Peninsula. This includes a new bus route connecting Melton Station to Eynesbury in the western growth area and planning for the new Cross-Peninsula bus link.⁴¹⁵ Extended services for Route 781 to Dromana and Route 887 from Rosebud to Frankston.⁴¹⁶
- Changes to bus services, including new route 524 connecting Donnybrook station and the future Cloverton town centre in the north, and 501 connecting Donnybrook and Craigieburn stations. Extended service delivery of routes 543, 798, 831, 925 and 928.⁴¹⁷
- \$29.7 million over 4 years announced in *2024/25 Victorian Budget* for the Improving Bus and Ferry Services program to improve bus services across Victoria. This includes continuing the Melton South FlexiRide on-demand service.⁴¹⁸
- From June 2024 introduced new bus timetables to provide more frequent, fast and reliable bus services in Geelong and its suburbs, including Charlemont, Armstrong Creek, Torquay and Jan Juc.⁴¹⁹
- Introduced a new bus route 390 in October 2021 to connect people living in northern growth areas of Mernda and Wollert with train services at Mernda and Craigieburn.⁴²⁰ Buses operate 7 days a week, running every 20-26 minutes during weekday peak periods and every 40 minutes at other times.⁴²¹

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It started building the Eastern Busway as the first bus rapid transit corridor. The Victorian Government also introduced new bus routes and extended bus services in the south-eastern, northern and western growth areas, and Geelong's outer suburbs. These include services to Clyde, Melton, Mornington Peninsula, Wollert and Armstrong Creek. However, it has not announced any actions to complete feasibility studies for public transport services on these corridors or secure the land required.

See draft recommendation 9 (Run faster bus services, more often, in Victoria's largest cities) and draft recommendation 10 (Build a new bus rapid transit network) for next steps.

Recommendation 76: Expand and upgrade Melbourne's outer suburban road and bus networks

Recommendation description: In the next 15 years, deliver a program of upgrades to Melbourne's arterial road, freeway and bus networks beyond what is currently funded, focusing on congested roads and corridors in outer metropolitan and growth suburbs council areas.

Government position: Supported in principle

Government action since 2021:

Roads

- \$674 million to upgrade key roads and intersections in major growth areas and regions, improving network efficiency, travel times and road safety.⁴²²
- Completed road upgrades including Stage 2 of the Monash Freeway Upgrade and the South Road upgrade to 5 suburban intersections.⁴²³
- \$17 million announced in the *2024/25 Victorian Budget* to continue improving metropolitan roads and intersections.⁴²⁴
- Allocated \$166.9 million over 4 years in 2022-23 for road upgrades including South Gippsland Highway, Burwood Highway, Mickleham Road, and bus service improvements.⁴²⁵

Bus networks

- Released *Victoria's bus plan* in 2021 to introduce new bus route categories, such as bus rapid transit, to make the bus network simpler, faster and more reliable.⁴²⁶
- New bus interchanges at Merinda Park station from June 2024.⁴²⁷
- 10 new or improved bus services across Melbourne's north, west and south-east growth areas, supported by \$180 million from the *2024/25 Victorian Budget* and the Growth Areas Infrastructure Contribution fund. The new bus routes include services in Donnybrook and Craigieburn from January 2024 and in Sunbury and Diggers Rest from March 2024.⁴²⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It has allocated \$674 million to upgrade key roads and intersections in major growth areas. *Victoria's bus plan* aims to guide long-term bus network reform and introduces new bus route categories that will improve coverage. The Victorian Government funded 10 new or improved bus services across Melbourne's north, west and south-east growth areas. However, it has not announced any additional bus network expansions or road upgrades in other outer suburbs.

See draft recommendation 9 (Run faster bus services, more often, in Victoria's largest cities) and draft recommendation 10 (Build a new bus rapid transit network) for next steps.

Recommendation 77: Target 30% tree canopy coverage in new growth areas

Recommendation description: Over the next 30 years, achieve 30% tree canopy coverage in new growth areas by mandating coverage during precinct development, funding relevant Victorian Government agencies and local government to plant, replace and maintain canopy trees, and work with utility providers to remove barriers to tree planting.

Government position: Supported

Government action since 2021:

- Released the *Precinct structure planning guidelines* in 2021.⁴²⁹ The guidelines include a 30% tree canopy coverage target for public land only.⁴³⁰

- The More Trees for a Cooler, Greener West program has planted 414,000 trees in Melbourne's west since 2021. Announced the opening of applications for the final round of the program in November 2024. The program aims to plant overall 500,000 new trees in Melbourne's west.⁴³¹
- The *Tree removal and replacement* policy sets out requirements for schools and the Victorian School Building Authority to preserve or replace vegetation affected by building projects.⁴³²

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. The *Precinct structure planning guidelines* includes an aspirational 30% tree canopy coverage target for public land in precinct structure plans for new growth areas. The More Trees for a Cooler, Greener West program has planted 414,000 trees in Melbourne's west since 2021, and targets an additional 86,000 trees. However, it has not announced any requirements for tree canopy coverage on private land.

See draft recommendation 26 (Better use government land for open space and greenery) for next steps.

Recommendation 78: Deliver long-term funding certainty for regional road maintenance and upgrades

Recommendation description: Within two years, specify clear levels of service for each type of regional road and bridge. Following this, dedicate a 10-year funding program to sustainably fund Victorian Government regional road and bridge maintenance and upgrades to meet these service levels. Funding should be prioritised based on improving safety, decreasing vehicle emissions, and lifting productivity.

Government position: Partly supported

Government action since 2021:

- \$6.6 billion over 10 years announced in the *2024/25 Victorian Budget* to maintain the state's road network. This includes \$62 million for upgrades in 2024 to make regional roads safer and improve freight routes.⁴³³
- The *2023-24 Victorian Budget* committed \$2.8 billion over 10 years to the Victorian Road Maintenance Funding initiative for road maintenance, renewal and flood recovery across the state's road network.⁴³⁴ This is the first time the Victorian Government provided long-term funding certainty as previous road maintenance funds were allocated annually.
- Published the *10-year Victorian road maintenance funding conversation summary* in 2024, emphasising road maintenance's role in movement, safety and economic growth.⁴³⁵ The Victorian Government engaged with stakeholders to inform implementation of the new 10-year funding model. Stakeholders called for more transparency, local priority and ongoing engagement. The Victorian Government will develop customer-focused metrics to guide future planning.
- The 10-year funding model was informed by stakeholder and research insights on the priorities for road maintenance and service levels.⁴³⁶ This approach enables prioritising road maintenance based on improving movement, safety and economic growth.⁴³⁷

Assessment: Substantially implemented

The Victorian Government has implemented this recommendation. It committed road maintenance funding in the *2023/24 Victorian Budget* (\$2.8 billion over 10 years) and in the *2024/25 Victorian Budget* (an additional \$6.6 billion over 10 years), marking a shift from annual to long-term funding. Stakeholder consultation has informed plans for transparent, customer-focused metrics to prioritise investments. Although the Victorian Government has not published levels of service for each type of regional road and bridge, it has made the key strategic decisions necessary to implement this recommendation.

Recommendation 79: Fund and plan for ongoing regional rail freight network development and maintenance

Recommendation description: In the next year, fund a 30-year periodic regional freight rail maintenance program, informed by a publicly available network development and asset management plan. Using the plan, thoroughly determine the feasibility of the next major regional freight upgrade within five years.

Government position: Partly supported

Government action since 2021:

- \$104.3 million over 2 years announced in the *2024/25 Victorian Budget* to deliver maintenance and upgrades across the regional rail freight rail network.⁴³⁸ This followed \$181 million in 2022-23 for capital upgrades to the regional rail network.⁴³⁹
- More than \$51 million in the Mode Shift Incentive Scheme since 2012-13. The scheme provides rebates to regional freight operators to encourage a shift from road to rail. It will be wound down after 2023-24.⁴⁴⁰
- As part of the Port Rail Shuttle Network, operations began in Altona in June 2023. Further services are expected to progressively start once works at the Somerton and Dandenong South terminals are completed.⁴⁴¹
- Allocated \$48.8 million in 2022 to continue work on the Murray Basin Rail Project. The project aims to optimise the standard and broad gauge network.⁴⁴²
- Released *Statement of freight network capacity* in 2023 as a first step to clarify the rail network's capability to carry goods.⁴⁴³

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It continues rail freight network improvements through the Murray Basin Rail Project, the Port Rail Shuttle Network program and short-term funding for network maintenance and upgrades. However, the Victorian Government has not developed and published a network development and asset management plan for rail freight or committed to long-term funding for ongoing development and maintenance.

See draft recommendation 41 (Make rail freight competitive, reliable and efficient) for next steps.

Recommendation 80: Upgrade power supply for agriculture and regional industry

Recommendation description: In the next five years, contribute toward strategic power supply infrastructure upgrades for agriculture and regional industry, where an independent assessment demonstrates significant potential for increased productivity, competitiveness and growth.

Government position: Subject to further consideration

Government action since 2021:

- Delivered 108 energy management projects through the Business Recovery Energy Efficiency Fund up to July 2023.⁴⁴⁴
- \$28.6 million announced for the Corryong Microgrid to power more than 900 local households and businesses for up to 5 days.⁴⁴⁵
- \$7 million funding under the Victorian Government's Community Microgrid and Sustainable Energy Program for Corryong, Mallacoota and Omeo microgrids.⁴⁴⁶
- Published the *Economic growth statement* in December 2024. It announced the provision of \$10 million to unlock trunk infrastructure in regional Victoria.⁴⁴⁷

Assessment: Not started

The Victorian Government's position was subject to further consideration. It has made some progress to implement this recommendation. While it has invested in some microgrids to improve network resilience, it has not announced power supply upgrades funding for agriculture and regional industry in Victoria.

See draft recommendation 33 (Develop regional energy plans, guide transition from fossil gas and maintain reliable gas supply) for next steps.

Recommendation 81: Plan for and facilitate regional nature-based tourism investments

Recommendation description: In the next two years, develop a Victorian nature-based tourism strategy to guide industry development and prioritise further investments. During the next 15 years, support regional tourism investment by allowing more site-specific leases for up to 49 years for infrastructure proposals that meet strict criteria and complement environmental and cultural values.

Government position: Supported in principle

Government action since 2021:

- Released *Experience Victoria 2033* in May 2023.⁴⁴⁸ The plan includes nature-based tourism as one of the 5 pillars over the next 10 years.⁴⁴⁹
- \$8 million for the Enabling Tourism Fund 2024 announced in January 2024.⁴⁵⁰

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. *Experience Victoria 2033* includes nature as 1 of the 5 pillars to shape Victorian tourism over the next 10 years. The Victorian government has not announced any site-specific leases for infrastructure proposals that complement environmental and cultural values.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 82: Develop a Victorian Aboriginal tourism strategy with Aboriginal communities

Recommendation description: Support and partner with Aboriginal communities in the next two years to guide future investments in Aboriginal tourism and cultural heritage, including through Joint Management Plans.

Government position: Supported in principle

Government action since 2021:

- Completed community consultation for the *First Peoples tourism plan* in June 2024. The plan aims to coordinate and advance First Peoples tourism, leverage and enhance their participation in economic development and empower First Peoples within the tourism industry.⁴⁵¹

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. Following community consultation, it is developing policy themes and objectives for the *First Peoples tourism plan*.⁴⁵²

While the plan has not been finalised, all major strategic decisions have been made to deliver the recommendation.

Recommendation 83: Redesign regional public transport to meet local needs

Recommendation description: In the next five years, redesign existing regional transport services so they are integrated, based on regional needs assessments, and sustainably funded. Use significant technological and reform opportunities to deliver innovative service models that meet local needs.

Government position: Partly supported

Government action since 2021:

- \$321.7 million over 4 years in the *2023/24 Victorian Budget* for the South Dynon Train Maintenance Facility to enable more capacity to maintain regional trains.⁴⁵³
- Continued delivering the \$219.4 million More Trains, More Often initiative. This includes more regional train services.⁴⁵⁴
- From June 2024 introduced new bus timetables to provide more frequent, fast and reliable bus services in Geelong and its suburbs, including Charlemont, Armstrong Creek, Torquay and Jan Juc.⁴⁵⁵
- \$29.7 million over 4 years announced in the *2024/25 Victorian Budget* for the Improving Bus and Ferry Services program to improve bus services across Victoria. This includes improved coach services connecting Yarram and Leongatha to Pakenham train station.⁴⁵⁶
- Started FlexiRide on-demand services in Woodend in 2022.⁴⁵⁷
- Capped regional public transport fares, applicable to all Public Transport Victoria's regional buses, town buses and V/Line trains and coaches, to make travel from regional areas cheaper in 2023.⁴⁵⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It increased regional train and coach services and improved bus services in Geelong. The Victorian Government also started FlexiRide services in Woodend. It provided funding for the South Dynon Train Maintenance Facility to improve regional train maintenance. However, the Victorian Government has not announced any actions to assess regional public transport needs, provide sustainable funding models or use technological improvements to deliver better regional public transport services to meet local needs.

See draft recommendation 12 (Run more bus and coach services in regional Victoria) for next steps.

Recommendation 84: Address regional Victoria's digital connectivity gaps

Recommendation description: In the next five years, continue delivering regional digital connectivity improvements, and monitor and review the need for further government investment following the roll-out of the Digital Future Now initiative.

Government position: Supported

Government action since 2021:

- Continued to deliver the \$626 million Digital Future Now program. The 6-year program improves mobile coverage and broadband access, and supports businesses to grow and create new jobs across Victoria.⁴⁵⁹

- Continued implementing actions under the *Digital strategy 2021–2026*. It sets out the Victorian Government's vision and ambition for a digital Victoria.⁴⁶⁰

Assessment: Substantially implemented

The Victorian Government has implemented the recommendation. It continues to deliver the Digital Future Now program to improve mobile coverage and broadband access across Victoria. Infrastructure Victoria expects that the Victorian Government will continue to monitor and address digital connectivity gaps in its normal business processes.

Recommendation 85: Improve regional telecommunications infrastructure resilience

Recommendation description: In the next five years, develop more resilient regional telecommunications infrastructure so communities can stay safe during emergencies, including better mobile coverage, back-up systems and power supply, and emergency mobile roaming.

Government position: Supported

Government action since 2021:

- \$200,000 for the Mirboo North Community and Business Resilience Hub to help develop more resilient telecommunications infrastructure.⁴⁶¹
- \$28.6 million jointly funded by the Victorian and Australian governments for the Corryong Microgrid. It will power more than 900 local households and businesses for up to 5 days.⁴⁶²
- \$7 million funding under the Community Microgrid and Sustainable Energy Program for Corryong, Mallacoota and Omeo Microgrids.⁴⁶³
- Established microgrids under the Energy Resilience Solutions Program in June 2023.⁴⁶⁴ The program also established energy back-up systems at 25 community hubs by June 2024.⁴⁶⁵

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It has funded projects to deliver more resilient telecommunications infrastructure and improve back-up systems and power supply through microgrids.

See draft recommendation 27 (Better prepare infrastructure for climate change).

Recommendation 86: Fund regional libraries to provide better internet access

Recommendation description: In the next year, start a five-year funding program for libraries in regional towns and rural areas to improve community access to fast, free internet services, leveraging existing library infrastructure.

Government position: Supported in principle

Government action since 2021:

- 12 regional projects funded through the Living Libraries Infrastructure Program 2023-24 round. This includes \$71,757 for the Alpine Libraries technology access upgrade, \$34,448 for the Castlemaine Library study and meeting pods providing wi-fi technology, \$57,327 for the Bendigo Library study and meeting pods, \$42,824 for the Open Libraries project for Shepparton Library and Mooroopna Library, \$185,217 for

the Hepburn Open Libraries program, \$48,051 for the Open Libraries project for Violet Town Library and Avenel Library.⁴⁶⁶

- Implemented the Digital Inclusion Statement including the Public Libraries Funding Program for information technology, library and outreach programs.⁴⁶⁷
- Funded 8 regional projects through the Living Libraries Infrastructure Program 2022-23 round. This included \$1 million for the Baw Baw Civic Precinct Stage 1 project and \$1 million for Heathcote Library, as part of the Heathcote Community Hub.⁴⁶⁸

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. The Living Libraries Infrastructure Program provides regular funding opportunities for regional and rural libraries to improve community access to fast, free internet services, using existing library infrastructure.

Recommendation 87: Use rural schools for children's specialist and allied telehealth services

Recommendation description: Retrofit or better use selected rural school infrastructure for children's specialist and allied telehealth services to improve children's health and development. In the next year, begin a trial in a remote region, such as Wimmera Southern Mallee, to demonstrate the value of adopting the approach in other rural locations.

Government position: Supported in principle

Government action since 2021:

- Continued delivering the \$70.1 million Doctors in Secondary Schools program. This includes \$18 million to build fit-for-purpose consulting rooms in participating schools.⁴⁶⁹

Assessment: Not started

The Victorian Government supported in principle this recommendation. The Doctors in Secondary Schools program was established in 2017 and provides healthcare to Melbourne and regional schools in Victoria. The program allocated funds to build suitable consulting rooms in participating schools. However, the Victorian Government has not provided any additional funding for rural school infrastructure. It has also not started the Wimmera Southern Mallee trial.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 88: Deliver multipurpose shared social service facilities in the regions

Recommendation description: In the next year, start regional planning for social services to identify opportunities for multipurpose shared services facilities, then deliver them where appropriate, over the next five years, in partnership with local governments and community organisations.

Government position: Supported in principle

Government action since 2021:

- Our Place approach provides integrated education, health and wellbeing services for children and families from a single location.⁴⁷⁰

- Continued progressing the \$14 billion Best Start, Best Life reforms to build 50 early learning and childcare centres across Victoria, expand kindergarten programs, and co-locate kindergartens, schools and other services together to create a hub that benefits the wider community.⁴⁷¹
- \$1.047 million announced in 2021 to develop the Ballarat Community Hub.⁴⁷²
- \$950,000 announced in 2022 for the GOTAFE Benalla Community and Regional Hub.⁴⁷³
- \$336,000 announced in 2022 for the Moorabool Council: Navigators Community Multi-Purpose Hub.⁴⁷⁴
- Established The Orange Door in 2018 which continues to provide accessible and safe family violence and child protection support to the community. There are 22 regional locations.⁴⁷⁵
- Developed GovHubs in Bendigo in 2023, Ballarat in 2021 and Latrobe Valley in 2021, to create jobs, grow local industries and businesses and build community projects.⁴⁷⁶
- Bendigo Law Courts opened in February 2023.⁴⁷⁷ Specialist courts and key service agencies are co-located in the courts building.⁴⁷⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. New primary schools will be co-located with kindergartens. Funding for regional community hubs will allow community organisations to use them. However, the Victorian Government has not announced any actions to start regional planning for social services to identify opportunities for multipurpose shared services facilities.

Recommendation 89: Update community infrastructure

Recommendation description: Fund regional councils in the next five years to update, repurpose or retire outdated community infrastructure for better service delivery.

Government position: Supported in principle

Government action since 2021:

- Continued actions under the Regional Jobs and Infrastructure Fund, including \$326,000 for the Navigators Community Multi Purpose Hub in Moorabool.⁴⁷⁹
- The Northern Aquatic and Community Hub in North Geelong opened in February 2024. It includes a new aquatic centre, childcare facilities, gym and a large multi-purpose community performance hall.⁴⁸⁰
- The Investment Fast-Track Fund advances business case development and planning of medium to longer term projects in regions.⁴⁸¹
- Announced 15 facility developments through the \$550 million Regional Sports Infrastructure Program.⁴⁸²
- Approved applications for the Regional Community Sports Infrastructure Fund (Round 1) in July 2024. Opened applications for Round 2 in October 2024.⁴⁸³
- Funded 20 projects in regional Victoria under the 2023-24 Local Sports Infrastructure Fund.⁴⁸⁴

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It has provided one-off funding for regional councils to support community sport infrastructure redevelopment projects and support regional business case development and planning for medium to longer term projects. However, the Victorian Government has not announced longer term service planning to support regional council better manage community infrastructure.

Recommendation 90: Create climate-adapted facilities for rural communities

Recommendation description: In the next five years, fund local governments to plan and help deliver a network of designated, accessible climate-adapted community facilities, to manage the health impacts of extreme heat and bushfire smoke.

Government position: Supported in principle

Government action since 2021:

- No publicly available initiatives identified.

Assessment: Not started

The Victorian Government supported in principle this recommendation. However, it has not announced any actions to implement this recommendation.

See draft recommendation 27 (Better prepare infrastructure for climate change) for next steps.

Recommendation 91: Build regional residential alcohol and drug rehabilitation facilities

Recommendation description: Within five years, build residential detoxification and rehabilitation facilities in regional Victoria to provide equitable access to alcohol and other drug treatment.

Government position: Supported in principle

Government action since 2021:

- Completed the \$223.5 million Latrobe Regional Hospital Expansion - Stage 3A in March 2024. This includes a 6-bed emergency department mental health, alcohol and other drugs hub.⁴⁸⁵
- \$5.4 million for the Ballarat Mental Health and Alcohol and Other Drugs Hub.⁴⁸⁶
- Provided \$36 million for a 30-bed residential rehabilitation facility in Mildura in May 2022.⁴⁸⁷
- Continued building 3 regional alcohol and other drugs residential rehabilitation facilities. The 30 beds in Wangaratta and 20 youth beds in Traralgon opened in April 2022.⁴⁸⁸

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It has funded residential rehabilitation facilities in Mildura and completed building these in Wangaratta, Corio and Traralgon. The Victorian Government has also built emergency department facilities to provide alcohol and other drugs services at Latrobe Regional Hospital.

See draft recommendation 18 (Build more residential alcohol and other drug treatment facilities) for next steps.

Recommendation 92: Fund more Youth Foyers in regional Victoria

Recommendation description: Fund at least six new Youth Foyers in regional Victoria by 2026, to better use existing education infrastructure and support vulnerable young people.

Government position: Supported in principle

Government action since 2021:

- Continued delivering \$50 million in youth housing projects.⁴⁸⁹ This includes 2 new Youth Foyers in Wangaratta and Wodonga, and investments in youth homelessness in Mildura and Bairnsdale.⁴⁹⁰

Assessment: In progress

The Victorian Government has made some progress to implement this recommendation. It has funded 2 new Youth Foyers in regional Victoria. The Victorian Government has not announced any plans to fund the remaining 4 youth foyers.

This recommendation has not been carried forward in the updated draft strategy. Infrastructure Victoria expects that the Victorian Government will continue to consider implementing this recommendation in its normal business processes.

Recommendation 93: Expand social housing in regional centres, in locations with good access

Recommendation description: Focus social housing investments in regional centres, near transport and services, for better access to health, social and economic support.

Government position: Supported

Government action since 2021:

- Continued delivering social and affordable housing in regional Victoria through the commitment to invest 25% of the Big Housing Build program in regional local government areas, providing \$1.25 billion across regional Victoria. \$765 million already allocated to 18 regional local government areas, with work underway to identify where to allocate the remaining \$485 million.⁴⁹¹
- The \$1 billion Regional Housing Fund aims to deliver more than 1,300 new homes across regional Victoria. The new homes will include a mix of social and affordable housing.⁴⁹²
- Announced the regional round of the Social Housing Growth Fund in 2022 and 2023. It committed \$237.8 million to deliver around 739 new homes in regional Victoria.⁴⁹³
- *Victoria's housing statement* announced the Short Stay Accommodation Levy, effective from 1 January 2025. Homes Victoria will allocate 25% of the revenue raised to fund social housing in regional Victoria.⁴⁹⁴
- Victoria will get \$496.5 million to build up to 769 homes under the Australian Government's Social Housing Accelerator Program announced in June 2023.⁴⁹⁵
- Beginning July 2024, Victoria will receive \$451 million in 2024-25 under the Australian Government's National Agreement on Social Housing and Homelessness. The program aims to improve social housing and address homelessness.⁴⁹⁶

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. It is delivering social and affordable housing in regional Victoria through the Big Housing Build, the Regional Housing Fund and the Regional Round of the Social Housing Growth fund. The Short Stay Accommodation Levy will fund social housing in regional Victoria. The Australian Government's Social Housing Accelerator Program and National Agreement on Social Housing and Homelessness will also fund social housing and address homelessness across Victoria. Although certain relevant infrastructure projects are still underway, the Victorian Government has made the key strategic decisions necessary to implement the recommendation.

See draft recommendation 1 (Build more social housing), draft recommendation 7 (Rezone locations near existing infrastructure for more home choices) and draft recommendation 22 (Invest in secure homes for Aboriginal Victorians) for next steps.

Recommendation 94: Make social housing suitable for changing local climates

Recommendation description: Continue to deliver a long-term program of modifying social housing to be climate resilient by improving the energy efficiency and energy affordability of residences.

Government position: Supported

Government action since 2021:

- Released the *Health and human services climate change adaptation action plan 2022-2026*. The plan prioritises reducing social housing exposure to climate-related risks and natural hazards. The measures include specifying climate resilience in new social housing developments, while upgrading existing social housing to transform the current asset base.⁴⁹⁷
- \$141.5 million Cooling Our Public Housing Towers program launched in 2024 to install air conditioners in high-rise public housing.⁴⁹⁸
- \$112 million Social Housing Energy Efficiency Program launched in 2021 to install 500 air conditioners in social housing.⁴⁹⁹ The program was expanded with an additional \$46 million from the Australian Government to support energy efficiency upgrades for 35,000 social housing dwellings.⁵⁰⁰
- From May 2024, new homes must meet a minimum 7.0-star Nationwide House Energy Rating Scheme (NatHERS) rating.⁵⁰¹ All new rental agreements from March 2023 require properties to have an energy efficient fixed heater.⁵⁰²
- In June 2024 sought community input on new minimum energy efficiency and safety standards for rental properties.⁵⁰³

Assessment: Substantially implemented

The Victorian Government has made considerable progress to implement this recommendation. The *Health and human services climate change adaptation action plan 2022-2026* provides long-term strategic direction to improve the climate resilience of Victoria's social housing. The Victorian Government funded the Cooling Our Public Housing Towers and Social Housing Energy Efficiency programs. New homes must meet a minimum 7.0-star NatHERS rating. The Victorian Government now also requires properties to have an energy efficient fixed heater for new rental agreements and has consulted the community on new minimum energy efficiency and safety standards for rental properties. Although certain relevant infrastructure projects are still underway, the Victorian Government has made the key strategic decisions necessary to implement the recommendation.

See draft recommendation 27 (Better prepare infrastructure for climate change) and draft recommendation 34 (Speed up household energy efficiency and electrification) for next steps.

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